

The **VINTAGE** *Spirit*



Photo Contest
Hagerty Corner
TABS Report
Maggie Bars

Spridget Review
Blackhawk Preview
The VSCDA Questionnaire
Holiday 2016 Issue



Holiday 2016 Contents

Message from the President.....	Page 3
The VSCDA Photo Contest.....	Page 4
The VSCDA Questionnaire.....	Page 8
Trans Am B-Sedan Report.....	Page 10
Sprite Midget Report.....	Page 14
Blackhawk 2017.....	Page 18
Drivers Committee Report.....	Page 20
Maggie Bars.....	Page 22
ELVF Wrap Up.....	Page 23
Hagerty Corner.....	Page 24

Editor
Chris Bonk

A Message from our President Barb Nevoral

The Board of Directors would like to thank you for your participation in our races and in responding to our survey. We hear what you have to say. We are working on new ideas that will help VSCDA to work more efficiently. In the end we believe VSCDA will be more user friendly and communications more timely and succinct as we strive to be the best club of the Midwest. Three major things have happened with our making operational changes and that is we now have a new Treasurer, Jeff Freers who has replaced our good friend John Houlton. We have a new Office Manager, Stacey Donato who has replaced Laura Hire whom we will all miss. We also have a new IT manager, John Zicco who started last year and is doing a phenomenal job in making changes to our website. Thanks so much for the service of John, Laura and Howard and welcome the service of Jeff, Stacey and John.



The 6th Annual
VSCDA Photo Contest

Contest Winner - Bill Gill



1st Runner Up - Bob Soave - Road America



2nd Runner Up Keegan Bonk - Grattan



The Annual VSCDA Photo Contest continued



Rick Blaha



Jason Pearce



Monica Andrews



07/13/2010
Tom Hannigan



Chip Halverson



Kelly Wittenauer



Canan Comer



Lowell Marx



Matt Primack



Andy Holverson



Dave Crosby



Meet Don Carone

VSCDA
Board Member
Don Carone

answers...

The VSCDA QUESTIONNAIRE.

Q. How did you get into racing?

A: Went go karting on a road course in Ca got the bug Researched racing in the Midwest and Lucked into a great racing group with VSCDA started in Formula Vees

Q. Did you follow racing in your childhood?

A: Not a racing fan in my youth but always been a car guy.

Q. Do you have a racing hero or favorite racer who inspired you?

A: Garrett Van Camp now. GREAT inspiration and helpful to anybody who needs anything from a racing tip to swapping a motor I try to conduct myself off the track as he would. When we were kids we would ride bikes to STP and get the receptionist to give us stickers.

Sometimes Mario Andretti and Andy Granatelli would be in the conference room! SOOO Mario as a kid.

Q. What is your favorite track? Event?

A: Road America Both for the racing and the spectacle. Great cars. Great people, great town. But I love them all!!

Q. What tracks are on your bucket list?

A: Laguna Seca. Raced it a couple years in a row at Skip Barber schools. Would love to take my

Formula Ford there

Q. Do you have a favorite "racing" story or favorite racing recollections?

A: 1st year we were at Blackhawk it was raining as usual. I found out then I was pretty good in the rain I thought. As I came around the last turn a car was going to lap me and I wanted no part of that. I did the best I could to keep him behind me. He just got by me by the middle of the front straight and as we broke for turn 1 he just went off into the gravel as I made the turn. Not sure why I remember that;

must be a first year thing!

Q. Favorite car you've driven? Street car? Race Car?

A: Lotus 51 Formula Ford Is my current race car. I have been lucky to drive many great street cars. Early Porsche turbos come to mind.

Q. What car are you dying to get an opportunity to drive or race?

A: Love to drive a Porsche 917. Always been a Porsche guy. Also 427 Cobra on the track.

Q. Have you ever had an on track accident? What did you learn from that experience?

A: Went for a gap that wasn't there. Knew it right away. Luckily just rubbed tires. Stay patient and safe!!

Q. What advice would you give to an up-and-coming racers?

A: Give it a try and take advantage of all the experience in your group. You'll gain friendships for life





The Trans Am B-Sedan 2.5 Challenge Series' Finale by Steve Bonk

The stage was set for a knock down drag out battle at the VSCDA's ELVF race at Elkhart Lake's 4 mile Road America race track. This year's Trans Am 2.5, B Sedan series came down to the last race with only 1 point separating first place Ike Keeler's Datsun 510 and Mike Pranka's Alfa GTV. Steve Bonk driving his Datsun 510 was a close 3rd place. This was truly a vintage historic ending. If one closed their eyes, it was almost like it was 1971 again at Laguna Seca with Horst Kwech and John Morton battling it out. Whoever won that last race would be the series and manufactures champion. This would be the same. Who would win? Would the "Ike and Mike" show be so close that incidental contact between them would take them both out and allow Steve

Bonk to win the race and take the series crown?

