

# *The* VINTAGE *Spirit*™

**VSCDA**  
VINTAGE SPEED & COUNTRY ASSOCIATION



## **2018 Recaps**

*Gingerman*

*Blackhawk Classic*

*Grattan*

*Elkhart Lake Vintage Festival*

*Blackhawktoberfest*

*Heath & Nutrition  
for Race Weekends*

**Winter Activities**

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Editor  
Jessica Johnk

## A Message from President Alex Rorke

Welcome to the 2019 January edition of Vintage Spirit. Thanks especially to the efforts of Editor Jessica Johnk, Vintage Spirit is up and running again, providing a way for us to reflect on and enjoy the many moments of a VSCDA year. Long time Vintage Spirit Editor Chris Bonk set a remarkably high bar for any vintage racing club's newsletter/magazine. If anyone can take our publication to the next level, it is Jessica. This issue is just her first lap!

2018, our 40th anniversary, was a tremendous success due to all our members, racers, volunteers, sponsors, friends, spectators and tracks. Thanks to our remarkable level of camaraderie and volunteer participation, VSCDA offers the best combination of laps and cost in the vintage world. When people race with us for the first time, one of their most frequent observations is that we are clearly a club dedicated to our members. Thank you to all who make it possible.

Not only did 2018 have great racing and camaraderie but it was pleasantly uneventful from the perspective of the Drivers Committee. Thank you to DC members for doing a great job. They would be the first to say the credit goes to the drivers themselves and their racing in the vintage spirit. We managed to maximize racing and minimize incidents over our five race season, setting the best kind of record. This is a trend we can all work to keep going in 2019.

For those of you who did not attend our annual meeting/banquet in November, the next issue of Vintage Spirit will provide in depth coverage, especially of the very informative and entertaining presentation by John Morton and Burt Levy but, as we end a year and start a new one I would like to single out the work by our Treasurer Jeff Freers. We are in very strong financial shape and are doing a good job of keeping costs under control, thereby making racing as inexpensive as possible for our membership. Thank you Jeff.

So many contribute to the celebration that is our sport, ranging from the unsung heroes of tech, 24 hour a day commitment of event chairs and Stacey Donato's tireless efforts to help our members. However, as I write this as 2018 comes to a close, I would like to thank the VSCDA Board and its officers for all they do for our club. I could not imagine a more dedicated and professional group, especially for a volunteer organization.

2019 looks great for VSCDA. All the events have strong followings. And the ELVF, featuring the 50th anniversary of Formula Ford, will be a spectacular signature event. That is a story for an upcoming issue....

Looking forward to seeing you at GingerMan in the not very distant future.

Alex





# GINGERMAN

MAY 4 - 6, 2018

Article and Photos by: Jessica Johnk

VSCDA kicked off the first event of the season in sunny, warm South Haven, Michigan. Friday was spent meeting new faces and welcoming new drivers on to the track! Then, we had a weekend jam packed full of wheel to wheel action. From the feature Spridget race that kept spectators on the edge of their seat while Ron Soave and Doug Bruce put on a show for the

first place spot, to the Enduro on Sunday where David Michele's Alfa Romeo barely edged out Rick Gurolnick's 356 Porsche for the checkered. Every feature race had great battles throughout the field and some very memorable cars. Mike Besic smoked the field in the Group B/C Feature Race, Tony Drews' Triumph gave Soave's Sprite a run for his money in Group E, John Boxhorn and

Jim Kelley kept things close at the front in Group D, while Garrett Van Camp and John Kennelley gave us all a preview of the exciting season they would have - these two racing wheel to wheel for first place all season long! One of my favorite parts of the weekend? Seeing everyone after the long winter and getting to see new cars and drivers join us for our week-ends of fun!



## Kurt's Korner:

As I'm preparing for the 2019 Spring Brake event, I looked back to the event in 2018 when I took on the role of Race Chairperson for the first time. Last year, I was hoping to continue the work that Jeff and Cathy had done, and had done so well for so many years. Katrina and I didn't realize just how big of an undertaking that was, but we couldn't be happier with the way the event turned out in the end. On a day with exceptional weather,

the event was a success with racing, good food and good friends we now consider family. We really enjoyed getting to know and work with all of the key players who helped make this event a hit.

With an organization like VSCDA, a day of vintage racing can't be beat. This year, we are looking forward to celebrating at the Formula Ford 50th Anniversary party while hoping to recruit some racers that may not usually run with us.

