

# *The* VINTAGE *Spirit*

SPRING 2019

VSCDA  
VINTAGE SPORTS AND CARS ASSOCIATION



2018 ANNUAL MEETING AND BANQUET  
CARS IN THE DESERT  
DUCK WADDLE  
RACING ON TWO WHEELS AND FOUR  
FAMILIES THAT RACE TOGETHER





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Editor  
Jessica Johnk

## A Message from President Alex Rorke

FF50th is Coming!

Almost as eagerly anticipated as the final season of Game of Thrones is our upcoming 50th Anniversary celebration of Formula Ford at the ELVF September 11-15. As I write this in late April, it looks like we will have roughly 250 cars from across the planet running in three different groups. It will be an extraordinary experience for racers and spectators.

As with everything VSCDA, it would be impossible to put on our FF50th event without volunteers. This is an extraordinary logistical endeavor led by Mike and Deb Korneli, event chairs, and Steve Beeler who has selflessly guided the FF50th reunion for several years. Given the number of registrants and extensive media coverage of our weekend already, there is no question that our FF50th tribute is the major vintage racing event of the year. As to logistics, bringing in all the cars, rigs, support, etc. and expanding to have an extra day at the track, topics like paddocking are paramount. And that is where another volunteer has put tremendous effort into making FF50th a success. Kathy Newton accepted the impossible task of arranging paddocking for the weekend. She has already been in contact with virtually all the FF50th participants and has carefully worked out as much as possible long in advance of the race weekend. Further, our Chief of Tech, Scott Reiff has already begun work on classification. VSCDA VP Jim Donato and Scott have put together a plan to advance tech as many cars as possible for the ELVF, further taking the pressure off of initial entry and paddocking at RA.

Certainly, whether you are racing, crewing or spectating it would be appropriate to thank all the folks mentioned above. Best of all, they and everyone else accepting responsibility for the weekend, would greatly appreciate it if you volunteered to help with some aspect of an event, whether it is helping Stacey with registration, Kathy with paddocking, Scott with tech, etc., your participation will make a difference. Please contact Stacey at the VSCDA office ([vscda@vscda.org](mailto:vscda@vscda.org)/6169162650) to help at the ELVF or any of our other events.

We recently lost one of our own, Duck Waddle. Virtually every member of VSCDA has fond memories of Duck. He was a wonderful instructor and friend, always generous with his time and knowledge. He personified all that is good about our sport. VSCDA will have a series of tributes to him throughout the year.

This is Jessica Johnk's second edition of Vintage Spirit. Jessica has spent months pulling together material from our 2018 Banquet, related links to our history in pictures and video along with learning more about all of you. The quality of her work along with the effort she puts into it make our magazine the ultimate volunteer production. With any luck, the latest Vintage Spirit will be online just before Spring Brake Drivers School at Gingerman.

Our racing season is here! Let's have a great year.

-Alex







# 2018 ANNUAL MEETING AND BANQUET

Photos by: Pete Gorski

Article by: Jessica Johnk

We ended the 2018 race season with the Annual Meeting and Banquet in November. Members gathered at Maggiano's in Oak Brook, Illinois and reminisced on a great year of racing. Our members provided historic and humorous videos and pictures of 40 years of VSCDA which were shown during the banquet. We

will be posting video clips on the website and on Facebook soon.

John Morton and Burt Levy were our speakers for the night, sharing their racing stories, making everyone smile and laugh with them as they retold some unforgettable memories. It was fun to see the variety of cars Burt has

driven on track over the years and the stories that go along with each one! John's impressive racing background was also incredible to hear about, from the different cars to the different tracks he was able to drive - all were amazing! Both Burt and John made the evening special by sharing their experiences in the racing world.