This was, by far the closest season to date. Ike Keeler, Mike Pranka and Steve Bonk battled it out for top Honors all year, pole positions were jumbled amongst all 3. Last years Series Champion Ike Keeler was favored to win, but it hadn't been easy so far. A no-race start at BlackHawk Farms raceway because of flywheel/crank issues meant he needed to finish well in the rest of the races. Mike Pranka, with his Alfa GTV had his own ghosts to battle. Mike, a consistent B Sedan racer in the series had not won the series while having more starts than his closest competitors. Steve Bonk was praying that his car would finish each race and not dash his hopes of completing a Trans Am 2.5 season.

We need to go back to races before Road America to see how everything got so close. Grattan was part of the critical path to the championship. So much so, that Ike Keeler who had very little experience on the track decided to do a track day at Grattan to hone his skills a day before our race weekend. That is the dedication it takes to run up front in the B sedan series. Grattan was a tremendous race for the series this year. (if you have not seen the in car video) it is a text book of 2 front runners that can run fast and safe without hitting each other. Watch it here. <https://m.youtube.com/watch?feature=youtu.be&v=ZgRxv0DAWvw>

Ike was able to qualify on Pole, while Mike grabbed 2nd and Bonk 3rd. From the start Mike and Ike

were side by side in turn 1 and 2. that action continued for a few laps until Mike got a good run up the hill and carried his speed down the straight away and grabbed first place. Which Ike quickly fought back for and wrestled away from Mike's Alfa. Half way through the race Pranka, over cooked the hairpin turn just a little allowing Ike in his 510 some much needed breathing room. Steve Bonk in astonishment saw the Maroon Alfa off the track and thought that he could capitalize on Mike's mistake. But that misstep was not going to keep Pranka down, he went back to work, and what some might consider his drive of his career was re passing cars and breathing down the neck of the #75 car of Steve Bonk in 2nd place. 2 laps later he had broken free of Bonk to continue his quest of finding Ike in 1st place. Unfortunately with laps running out, the chances of Mike catching and passing Ike were slim. Mike came in a close 2nd when the checkered flag fell, accruing that crucial extra point that would leave him only 1 point from tying for first place coming into the last race at Road America! Steve Bonk came in 3rd continuing his podium streak. Mike Pranka set a new Trans Am 2.5 B sedan lap record during the race of 1:29.12.

The big finale at Road America would be just that! Only 1 point separated 1st and 2nd place. 1 month of figuring out what can be done to the cars to make them faster? Would it rain? Do the cars have the proper gearing? How can the cars get better Aerodynamics for the long straightaways? The Datsun 510 of Ike Keeler had a little bit of a advantage in the power to weight ratio over the Alfa GTV of

Mike Pranka. Road America is a horsepower track. The boxy 510 has little more drag than the sleeker Alfa GTV. The secret to this race would come down to qualifying. You can follow another car, nose to tail all day. It is another thing to get around that car in front of you. This years sponsor for the trophies and the race was Chris Bonk's Bottle and Bottega "paint & sip studio" The event was The Bottle & Bottega Grand Prix of Road America!

The weekend is here at last, Mike Pranka's car has a new aero dynamic feature on it. It is called a "Air Dam," Mike likes his car to have the old school minimalist look to them. Not a lot of stickers, not a lot of racing items either, on them. lol But he has been told that Horst Kwech of Alfa fame and many others, swear by the benefits of a Air Dam on a long track to give better top speed. He will give it a try, even though it is ugly to him. Ike Keeler has his trusty steed, the same red 510 he ran at Grattan. Ike has two 510's, so you never know which one he will show up in. Steve Bonk had his long time (Paul Newman) numbered #75 White red and blue Datsun 510 in attendance. It was been well over a decade since he has competed in more than 3 races in a season and he is about to start his fourth race. Don Eichelberger one of our previous Trans Am B sedan champs has taken his car out of moth balls and has his new high horsepower motor and is ready to go. This years ELVF was a Volvo sponsored event, there was many original B Sedan Volvo's present unfortunately not one of the



out of town Volvo's joined us. We did have the usual suspects of Joe Brabendar, Jeff Babcock, and Todd Jongen driving their Volvo's in fury. BMW was represented by long time driver Geoffrey Harris, and new comer Jeff Cohen and John Bibbo. Michael Recine and Barb Nevorall rounded out the group with their Alfa GTV cars.

Just like every race weekend, many people have little or major issues on their car that require attention. Steve Bonk's car is floating around on the straightaways and acting evil on the corners, not predictable at all. He consults a few people, and Mike Besic string aligns the rear of the car, to make it more predictable. Also just prior to the race the starter takes a crap and he is push started to run the race. Mike Pranka had to go almost to Green Bay Wisconsin to find a brake caliper part. Joe Brabender, was pulling his transmission out. I am sure I have missed a host of other people's problems.