-Kurt Marquardt



# BLACKHAWK CLASSIC

JUNE 16 - 17, 2018



Article and Photos by: Jessica Johnk

Name a better way to spend Father's Day weekend than at a race track, surrounded by beautiful cars, and having the roar of race engines greet you every morning? (silence) There is nothing better. The weekend started off a little cold and a little wet, but it quickly changed to tropical-like conditions. It thunderstormed during the driver's meeting, but stopped in time for us to take the track. The first few practice sessions were a bit damp and I think everyone that went out had a fear of touching the grass. The sun eventually came out to dry the

track and by the second practice sessions, everyone was ready to go!

The Enduro on Saturday was a ton of fun, especially getting to run with all different cars. I tried to count down how many laps I had completed but completely lost count when a turtle tried to cross the track at Turn 7. I was also trying to count how many times Craig Faust lapped me but lost track of that because he was such a blur as he sped by!

As I'm writing this I'm getting tired all over again think-

ing about how much track time we had! Between the practices, qualifying, races and specialty races (the Enduro and the Handicap Race) we were running from sun up to sun down - lots of great track time and lots of enjoyable racing. We also had lots of fun with race friends and family at the dinners on Friday and Saturday, doing track walks at night and hanging out when the engines were turned off. If Blackhawk wasn't on your schedule this year, make room for it next year because it was a blast!







Photos by: Chauncey Moran

Article by: Alex Rorke

Grattan, with its surprise, off-camber turns, long straightaway, banked turn, blind leap and other miscellaneous surprises, is challenging and exhilarating. It is the perfect location for VSCDA's Summer Party. By the time you read this, other publications like Victory Lane will have circulated their coverage of the individual races, so this article will focus on some of the other factors that make Grattan so much fun and a great example of vintage racing. There were many photographers at the weekend but no one put more time and effort into catching the feel of the weekend in detail than Chauncey Moran on behalf of Victory Lane. For great pictures of the weekend courtesy of Chauncey, email him at [criver-walkerr@aol.com](mailto:criver-walkerr@aol.com).

Despite the historic camaraderie of racing at Grattan, getting through registration and onto the track has been quite a hassle for racers, crew and the volunteers who put the event on. Particularly due to the efforts of Kathy Newton and Stacey Donato (with help from many others), the registration and track entry process was changed. By moving away from the small registration building and into the banquet tent it was possible to process drivers more quickly while also allowing for catching up with friends, browsing Regalia, etc. Kathy took on the thankless task of working with drivers to assign paddock spots before arriving at the track. The choke point of track entry stopped being an issue. I have previously mentioned that at times

it seemed as if the red mist had descended upon some teams in their efforts to be first across the track to mark off where they and friends would paddock. Red mist before the first lap certainly does not enhance camaraderie. Thanks to Kathy's advance work with drivers, 90% of the pressure was alleviated and paddocking was a big success. Thank you to all who helped and cooperated. In an extraordinary example of having vintage spirit, Kathy has allowed herself to be volunteered to help with paddocking at all 2019 VSCDA events, including the ELVF. Given the roughly 200 Formula Fords we are expecting at the ELVF, her organizational and interpersonal skills will be crucial.



Maybe the lack of having to cope with a major choke point getting to the track did make a difference in safety and racer conduct. The Drivers Committee of Gary Kropf, Charlie Hall, John Kennelly and Roger Heil reported an almost incident free weekend. Thank you racers. Thank you DC.

No vintage racing weekend would be complete without the story of a car losing its engine (or transmission or...) and friends (maybe even strangers) pitching in to come up with the substitute part. That happened at Grattan. Ron Soave's Sprite blew its engine Saturday. John Salisbury donated his backup engine and the Upper Paddock was filled with the

sounds of competitors working together to get the car back on the track. It worked and Ron won his next race. Ron winning makes the story all the more exciting but the point for VSCDA and our style of racing is the effort many put into getting Ron up and running.