Another special part of the night was handing out awards created by James R. Wilbat to club members. James is a local Deerfield, Illinois glassblower who made one of a kind creations to give to the recipients. Below is the list of winners:

**Driver of the Year:** Rex Barrett

**Lifetime Achievement:** Dave Young

**Distinguished Service:** Paul Fitzsimmons

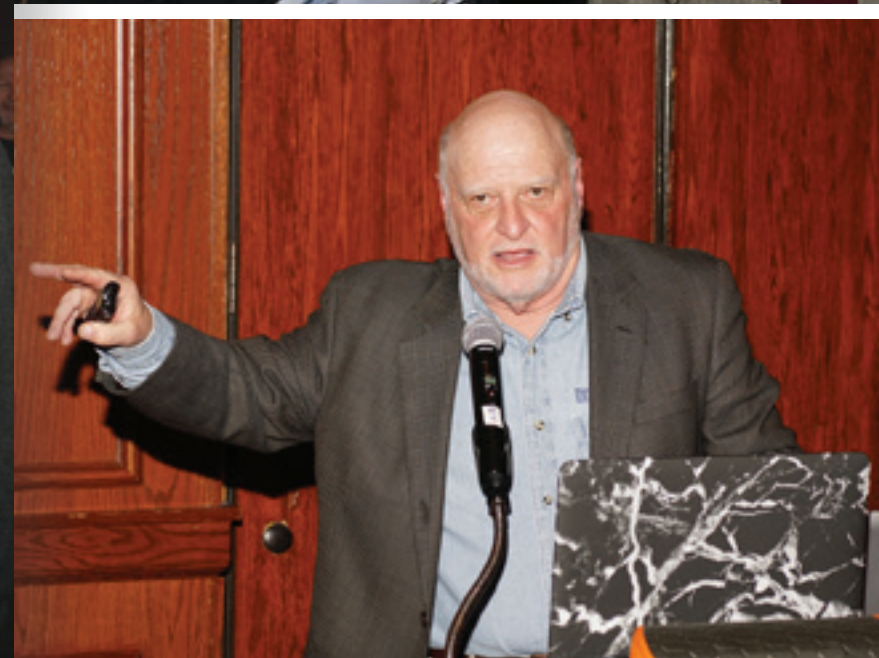
**Vintage Spirit:** Rick Gurolnick

**President's Award for Safety:** Victory Lane

We have a lot of exciting races taking place this year, starting with the Driver's School at Gingerman in May and rounding out the season at Blackhawk in October. Get ready for another great season with hopefully some new faces (and cars!) making their way to the track! Also, please save the date for this year's Annual Meeting at Banquet - November 16th, 2019 at the Osthoff Resort in Elkhart Lake, Wisconsin.











# OUR DUCK

Photos by: Bill Nesius and Jessica Johnk

On March 18th, 2019, the racing community lost one of it's most beloved and cherished members, Duck Waddle. He was a Skip Barber Racing School instructor for years, offered van rides around the track to new and returning drivers and gave chalk talks over the lunch hour during vintage race weekends in the

classroom. He was respected for his racing knowledge and his ability to teach, but he was loved for the memories he made with racers when the final checkered flag flew at the end of the day. Both Duck and his wife Sue were always looking out for everyone and making sure they were included. They also made sure to let people

know they were appreciated and sang praises to those that had raced a good race or just wanted to acknowledge someone for being kind. One thing is for sure: Duck was one in a million and he sure will be missed. Lucky for us, he left us with the best memories of one special soul.



Every year at ELVF, Duck volunteered his time to give driver instructional van rides and chalk talks. He loved coaching drivers. He also helped me out and picked up the rental van from the dealership. I would follow him when he returned it and bring him back to the track. He complemented me on my driving skill because I didn't tailgate him. It made me smile and in my heart I knew he was forever an instructor! Love that guy!

- Deb Korneli

Our first trip to RA he took all three in my family on a "critter watch" (we all race)... He taught us all about the turns and apexes and the small visuals to be aware of. We "had" to do 4 laps just to be sure all critters were gone!

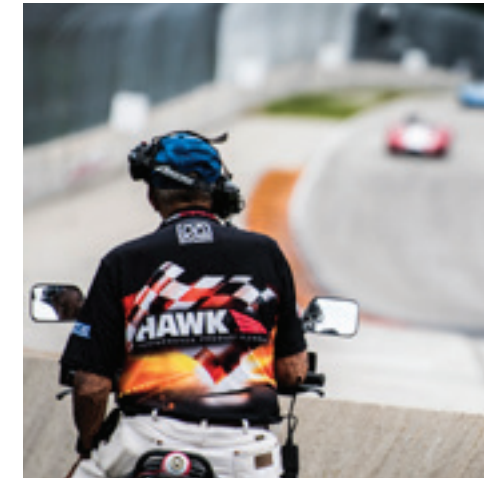
- Debbie Briscoe

I knew Duck for many, many years... a kind, giving man. Had some good track time racing with him in some small bore races. Quick to stop and say hello, great sense of humor, perpetually tan. I recall when he was on some medication and supposed to limit his time in the sun... he didn't... and his skin was a purple color reminiscent of eggplant. He'll be missed.