Qualifying was going to be critical as stated before. There was a lot of traffic and it was going to be hard for anybody to get a good qualifying lap in. The Alfisti were watching race monitor to see if Mike Pranka could pull it off. Get the coveted, Pole position that would give him the inside corner at the start of



the race. Qualifying finished and Mike got the spot to the joy of the Alfa fans. Ike Keeler got second and knew he had his work cut out for him. Steve Bonk got 3rd but was way off the pace to challenge the front 2. Behind Bonk was the 2 BMW's of Geoffrey Harris and John Bibbo, Barb, Nevoral, Don Eichelberger, Mike Recine and Todd Jongen topped off the grid.

The B Sedan race was the last of the day on Saturday. They saved the best for last of course. There was some anxious drivers and crew members for sure. The pace lap was started, drivers started to swerve their cars back and forth to warm the tires. Mike Pranka in his Alfa on pole controls the speed of the start of the race once the pace car pulls off. As the whole group nears the flag station, Ike Keeler is so far ahead of Mike Pranka that the start is waved off. The pace car picks up the whole group and we do another slow lap, one lap into the history books. We now are coming up the hill, the pace car has left us and Pranka is setting the pace once again, everybody

is in proper position and the green flag waves. Then a explosion of 4 cyl motors that are winding what seems to the moon happens all at once. Pranka, shoots straight for the inside of turn one, Ike on the outside in second place misses a shift, Steve Bonk seems glued to Pranka's bumper and is now in 2nd place. People are freaking out they can't believe what they have seen. Don Eichelberger who started in 8th position passes a bunch of cars and is in 4th place! It looks like Mike Pranka might be able to break away from Ike and get some breathing room. But no such luck, the red 510 has plenty of power down the straights and is able to catch up to the maroon Alfa of Pranka's. They end up side by side going through turn 1, Ike gets a nose prior to turn 3. But unfortunately Ike's car drifts out towards Mike's car in turn 3, and Mike being the consummate gentleman driver moves over off the track to avoid contact with Ike. Watch the race here. https://www.youtube.com/watch?v=NWT5_fNoaul&feature=youtu.be&app=desktop

While those guys sail off literally into the sunset, (watch the video) Steve Bonk thinks he will just cruise around to a easy 3rd place. That sure wasn't going to happen. Don Eichelberger in his Red 510 shows up in his mirror like the Red Baron and is hounding him from corner to corner. Bonk is driving his ill handling car with kid gloves, not trying to lose his 3rd place position, but also not wanting to ball up his car either Lol. Further back Barb Nevoral and Michael Recine are battling away, one red Alfa against another.

Ike, comes in first place, Mike, in 2nd and Steve hangs onto 3rd. The cars are all brought to the scales and weighed. All the cars come up legal on their weight. The crowd gathers, Champagne is passed out and sprayed, the trophies are handed out to the 3 drivers, and another season is in the record books. Ike Keeler is Trans Am 2.5 B Sedan Champion for 2016.

We would like to thank all of our sponsors, because without you, we wouldn't have T shirts and Trophies. In no particular order, Mike and Diane Besic of Besic Motor-



sports, (Alfa Romeo Experts) MRR Mike Recine Racing, all around cool guy that races a beautiful Alfa. John Zicco's Top Gear Technologies, VSCDA webmaster and Website maker/IT guru. Chris Bonk's Bottle and Bottega/Eclectic Time Studio and T shirt designer for T.A.B.S group.Plus a thank you to everybody that has volunteered to continue the series.



**He would've
if he could've...**

Elkhart Lake Vintage Festival 2017
Porsche Featured Marque
 Gather on the Green
 Road Course Renactment

VSCDA 2017 RACE SCHEDULE

GINGERMAN SPRING BRAKE DRIVERS' SCHOOL & RACES
 May 4-7, 2017 - South Haven, MI
BLACKHAWK VINTAGE CLASSIC XXV
 June 16 - 18, 2017 - South Beloit, IL
VINTAGE GRAND PRIX AU GRATAN XXXI
 August 18 - 20, 2017 - Belding, MI
ELKHART LAKE VINTAGE FESTIVAL XXXII
 September 15 - 17, 2017 - Elkhart Lake, WI

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VSCDA
 VINTAGE SPORTS CAR DRIVERS ASSOCIATION



2016 Sprite Midget Race Series End of Season Report

By Stan Mason

Overall - It is hard to believe that this is our 5th Sprite Midget Race Series Season of having fun on and off the track. The following are some highlights: Driver Incidents – Gman had 2 (a minor body rub in the rain with a student that did not cause it. Blackhawk Farms incident with a lead car where mechanical failure occurred resulting in a spin with second car coming in contact. There were no incidents involving our group at Grattan that I am aware of. I will provide updates on other overall incidents at Grattan later. We will continue to focus on improvements in this area and have created “The Jim Donato Most Respected Driver

Award, which is covered below. I understand that VSCDA’s Vintage Formula Vee Group is considering a mentoring program to assist newer drivers. I have heard that VSCDA has done this in the past along with other Vintage Sports Car Groups. I think we should also consider this as a positive alternative for SMRS as well. I am welcome to your thoughts of how we would implement a Mentoring Program and if we are in agreement we could start in the 2017 season.