Other than at drivers meetings or if you are (unhappily) called to the tower, most racers have little contact with an event's Chief Steward. Although invisible to many, the work done by the Chief Steward and staff is paramount to a safe racing weekend and keeping all the many pieces working together smoothly. Verne Wandell, who has been our Chief Steward at both Grattan and GingerMan

retired after our last lap at Grattan this year. Verne did a great job of keeping us safe while letting racers race and it was a pleasure to acknowledge his work and thank him at the Banquet. We are extremely fortunate that Phil Cull has stepped up to help us transition to having a new Chief Steward. Phil will be Chief Steward for both Grattan and GingerMan next year. He will work closely with Gordy Ensing, who has vast racing experience, to get Gordy ready for being our Chief Steward at Grattan and GingerMan after the 2019 season. This positions us perfectly for our future events. Thank you Phil and Gordy.





Grattan Raceway is roughly 30 miles from Grand Rapids. For the last four seasons it has been a pleasure to Chair our Summer Party there. Seeing a racing village come alive is inspiring. First there is quiet. The track and paddock areas are empty. Volunteers pour in to help with registration and paddocking. A procession of trucks, trailers, cars, motor homes rolled up. Some arrive as parts of large teams with tons of equipment, others arrive solo driving their racing cars. Sud-

denly tents pop up. Engines burble to life. Groups start walking and biking the track as the sun goes down. The next day racing cars start to move quickly and the pace of events is frenetic but somehow it works. Racing ends and our signature Paddock Crawl brings people together who might not normally get to know each other. Saturday the pace picks up even more. It is usually quite hot and Liz makes certain the corner workers get water and ice cream. The day ends with

music and our version of a banquet. Sunday roars awake with the extra lap time VSCDA events are known for. Racing ends and cars, trailers, motorhomes and friends stream out. The sun is casting long shadows. The tents are gone and it is quiet. But the last echo of comments is almost always the same, "Can't wait for next year."

I hope Jeff Janus and Don Kelly, Grattan Chairs for 2019, have as much fun at Grattan as I have.



# THE ELKHART LAKE VINTAGE FESTIVAL

SEPTEMBER 14 - 16, 2018





If you raced the ELVF (Elkhart Lake Vintage Festival), then you are a proud survivor of the Wisconsin mosquito takeover of 2018. I was up every morning at 5 and the first thing I did was fog our paddock area. Friday morning, I sprayed around our trailer and watched a cloud of mosquitos fall to the ground! A majority of the races were watched from the tower while making copies of grids and timesheets, and the only time I sat down from 5am to 5pm was to race in Group 8 - so I will try to give the best recap that I can from the bits and pieces I have from the weekend! For starters, we had HUGE grids, lots of spectators, gorgeous cars and picture perfect weather aka all of the makings for a great weekend! Group 2/3D

filled the track with 84 cars on the entry list. Just to give you an idea of how large the group was, I was standing on the starter's bridge for Saturday's race and was told that as the first two cars were coming up under the bridge, the last car was going through Canada Corner!

I make copies in the media center and watched everyone in the room stand up to watch the Group 10 photo finish between Garrett Van Camp and John Kenneley, .115 seconds separated the two as they crossed the line. The Group 3/6 race for first was between Brian Garcia's Cheetah and Kirk Blaha's Corvette, with Garcia edging out Blaha by just 3 seconds! The excitement continued all the way through the pack

Article and Photos by: Jessica Johnk

with a race for third between Ray Mulacek, Matt Jensen and Travis Pfrang, and another exciting battle between teammates Tim Cornelius and Daniel Parr for sixth! Group 3/8 saw a 911 podium sweep with George F Balbach on top, followed by Steve Grundahl and Lisa Hansen just inching out Mike Besic at the finish. I was watching the Group 1 race from the tower and saw Rex Barrett's #66 finish just in front of Augie Grasis' #34. If you've seen the Group 1 guys in the paddock and on the track, then you know they're always having way too much fun! Group 4 had another close race at the front between Robert Burnside, Tom Stephani, Adam Stanton and Jacques Dresang with Burnside taking the checkered first.



We saw two familiar cars at the front of the grid for Group 5: the #40 of Robert Blain and the #0 of Jeffrey Miller. Finally, we had another photo finish in Group 7 between Thomas Prankratz and Joel Quadracci where Prankratz crossed just .184 seconds ahead of Quadracci.

One of my favorite moments of the weekend,

was seeing Colin Comer and Cana Comer line up on the grid together in their Bugeye Sprites. Also, besides being one of the ELVF sponsors, Colin pulled off a very impressive hat trick of finishing first in the Elkhart Lake Cup, first in the Group 9 Feature Race, first in the Spridget Feature Race and second place in the Group 2/3D Feature Race.