- William Severin Thompson

A young serviceman and his wife was stationed in Waverly, Iowa in the late 50s and early 60s. He drove a TR3 and Volvo 544 to Road America and raced. They were members of the North East Iowa SCC. Then they went to California. I reconnected with Duck & Sue in 1990.... it's been a great ride.

- Joseph Alexander



Duck was also an "unofficial" member of RA Security. When we didn't have an Officer on duty, Duck kept a watchful eye on Gate 6, monitoring who came and went. Even when an Officer was on duty, Duck was always there and available as a "backup". He'll be forever remembered and missed.

- Richard Klein

During the ELVF one year I was talking with Duck and told him I didn't have a ticket to the awards dinner, at which point he reached in his pocket and gave me his!! God Bless you DUCK!!!!

- David Ellmaurer

No question he was always the Mayor of Road America, but every Friday Morning if he wasn't chasing critters or busy doing somethin he loved, he'd stop by and provide his "quick" story or two. Lots of laughs and he'd hit me with his hat occasionally. A racer through and through, but a better human could not be found. We will all miss him, but Sue has a lawn chair and lots of laughs for him now.

- Eric Mueller

Duck was a good man. He had an unusual personality for a highly accomplished race car driver...which he was. Always available to help a rookie driver or a long time race car driver.

- Dennis Ellmaurer

Duck was so generous with his time. He took me under his wing and gave me great feedback and advise to improve times over the years. He was always a pleasure to visit and just talk racing at the track and he will be missed! Summers at Road America will not be the same. Rest in Peace Duck.

- Rick Mooney



Racing will not be the same without Duck! His noon time track talks during my first year were a huge help with making me a safer driver to those around me and added up to a quicker learning curve and lap times! RIP my friend!

- Doug Bruce





# BARRETT JACKSON: SCOTTSDALE

Article and Photos by: Jessica Johnk

Name a better way to pass the winter months than going to Scottsdale, Arizona to look at cars and (potentially) find your next race car. While I was walking around, I saw a familiar face pass me on a golf cart (hi Jim Donato!) and kept my eyes open to catch a glimpse of Colin Comer or John Saccame- no. While a majority of people were busy eyeing up what's new at the manufacturer areas (BMW, McLaren, Audi, etc.), I spent a lot of time just walking through the tents filled with cars that had already been sold and saw a few familiar ones. I spied a 1964 Ford Falcon that was raced during the

2017 WeatherTech International Challenge and participated in the Concours d'Elegance at Road America. There were also a variety of Mustangs and Corvettes (vintage to present day) that were on display, along with a handful of vintage British cars like Triumphs and Austin Healeys. I was trying to find vintage BMWs, but had no such luck until I was about ready to leave. I spotted an orange BMW 2002 parked behind a dumpster that still had to go to auction. Making sure I drew as much attention to it as possible, I loudly said, "FOUND YOU!" and whipped out my camera to take

photos of it. By the time I left, a group of 10 people were standing around it, wondering what was so special about it. I also sat in during the live auction to see what cars were going for and they sold so fast, I didn't even have time to check my bank account before a 1969 Camaro sold for over \$135,000 in under five minutes! Also, spoiler alert: my bank account confirmed that I only had enough money to buy a t-shirt.. it's still something. A few days later, I read that the Scottsdale auction alone made over \$131 million in sales. That's a lot of cars!







## RACER SPOTLIGHT: MATT JENSEN

Article and Photos by: Jessica Johnk

You will probably recognize this speedy, blue Corvette that is frequently running at the front of Group 6 races at Road America, but did you know the driver of that Corvette also rips around on two wheels? When Matt Jensen isn't busy racing on four wheels (a 1969 Corvette to be exact), he's busy racing his Yamaha YZ450F at Flat Track events throughout Wisconsin and training on frozen lakes during the cold winter months.