Race Attendance – SMRS dropped slightly this year. I am expecting increased numbers for 2017 with our typical 10 to 20 Spridget at Ginger-

man, Blackhawk and Grattan.

1. Grattan – It was a great weekend with 15 Spridgets racing. We had drivers attending from Minnesota to New York and Michigan to Kansas. We had an amazing lack of attrition throughout the weekend with only one Spridget not making it to Sunday’s Sprite Midget Race. There were slight sprinkles drying quickly in the Spridget Exclusive Race. Friday was the Paddock Crawl with eventually the 3rd stop procession in the Spridget Compound. Weather was off and on most of the weekend. Tornado Warnings Saturday afternoon shorten the day with eventually the race day being cancelled.

Our friends from Kansas thought they escaped TORNADOS by racing in Michigan and kept clicking their Ruby Red Slippers saying “There Is No Place Like Home” without much effect! We were fortunate that there were no excessive winds just lots of rain during this time. Saturday’s Banquet was fun as usual with Perrin Micro Brewed Beer the sponsor again this year. We appreciate the great effort by Alex and all others who contributed.

2. Sprite Midget Contributions (We Thank all of the following contributors):

a. Cana and Colin Comer Decals, Erick Zanner / JDM Investments Awards and other support and Mal Fay for his contribution, Don Kelly Series Hats and Jeff Carlos poster and awards.

3. Season Overall Winners (requires having a perfect score of at least 2 of the 3 events)

Past Winners were:

2013 Cana Comer

2014 Greg Cory and Nathan Burress

2015 Colin Comer and Randy Byboth.

2016 had 2 eligible overall winners coming into Grattan, Jon Bauer “Power” and Mal Fay, but thanks to Doug Bruce and John Deikis they were both sidelined by one point (those dirty Spridgeteers). Results are attached. During the rush to get out the results after the Spridget Race and before lunch I mistakenly looked at the wrong line for Square Body 2D and trans-

posed finish. The new results are: Ashley Burress 2nd and Jeff Freers 3rd. I apologize for this oversight. If there are any other discrepancies that I may have made, please don’t hesitate to contact me.

4. Special Spirit and Driver Awards: Gary Kropf Spirit Award (started in 2015 in honor of Gary’s attitude that we admire). This Huge piston award was donated by Paul Fitzsimmons and polished up with name tags by Charlie Hall’s vision towards what I know will be an important award now and in the future. The criteria for this award was modified slightly to not conflict with following 2nd award.

Previous Winners 2015 John Salisbury

Criteria: Promotes the Vintage Spiri. Assists others within the paddock, with repairs, parts, advice and encourages racer in making next session. Quick to organize group activities with race and banquet. Volunteers with other VSCDA activities and committees.

This year’s winner was a tie with Jim Donato and John Salisbury sharing this award.

The Jim Donato Most Respected Driver (started in 2016 in honor of Jim’s contribution).

Criteria: A driver that exemplifies the meaning of a Vintage Sports Car Driver includes:

Predictable (Stays on racing line and points racers by when being passed or when passing. Makes sure that over taking driver knows

they are about to be passed and allows room and good judgement).

Confident & Observant (Uses mirrors and is aware of others racing near).

Respectful (Confirms that their race car is mechanically sound and will not cause others to be injured from improper maintenance. Can sit down with other competitors and enjoy their company after any session).

Objective (open to other’s comments) and Drives Defensively (adjusts for conditions safely regardless of other driver’s interaction). This year’s winner was rightfully chosen for his own award. Jim Donato.

6. Spridget Contributors to VSCDA (we appreciate our group’s unselfish contribution to VSCDA making us one of the best groups within VSCDA for volunteering their time):

a. Ron Soave and Jeff Porasik for Blackhawk Event Chairman

b. Dave Young, Paul Fitzsimmons and Gerry Brasil, Brad Carlloss for their contributions to Scrutineering / Tech Barn

c. Laura Hire for her overall running of VSCDA registration and all that she does. Laura has been with Team Kelly when Jeff, Don’s Father raced in SCCA

d. Jim Donato, Cana Comer, Charlie Hall and Gary Kropf for Drivers Committee

e. Doug Bruce for Homologations and Corner / Paddock Worker Sprite Door Annual Award select-



ed for the best Grattan worker selected by their peers.
f. Cheryl Carloss Registration
g. Stan Mason Group 2 Representative.