# BLACKHAWK TOBERFEST

OCTOBER 13 - 14, 2018



Article and Photos by: Jessica Johnk

Last VSCDA race of the season at Blackhawk Farms was real, it was cold, it was real cold, but it also was really, really fun! Saturday morning started off with frost on the track, but it quickly thawed and we were ready to race! Ron Soave and Jeff Porasik put on another great event filled with lots of track time and the opportunity to run with different cars/drivers. Between the enduro on Saturday and the Handicap Race on Sunday, it was fun to get to run with cars from all different groups! I personally enjoy the Enduro because you get to race with familiar cars with different drivers and different cars with different drivers! There's always so much to learn and experience.

Watching the Group 1 cars (Pre-War) at Blackhawk was a blast! It may have been cold, but they still wore their open face hel-

metts and raced their hearts out! Avery Reed and Dennis Holloway had a close finish in the Sprint Race, with Nick Carso not too far behind, crossing the line in 3rd place. The Group 2 Heat, Sprint and Feature race was a showdown between a Sprite and MG Bs, with Ron Soave's Sprite coming out on top in all three races. The Feature Race also had a close TR4 race between Paul Ricco and Tony Drews, with Ricco just edging out Drews at the end. In the Group 3/4/5/7 races, we saw a lot of Jim Kelley in the front of the pack, a lot of close racing between him and John Boxhorn in the Heat Race, then Kelley came back in the Sprint Race to finish first, just ahead of Craig Faust and Jim Shanel. In the Feature Race, Robert Burnside, Charles Duncan and Frank Newton finished as the top three. John Kennelley was untouchable in the 4FJ/4FV

Heat and Sprint Races and Steven Lockwood was the man to beat in the Feature Race, with David Crosby coming in second and William Gill finishing in third. Gill had quite the busy weekend racing double time in both Group 4FJ/4FV and Group 6/8. Since we were always gridded together, I sat and watched for him to come in off the track and hop in his Healey for our sessions together. In our Group Races, I saw a lot of Evan Pecore and heard him roar past me on the straights. He had a nice battle with Thomas Purdy in the Heat and Sprint Race, with Purdy's Corvette coming in first and Pecore coming in second. Pecore finished the weekend with a victory in the Feature Race.

What a great weekend to end the season on! Writing about it makes me ready for racing to start!



The idea for this article came to me after the Blackhawk Classic weekend when a few people were noticing signs of heat exhaustion on Saturday. One of my friends, Jake Bure, is a trainer and happily discussed the importance of being properly fueled for a race day and discussed his methods for a quicker recovery post race.

## Pre-Race:

Eat a very balanced meal on a race day. Eggs are high in fat and protein so those are a staple. These can be made with breakfast potatoes like sweet potatoes because they digest slower and give you some added nutrients that regular potatoes don't. Add some cooked vegetables with the eggs and potatoes (like sautéed onions and peppers plus some avocado and spinach) for more nutrients. Otherwise, you can make a smoothie with mixed berries, protein powder, spinach, almond milk, and sometimes almond or peanut butter. For those that are in a pinch for something quick or don't have access to cook a meal like this or make a smoothie in the morning, the most important thing is to get a good combination of carbohydrates and protein. These are ideal for starting the day to help your mind stay sharp and focused.

## Post Race:

For refueling Jake is a huge fan of using a protein powder and a quick digesting carbohydrate immediately after a workout or race. He will typically use a fruit juice, sports drink, or even sour patch kids immediately after a workout to spike insulin levels. This spike helps the body deliver much needed nutrients to the muscles. By combining this with a protein powder, you are getting protein delivered quickly to the places that need it most. About an hour after, try to have a balanced meal of a lean protein, carb and fat source (lean proteins can be chicken, lean ground beef, egg whites, fish, etc. with brown rice for the carb source and avocado or olive oil as the fat source). Throw in some veggies to help get as many nutrients in that the body needs and you have a well balanced meal!

## Hydration:

Staying hydrated is also crucial with the heavy suits that are worn for safety. Usually when you notice you're thirsty, it's too late. The key is to keep fluids coming in the day before and the moment you wake up on race day. Drink water, sports drinks, coconut water, anything that has a water base will help. Shy away from caffeine and alcohol as these tend to lead to dehydration. The major key is just start drinking fluids early and often.

Ideas for hydrating snacks to keep on hand: Cucumbers, Watermelon, Strawberries, Blueberries, Apples, Celery and Bell Peppers. All high in water content, all packed with various nutrients to help your body function during a race weekend!