Matt's journey into the racing world started when he was just 8 years old, when his dad brought him to Road America to spectate. As Matt said, "I was hooked! Begged to go to every race, see the drivers, cars, the en-

tire experience was life changing." While he considered attending Skip Barber as a teen to pursue his racing career, due to the cost and other factors, he chose to take a different path. When he turned 18, he purchased his first street bike, a Kawasaki GPZ550, and his love for motorcycles was born. Of course, two wheels only fueled his desire to go racing even more, so with a 1986 Porsche 944 Turbo, his four wheeled racing career began. He started by tearing the car down, built the cage and suspension, plus he did all of the race prep on his own. In 2005 at Blackhawk Farms Raceway, he competed in his very first car race in the GTS2 Class with the National Auto Sport Association (NASA).

Now, let's rewind a bit because Matt's first time racing actually happened on two wheels 11 years prior. It all started when he was helping a friend fix his bike. He had never ridden any bike at that point, but was eager to learn. Matt told me, "It was like midnight, in an industrial park, I started the thing up, figured out the shifting, clutch and took it for a spin! Three months later I had my motorcycle race license!" In 1994, Matt completed his first motorcycle race weekend with the Championship Cup Series (CCS) at Blackhawk Farms Raceway. Matt's favorite motorcycle racing memory (and one of his all time favorite race memories) was the Daytona Race of Champions in 1996. To those in the motorcycle racing world,



this is the race that ends the season and it's one of the most coveted races that people dream of competing in. When Matt went to Daytona, he received an AMA Sponsorship and a full ride with New Castle Harley Davidson in the 883 Twin Sports Class. In 2003 while racing AMA Pro Supermoto, Matt broke his wrist in the final race in Las Vegas and decided to return to a safer option aka car racing.

After 15 years away from motorcycle racing, Matt made his return at the Flat Out Friday event in Milwaukee, Wisconsin in February. Matt said, "Seeing the 115th Harley races at Bradford Beach. I saw a few old race competitors, loved the energy, simple racing, just the cool vibe. FOF (Flat Out Friday) does an amazing job promoting both their race and concept behind the spirit of their

races, which lured me in!" Flat Out Friday is an indoor flat track race that brings in pros from all over the country like Sammy Halbert, Cory Texter and former British World Supersport Racer, James Rispoli. The best part of the races, is seeing the pros go head to head with the local guys... and the local guys beating them!

Matt has quite the impressive racing background and has some good stories to share (be sure to find him in the paddock to talk cars and bikes)! In fact, he has a great story from the 2017 Elkhart Lake Vintage Festival when he had a close battle with Kirk Blaha and Travis Pfrang in the Group 6 race. That race was memora-

ble because they're all friends off track, had a great competition for first, and they put in their best lap times during that race.

You'll have plenty of chances to see Matt at Road America this summer during the vintage events AND you can even head to one of the flat track races in Wisconsin to see him compete on two wheels as well. Keep an eye out for the blue Corvette and the blue and white dirt bike!





# IT'S ALL IN THE FAMILY

With Mother's Day and Father's Day right in the middle of race season, I thought it would be fun to talk to some of the families that are racing with VSCDA to hear more about their backgrounds, share their stories and talk about how racing has played a part in each of their lives.

## The Burgman Family

Rick Burgman has been racing his 1959 Porsche 356A since 1985. After purchasing the car and waiting for it to be built into a racecar, he spent two seasons racing in FF 2000 with Richard Spenard. When the Porsche debuted in 1985, he frequently raced it at Mosport since their family lived in Canada at that time. When John was born in 1987, he was lucky enough to grow up at the race track - learning from his dad and prepping to get behind the wheel some day.