7. Series Awards: Jeff Carloss did a great job again this year leading the charge for our classy acrylic awards by ordering and labeling along with wife Janet assisting. This can be a little frustrating with the time limitations after I tally results right after Sunday's Spridget Race just in time to make the after Brat Lunch announcements. Every driver that met the 2 race weekend

or more requirements received these awards with name and position on award.
2E Bug Eye = Tied for first Jeff Carloss and Stan Mason
2M1 Bug Eye = 1st Jon Bauer
2M2 Bug Eye = 1st Nathan Burress, 2nd Duane (Ottie) Ottness
2D Square Body = 1st Mal Fay, 2nd = Ashley Burress, 3rd Jeff Freers, 2m1 Square Body = 1st Jim Donato, 2nd Greg Buckley
2M2 Square Body = 1st Randy Byboth, 2nd Ron Soave, 3rd John Salisbury

8. Weigh In - I apologize for the

scales not being available at Grattan. We will try again for Gintgerman 2017. The following cars that have been weighed this year and have met the minimum weight requirement or heavier for both Bug Eyes and Square Bodies are: Cana Comer, John Salisbury, Nathan Burress, Ashley Burress & Jeff Carloss.

Thanks and Enjoy A Spridget Life!!
Stan Mason



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New Friends Positive Values Personal Growth
Great Adventures Outrageous Fun

anokijig@anokijig.net
Phone: 920-893-0782



www.anokijig.com
Fax: 920-893-0873

October 3, 2016

Deb and Mike Korneli
6236 Gilbert Circle
West Bend, WI 53095

Dear Deb, Mike and Vintage Sports Car Drivers Association Team,

We're extremely grateful for your immensely generous gift of \$3,662 from the VSCDA ELVF event. We are so pleased that you consider Camp Anokijig and the youth we serve a cause worthy enough to be the beneficiary of your organization's hard work!

Your generosity will provide hope and encouragement to underprivileged children in the form of scholarships to attend summer camp at Anokijig. On behalf of all the children we will be able to reach due to your kindness, thank you!!

Children who are experiencing difficult times need positive factors in their lives to help promote a sense of accomplishment, confidence and self-esteem. An Anokijig experience is a life-changing gift for them, coaxing growth and development while teaching them respect for others and, sometimes more importantly, for themselves.

Your heart for these children is inspiring! Through your support we can continue to empower and change young lives as we're able to offer the opportunity for *all* who desire to experience the personal growth and wonder of Camp Anokijig.

Thank you for your partnership in making dreams come true! Please pass on our enthusiastic thanks to all the members of your team!

Sincerely,

Jim Scherer
Executive Director

Allison Scherer
Development Director

*Thank you so much
for your continued
support!!*

The Vintage Sports Car Drivers Association did not receive anything of value in exchange for this gift. Camp Anokijig is owned and operated by The Friends of Camp Anokijig Inc. which is a 501 (c)(3) not for profit corporation.



2017 Blackhawk XXV – Silver, Sun, Much More of the Same and The Kastner Cup

By Ron Soave

With the holidays approaching in our windshield and the brutal Midwest winter just starting turn-in towards its apex, try to bring yourself back to the glorious sun-drenched 3 days of June that were the Blackhawk Classic XXIV, and fast forward to the Blackhawk Classic XXV, the Silver Anniversary of VSCDA's annual Green Flag of Summer. This year is stacking

up to be the greatest Classic yet, with some changes in store and some very special guests on tap.

Anyone who's raced at Blackhawk over the past decade has seen tremendous year-over-year improvements, including additional paving and electric service in 2016, with more coming in 2017. With the track's growth, our VSCDA event has continued to expand,

with 2016's record turnout being the capstone of recent years. Our member comments were almost universally positive, with some very constructive criticisms of our Friday practice day. Because of our traditional optional ½ day Friday format, our turnout has varied from year to year, making the logistics of staffing, paddock entry and practice groupings increasingly challenging. In 2015 and



again in 2016, we had near-full turnout by Friday afternoon. To better serve you, we are pleased to announce that the 2017 Blackhawk Classic XXV will be a full 3 day event with the same exceptional track time and value that has become the signature of this event.