If you want to discuss more in depth with Jake, you can email him at: [tracktraintransform@gmail.com](mailto:tracktraintransform@gmail.com)

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Photo by: Dan Sheehan



Photo by: Chauncey Moran



Photo by: Bill Nesius



Photo by: Larry Zucker

# WINTER ACTIVITIES

## WATCH ME:

### Cars:

1

The 24 Hour War

Apex: The Story of the Hypercar

Cannonball Run

Driven

Ferrari: Race to Immortality

Grand Prix

The Gumball Rally

The Italian Job

King of the Mountain

LeMans

McLaren

The Racing Years (Series on Amazon Prime)

The Return

Rush

Senna

Williams

Winning

Winning: The Racing Life of Paul Newman

### Motorcycles:

The Doctor, The Tornado and The Kentucky Kid

Faster

Fastest

Hitting the Apex

On Any Sunday

Out of Nothing

TT: Closer to the Edge

The World's Fastest Indian

Off-season got you craving some car/moto therapy? I have a list of things to keep you occupied until the first race of the season! Besides working on your car, here are some things to do to help the time fly by:

If you are looking for a weekend trip, I can name the perfect town for you to visit: Elkhart Lake, WI aka home to Road America. Elkhart Lake is one of my favorite places to visit, even on non-race weekends. It's amazing how many things you can do and see in just a day or two! Start your morning off with a coffee from Off the Rail, make your way over to The Throttlestop to see all of the gorgeous cars on display and the impressive bike collection, have dinner at Schwarz's in St. Anna and grab a drink at Siebkens downtown. Oh, and make sure to drive past Road America, even in the dead of winter you can still hear the engines and feel the excitement radiating out of the gates (plus you can get the first peek at all of the new race condos being built).

Another city that has a lot to fulfill your motorsport needs is Milwaukee, Wisconsin. Stop at Fuel Cafe (either the original or Walker's Point), where you can enjoy a meal surrounded by moto history and they even have races playing on the screen at the bar. Bonus: if you're in the area over the weekend of February 15th - 17th, come to Flat Out Friday at the UWM Panther Arena, the Mama Tried Show and watch bikes hit the lake for ice racing (providing it's cold enough and the lake is frozen enough). Take a tour of the Harley Davidson Museum and see how they have played a huge part in American history. The Wisconsin Automotive Museum is also nearby in Hartford (less than an hour outside of Milwaukee).

If you're looking for movies, documentaries or TV shows to watch while you work on your car, here's a list of some that have come highly recommended! If you're subscribed to certain series like F1, IndyCar, IMSA, MotoGP and MotoAmerica - they all have past seasons up for you to watch as well.



## THROTTLESTOP

Article and Photos by: Jessica Johnk

One of the newest gems in Elkhart Lake is the Throttlestop. Located downtown just off of 67 and East Rhine Street. Everytime I go in, there's always a new variety of cars and bikes to drool over. From May through September, they host Cars and Coffee twice a month - usually falling on a race weekend. Tom (co-owner of the Throttlestop) said they can have up to 1500 attendees at one Cars and Coffee event! Not only do you get to see the beauties in the shop, but you get to see all sorts of unique cars and bikes being driven there and you can talk to the owners about the history. Keep an eye on their website and social media sites because they have a lot of cars that go up for sale and they usually sell in the blink of an eye! If you haven't made a stop here yet, add it to your list of must sees in Elkhart Lake!







# SCHWARZ'S

Article and Photos by: Jessica Johnk

If you've been to Road America, you've probably heard about Schwarz's (if not, here's your chance). Schwarz's is a family operated Supper Club in St. Anna, WI (about a 15 minute drive from Road America, 10 if you're really hungry). Many racers and teams consider this a must stop during the race weekend and for good reason. They make the best EVERYTHING I've ever had! Every steak I've ever eaten is compared to Schwarz's and not even the "best steakhouse" in Minneapolis comes close to a Prime Rib or Rib Eye from here. Even their seafood (especially their lobster) is better than some I've had during beach vacations. On a busy night, they can serve around 700 people, and on race weekends they can serve more than that! I know people that fly in from all over the country for a meal at Schwarz's and they are happy to wait up to 2 hours if it means they'll get their steak. While you wait in the bar area for your name to be called to dinner, you can get a perfectly mixed drink and enjoy it with their ever popular onion rings (like I said, everything is good here - I personally love the fried cauliflower and have to get it every time). Friday nights they offer the traditional fish fry and they have specials going almost every night, be sure to check the menu board or ask your server. If your mouth is watering now, plan a trip to St. Anna this winter, stay at the Schwarz's guest house, enjoy an unforgettable dinner and explore the area! After one visit, you'll become a regular here too!