The changes that the Blackhawk Farms ownership have made have transformed Blackhawk Farms from a cozy "driver's" track to a fan friendly, national-level facility, and this has not been lost on the organizers of the 2017 Kastner Cup. The Kastner Cup is an event that started in 2003 to honor the

achievements of the great racer and innovator Kas Kastner, his contributions to the SCCA and the contributions he's made to the entire Triumph breed. The Kastner Cup attracts some of the most beautiful and historically significant Triumph race cars from all over the world, and VSCDA and



the Blackhawk Classic organizers are pleased to announce that the Kastner Cup will be coming to Blackhawk Classic XXV in 2017. In addition to our amici from Friends of Triumph, the Alexander boys' "ARE", Beady Eye Racing and the usual VSCDA cast of characters, we will be joined by

Triumphs from all over the country as well as a growing contingent from Europe. Kas will be our honorary Grand Marshal of the event, and I know he and his wife Peg will love the hospitality we'll all provide. Kas always says that his favorite element of the Kastner Cup cars are that "they're racing, and not sitting in a damn window!" With the typical Blackhawk Group 1 folks driving the wheels off their rolling masterpieces, the more-fun-than-a-barrel-of-monkeys Vee group's endless clean dicing, the slicks-and-wings racers, the ground-pounders and our usual variety of prod-cars to suit all tastes, Kas should be in heaven.

Most importantly, what makes our club special is the "D" in VSCDA – the DRIVERS (and those who make it possible for us through their endless support.) I hope you join us for the Classic XXV and show the Triumphs and the entire vintage racing community the best bunch of "D's" on the planet.





VSCDA Driver's committee activity and notes					
Road America 2016					
Incident	Date	Group	Issue	Info discovered	Action
1	9/16	8	Driver hit tire wall in turn 2	Driver was too optimistic about traction on wet track	Driver placed on Probation for the rest of the weekend (this event)
2	9/16	7	Driver hit inside wall at turn 8	Driver overcooked turn 8 and spun contacting wall - driver error	Driver placed on Probation for the rest of the weekend (this event)
3	9/17	8	Driver hit wall after spinning out at the kink (turn 11)	Driver lifted abruptly to avoid traffic causing spin	Driver placed on Probation for the rest of the weekend (this event) and deported
4	9/18	5	Driver hit tire wall in tire turn 7	Went too far onto rumble strips and lost control	Driver placed on Probation for the rest of the weekend plus one event
5	9/18	6	Car 1 successfully passed car 2 going between 7&8. Car 1 also tried to pass 3	Car 3 did not see the passing car (1) and car 1 did not complete a safe pass	Both drivers were put on Probation for one event
6	9/18	8	Car 1 slid off carousel trying to pass on the outside.	Car 1 spun and slid across the track hitting the tire wall	Car 1 was put on probation for the balance of this event.
7	9/18	4	Car 1 attempted to pass on the inside of turn 1.	Car 1 successfully passed Car 2 but did not see or complete a safe pass of Car 3. Video showed a large speed differential.	Car 1 was placed on Probation for one event.
8	9/18	10	Car 1 was trying a pass between turns 5&6. After running side by side for some time, slight contact.	Formula Vee close racing and both drivers accepted some responsibility	This was considered a racing incident.
9	9/18	2	Multiple passes under full course yellow, Many drivers failed to observe flags	The race was on full course yellow for some time as rescue vehicles were all deployed	All drivers that passed under the full course yellow were given one event Probation as a result of safety issue.
10	9/18	5	Car 1 and 2 racing for the lead split to pass Car 3 on the right and left.	Car 1 made a safe pass on the rt which startled Car 3 resulting in slight contact red during the pass by Car 2 on the left.	This was considered to be a racing incident.
11	9/18	9	Car 1 struck rear left fender of Car 2 between 14 & 15	These 2 drivers did not fill out incident report and are on suspension until issue is resolved.	Car 1 touched Car 1 in a passing effort and is on a one event Probation
12	9/17	9	A Car was observed going 25 to 30 mph in the pits with pedestrians nearby.	Driver was testing transmission at about 6pm on Sat night.	Driver was given a 4 event or one year Probation
Friday and Saturday we had very good driver performance (3 minor spins with no car to car contact).					
Sunday it felt like we were on the edge of control. Too many damaged cars and car to car contact.					
We had 9 issues to deal with - 6 of those where we had car to car contact. 13 drivers were placed on probation:					
4 drivers on probation for this event only (spins with tire wall contact)					
8 drivers were placed on probation for the RA event and one more next year					
1 driver was put on a one year or 4 event probation for speeding in the pits					
We are still having a big problem with passing under yellow flags. We did hand out some Probation time for some passes under yellow.					

MiRPA along with VSCDA
Invites you to join us at the 8th Annual
MOTORSPORTS & MEMORIES WINTER BANQUET



honoring legendary race car driver
Lyn St. James

Saturday, February 4, 2017

CHICAGO MARRIOTT SCHAUMBURG

50 N. Martingale Road, Schaumburg, Illinois 60173

847-240-3113 – Mention MIRPA for special room rates prior to January 8th

Cash Bar Cocktail Hour & Silent Auction 5:30 pm
Dinner will be served at 7 pm ~ Dressy/Casual Attire

Banquet attendees are invited to join Lyn St. James
Saturday Morning at a special VIP event and lunch
at

Heidts Automotive 9 am – 11 am
800 Oakwood Road • Lake Zurich, IL 60047
and

McKee Engineering 11 am – 1 pm
805 Oakwood Road #H • Lake Zurich, IL 60047

MiRPA/VSCDA Members and a guest: \$ 95.00 per person for Dinner only
\$120.00 per person for Dinner with VIP Event and Lunch

Non-Members: \$ 125.00 per person for Dinner only
\$150.00 per person for Dinner with VIP Event and Lunch

Please return your reservation, check payable to MiRPA by January 27th to:
MiRPA – 300 JANDUS # 109 – CARY, IL 60013

NAME: _____

ADDRESS: _____

PHONE: _____ EMAIL: _____

List name of attendees and indicate menu choice (Beef – Chicken – Fish)
If you wish to form a table of 10 – please submit checks and registration forms together

For details visit our website: www.mirpa.org - mirpa1958@aol.com - 847-421-2891
MiRPA is a recognized 501(c)(3) charity

Vintage Vee Safety Report



By Maggie Van Camp

In September of 2009 I wrote an article for Victory Lane titled: Maggie Bars: Open Wheel Racing Safety. Maggie Bars or nerf bars come out from the trailing arm to mid line or outside of the tire. They prevent the entwining of tires from two open wheel cars which can cause serious accident and injury. For all of you who think these are “sissy bars” just look at what the Indy cars have come up with. They now encapsulate the rear wheels with body work that will prevent that type of an accident from happening. I am sure they do not call them “sissy bars”!

It was a safety feature that I had “gently” been pushing every since my husband, Garrett Van Camp, ran a formula vee back in 1969. After winning the national championship in 1971 he sold that little car. As fate would have it we bought back that same car in 1999 and have been racing it in VSCDA ever since with new Maggie bars.

After a very serious accident that occurred in our group in 2009 I no longer took a passive role. I, along with my husband and a dear friend/

driver, Mike Kitzmiller, started this program with personal funds, personal time and energy to get everyone in our VSCDA Formula Vee group outfitted with Maggie Bars. We passed out \$70.00 checks to drivers to get their “MB’S” made with the understanding if they were not on by the next race we got the checks back. Some had the bars installed and gave the check back to me to pay it forward. Not only does VSCDA run with this program but it has been carried into Canada, Texas and California. We have people calling for pictures and hopefully they have installed them.

VSCDA has the largest field of formula vees. This year we have had 50 different drivers show up for our races. We average about 30 cars per race. As of the last race we had just one car without Maggie Bars on it. It was a new car and they promised to have them on by next race. Our overall rate is 98% of the field. Yes, we have had accidents but no one has had a serious interlocking wheel accident. If a front tire comes in contact with the rear – it is just diverted.

I want to thank everyone for putting up with me. I walk around to each and every car in the field checking them off my list and offering anyone who doesn't have them help in getting them on their car. We have pictures and drawings for most every make and model of formula vee and if we don't we will design them for you. We will make them if you can't. We will ship them to you and help you get them installed if you need that. We feel that this safety feature is as important as your belts, helmet, HANS and Nomex gear. This one keeps your car from getting airborne.

Until next year at driver's school at GingerMan when I start walking the pit area once again, checking out the formula vees and carrying my soap box around to all the new cars – safe racing!!!

PS If anyone is interested don't hesitate to contact me. (gvancamp@sbcglobal.net [in the subject please put MAGGIE BARS]) or 248-352-4430



2016 ELVF

By Mike Korneli

The 2016 ELVF was a huge success. We broke a record with 323 entries. Those are vintage entries, no Miata Cup, current era Porsche Cup or current era TransAm cars. We had the largest number of Volvo vintage race cars ever, at least that's what the Volvo racers told us. There were drivers from Mexico, Canada, east coast, west coast and of course the faithful Midwest group; 31 race Volvos in total. The Volvo Club national meet brought in 75 concours cars for Saturday and 20 slalom cars at the Motorplex for Friday. Volvo Car USA did a great display of new and vintage cars. There was a good group of Formula Juniors which was our second feature for the weekend. The two Stanugellini's were worth the trip to the track alone. Those cars are so beautiful. With the large turnout we had record numbers in most groups. The non racing activities for the

weekend were also a huge success. Our “Gather on the Green” invitational Concours has really become an event of its own. We've had to put people on a list for next year as we have been over subscribed the last two years. We want to keep the car count to about 125 cars. We have compiled an impressive list of eclectic cars and motorcycles. Our Road Course Reenactment almost maxed out at 100 cars. This of course becomes a car show on Lake Street. We had a very large turnout for spectator touring on both Saturday and Sunday. For those that really appreciate the history of racing our Honored Guest Bill Wuesthoff was a real treat. Bill's career took him all the way back to 1955 when he ran the first race at Road America. He was also Augie Pabst's driving instructor. It doesn't get much more historic than that. He spoke at a Saturday brunch for a group that was doing a benefit for Muscular