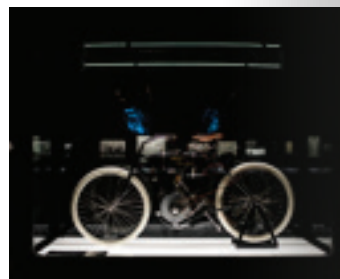
Article and Photos by: Jessica Johnk

I don't know about you, but I really enjoy drinking my coffee and eating breakfast surrounded by motorcycles. There are two Fuel Cafes in the city: Walker's Point on South 5th Street or the original on East Center Street. I frequent the Walker's Point location whenever I'm in town because the service is exceptional and the food is always great! They have races playing on the screen at the bar and you can watch anything from Flat Track racing to MotoGP to MotoAmerica (just ask the bartender nicely if there's a race being broadcast live and they will change it to what you want). Not only do they offer a variety of delicious dishes (try their seasonal mashed potato omelet, breakfast burrito or their famous cheese curds - really you can't go wrong with anything you choose), but they have bakery items that will leave you licking the crumbs off the plate. Check out their local beers on tap as you watch a race or ask the bartender what the best drink is, he will happily make it for you and he never disappoints! Fuel also sponsors the February Mama Tried show and Flat Out Friday, if you want to check it out visit: [www.flatoutfriday.com/mama-tried-show](http://www.flatoutfriday.com/mama-tried-show) for more information.



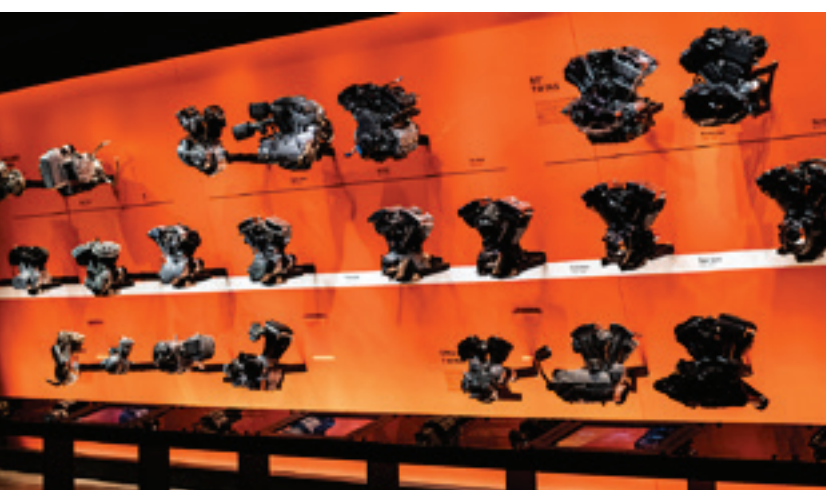


# MILWAUKEE: HARLEY DAVIDSON



Article and Photos by: Jessica Johnk

Even if leather isn't a wardrobe staple for you and you're not a big Harley person, the Harley Davidson Museum is packed with history and amazing designs which makes it worth a visit. They are always adding to the exhibits so it's always changing. You can go back to the early 1900's and see the first motorcycles and how they progressed to war vehicles to even tow vehicles for car dealerships (still blows my mind). The engine room and the wall of engines is impressive and taught me things I didn't know. Coming from an art school background, I was very interested in seeing how the design of the bikes have changed over the years, how Harley got it's signature orange and black colors, and I marveled at the detail that goes into painting the tanks of the bikes. There are a lot of amazing stories that are shared with the bikes - well worth the read because they will stick with you even after you've left the museum!



Article by Blake Z. Rong  
Photos courtesy of Porsche

In terms of famous race car liveries, Rothmans doesn't spring to mind with the immediacy of a Gulf or a Martini. Which is a shame. Because the white and blue of Rothmans appears on all the race cars you remember from history, all the victories you only once read about, and the more you chase that rabbit hole of memory, the more it pops up.

The Rothmans company dates back to 1890, when Ukrainian immigrant Louis Rothman opened up a cigarette stall in London's Fleet Street, selling cigarettes he hand-rolled the night before. Ten years later, he moved his little stand to a showroom at Pall Mall, where he launched the eponymous brand, permanently cementing Pall Mall as a cigarette and not an actual street in London. King Edward VII was suitably impressed and granted him a royal warrant.

Unsurprisingly, Rothman died from lung cancer in 1926 at the age of 61.

In the mid 20th century, Rothmans grew into one of the largest British tobacco brands, tying up with the likes of Rembrandt, Carreras, and Alfred Dunhill, in those heady days when one could learn so much about a stalwart European man by his brand of cigarette.

The enduring legacy of the Rothmans livery is in its simplicity: not Gulf livery simple, mind you, as there's a few more colors, but more straight-laced than the Martini stripes, without the occasional flights of swirling fancy. Visually, the Rothman's livery is one of the strictest, holding steady to a certain set of rules.

First, the Rothman's look is divided into white and dark blue, white always being on top. Then, red and gold lines divide the colors, in that order. Other than the logo, there are no intermingling of colors. Lastly, the stripes must match the car's lines perfectly.

To wit: on the folded-paper Holden Commodore SS Group A, which won Australia's 1987 Monza 500, the lines are absurdly straight. On the MG Metro 6R4, the blue and the stripes follow the car's nearly full-length box flares, both colors and flares interrupted by the door. (Later, the colors even rise up that tall, tall wing.) On the Honda NSR 500 that eventually won 10 Grand Prix World Championships, the colors shoot up the side in twin diagonal stripes, once across the bodywork, and once across the tank, both parallelling the angle of the seat for dramatic effect. Rothman's appears on Walter Röhrl's Opel Ascona 400; an earlier livery, but the arrow-straight stripes are still present, mimicking a Martini pattern instead of the one we'd recognize. That year, Röhrl won the 1982 World Rally Championship, the year before he famously drove the Lancia 037 to battle Audi's Quattro.



And on the livery's most famous application, the Porsche 956 and 962C, the twin stripes arc over the front wheels and follows the car's curves straight along the fenders. The sides? Blue. The top? White, with Rothmans' emblem of world domination on the front. Unusually, the stripes just kind of end at the headlights, having nowhere else to go, and the blue wraps around to the side of the flares and just stops. Elegant.

In 1984, Porsche entered the Paris-Dakar rally, with Jacky Ickx driving a 953. Again, the top is white and the sides are blue, and unlike the 956, the stripes wrap around the front of the 953, connecting headlight to round headlight. A year later, Porsche's 959 was ready for Dakar, and the same sponsor and scheme carried over. But this time, the red and gold stripes follow the car to the back, and then something unusual and wonderful happens: the stripes split up, the red curves around the base of the windshield, and the gold inhales the 959's spoiler. It's a delicate, lovely, curvaceous look, one that makes sense. (Behind the red stripe, under the spoiler, is white—keeping the theme consistent.) Not that it matters, since 90 percent of the time it was covered under an inch-thick layer of West African sand. By 1986, a Rothmans-liveried 959 took first and second at Dakar.

Porsche introduced the 956 for the 1982 season and immediately scored a 1-2-3 finish at the 1982 24 Hours of Le Mans. All were wearing Rothmans colors. At the next Le Mans, the 956 took nine of the top 10 spots. The first two were Rothmans cars. When the 962C debuted for the World Sportscar Championship in 1985, the Rothmans works team placed third with Derek Bell and Hans Stuck—ironically, behind two of the 956s it was supposed to replace. (Stuck still managed to set a lap record at Sarthe, one that remained unbroken until 2017.) But in 1986, Bell, Stuck, and Al Holbert held off tough competition from Jaguar and won; eight Porsches followed them to fill the top 10, like 1983 all over again.

In 1987, it was the battle of the cigarette liveries against Jaguar's Silk Cut team, which had won the previous four WSC races. At the beginning, the two works 962Cs nearly destroyed each other, Jochen Mass's car eventually suffering engine failure. The 962Cs were hampered by bad fuel. Stuck drove through the night at near-inhuman endurance. The Jaguars were knocked out from punctures. Porsche won, followed by another 962C.

So, like the previous liveries of note, it's not just the simplicity. The victories help, too.

# Formula Ford



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### Formula Ford 50th Anniversary

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