Dystrophy. That was new for us this year. He of course spoke at our banquet on Saturday night. All in all it was a block buster weekend even though we had a little rain Friday afternoon. The spectator count gets bigger every year. I know that Road America has been marketing our event hard and it's really beginning to show it. I have seen big changes in the 11 years Deb and I have been involved. I know that I am biased but I do think the ELVF has reached a level of one of the elite pure vintage events in the country. It doesn't hurt that we get to hold it at the best road course in North America.

Plans for 2017 ELVF are already underway. Porsche will be a feature for next year. It's hard to believe we have never done Porsche before so we are hoping for a big turnout. Stay tuned for updates. We hope everyone has a great holiday season!

What do songs reveal about your favorite cars and driving interests?

By: John L. Stein

Do you know the difference between a Pontiac GTO's Rally I and Rally II wheels? How about a Porsche 917 Langheck and Kurzheck? Can you identify different Tri-Five Chevys by their taillights? Many car folks have hard-drive-like knowledge baked into their frontal cortices. Well, the same

memory skills exist for car songs. This became apparent while eating at a neighborhood café this week, when the casual mention of a single car song begat another and another in an impressive snowball effect.

In just minutes, three of us had identified 39 songs ranging from 1951's "Rocket 88" by Jackie Brenston to 2014's "Talladega" by Eric Church. Searching "car song" on the internet would have netted dozens – and maybe even hundreds – more but that wasn't really the point. What fascinated me

here was the free association that quickly produced a simmering pot-full of songs that we all enjoyed and could immediately reprise accurately by riff, lyric, chorus, chord and note. And most noteworthy, that the song content dealt with particular cars and driving situations, such as cruising, dating or street racing. Amazed by this latent knowledge, I jotted the tunes down on a paper placemat, and later created a chart to see what the songs revealed about our driving interests and us.

The song topic most represented in our dinnertime recollections was street, drag or road racing (11 instances), appearing in "Little Deuce Coupe," "409" and "Shut Down" (The Beach Boys), "Drag City" and "The Little Old Lady from Pasadena" (Jan & Dean), "G.T.O." (Ronny and the Daytonas), "Maybellene" (Chuck Berry), "Hey Little Cobra" (The Rip Chords), "Talladega" (Eric Church) and "Beep Beep" (The Playmates), the 1958 song about a little Nash Rambler racing a Cadillac.

Just as interestingly, the most often covered car brand was Ford (eight instances) appearing in "Fun, Fun, Fun," "Little Deuce Coupe," "Ballad of Ole' Betsy" (The Beach Boys), "Surf City" (Jan

& Dean), "Thunderbird" (John Hiatt), "Maybellene" (Chuck Berry), "Silver Thunderbird" (Marc Cohn) and "Making Thunderbirds" (Bob Seger). Huh. So at heart, we're Ford guys who like to race? Maybe. But also perhaps, certain songwriters were!

Looking for some outside perspective here, I called Dean Torrence, the Jan & Dean singer who had made possible Hagerty's "Surf City Here We Come" story in 2014. "What's your favorite car song?" I asked, expecting him to say "Dead Man's Curve" or perhaps "The Little Old Lady from Pasadena." But no. "'Beep Beep,' he said. "That was the first one I ever heard. It was clever and funny, and it also had a clever ending – a little tongue in cheek. Most entertaining."

Did we miss a bunch in our foray into the topic over dinner? You bet. We totally missed "I Get Around" and "Don't Worry Baby" by The Beach Boys, "The Motorcycle Song" by Arlo Guthrie, "Drive" by Alan Jackson and "No Particular Place to Go" by Chuck Berry. We likewise missed "Tennessee Plates" by John Hiatt, "Mustang Sally"

by Wilson Pickett, "Skidmarks on my Heart" by the Go-Go's and plenty more. We also failed calling out numerous bands with car names such as Booker T. and the M.G.'s, Little Anthony and the Imperials, and The Cadillacs. How could we? Either dinner wasn't long enough or, more likely, our circuits just got overloaded with minutia while recalling song titles and artists. Mental random access

memory (R.A.M.) isn't as sharp as a good Google search, it seems. So a fuller list will require another visit to the café (and our memory vaults) another time



Happy



Holidays!