One big thing John learned from Rick was the art of racing in the rain. John remembers his dad telling him, "treat the pedals as if they have water balloons under them and DO NOT pop them". If you've seen John race, then you know he's a good racer in the rain and it turns out, being fast in the rain runs in the family! When talking to Rick, his most memorable race was in the rain during a VARAC event in 1990. He explained to me, "Since the fields were small and all vintage classes raced together I was usually a mid-field runner. That race was run in the rain and the horsepower advantage of the Corvettes, Jaguars and Lotuses was negated. The rear engined

Porsche came through and I put it on pole. Luckily for me the race was also a wet one and I led till the last lap when a V8 Daimler finally used his horsepower advantage on the Andretti strait and passed me".

Since Rick did a lot of the work on the Porsche, John spent his time helping to prep the car and load the trailer before the race weekend. Rick said it best, "Racing was always a family affair for us so we made our weekends at Road America bonding times after John and Kathy graduated and moved away. They are still our favorite summer memories". John echoes, "Vintage Racing is family and the race track is our home". When John turned 18, Rick accompanied him to Road America to take the Skip Barber course where they had Duck Waddle for an instructor.

Only a lucky few like John, get to race the same car as their dad, but he has also been lucky enough to compete with the same cars and drivers that his dad raced with. The Drews and Alexander families were Mosport regulars and after some convincing from Rick, they started attending the July vintage event at Road America. When

John was young, they would always ask him when he was going to get his race license. So when he did, he was able to race with them, just like his dad did.

John took over racing the #39 silver and blue Porsche in 2007. This father/son duo have been able to race together in several enduros at the Elkhart Lake Vintage Festival at Road America and they also did a 3 Hour event at Sebring in 2010. It was their first time racing Sebring and they finished their weekend with a first in class finish! John recalls the weekend saying, "Being able to stand on the podium with my Dad and sharing the car in the enduro will always be my most memorable race". Speaking of memorable races, Rick told me that his favorite race memory of John was watching him come in fourth place during the feature race at the 2018 Elkhart Lake Vintage Festival. They have spent years watching each other race, pit crewing for each other and even sharing a car for enduros, but they have yet to race against each other. Hopefully, we'll get the chance to see these two on track at one of the vintage events this year!



# IT'S ALL IN THE FAMILY

## The Gurolnick Family

Robbie Gurolnick grew up at the track, watching her dad race and cheering him on. From go karts, to doing laps in a racecar at age 14 (with a parental waiver), to racing school at 16, she made her way to vintage racing by the time she turned 18. At 17 years old, she was racing a 1998 spec Miata at Mid Ohio, until Rick started to let her drive his Porsche 356. In fact, her first race in the 356 happened at Mid Ohio for the enduro. Rick took the first leg of the race, then switched off with Robbie just as it began to downpour. A little rain couldn't stop her though! Rick remembers people shouting and pointing at them when Robbie came into the pit area at the end of the race. They didn't know what was happening until someone told them to go to the podium because they won their class! Rick told me, "I think I was all teared up in my helmet, what a great race!"

Over the years she's spent watching her dad race and racing with him, Robbie has learned a lot. "Watching my dad over all these years never ceases to amaze me. He can carve through traffic and be smoother than butter in the rain. I've seen him go from last to first so many times and I've seen him race some incredible races against cars that pass you like you're standing still yet he could outbrake them". She also told me that her dad always tells her, "You've got this and no one knows better than you, be you Robbie!" Rick is always there to give Robbie a good pep talk to help instill more confidence before a race.

While racing together brings an indescribable amount of joy, Rick also cherishes the moments they've spent driving to the tracks together. From driving to kart tracks when she was younger to driving to race tracks now, Rick said he loves just sitting in the car, driving and talking about anything and everything. No wonder these two are best friends!





## The Jagusch Family

Now I introduce you to the Jeffs: Jeff Jagusch Sr. and Jeff Jagusch Jr. For Jeff Sr., his racing career started in 1982, racing a showroom stock 1975 Chevrolet Cosworth Vega. In 2008, Jeff Jr. received his racing license through Midwestern Council and has been racing his 1971 Datsun 1200 for over ten years now. When I asked them both to share a racing memory, they (not surprisingly) told me the same one, just from different perspectives: In 2013, Jeff Jr. was able to race the first annual Vintage National Championship at Circuit of the Americas in Austin, Texas. When they got to the track, they realized that they had the wrong rear-end ratio for the track. Jeff Jr.'s mom and grandma were coming to spectate since it was a special race and just as they were getting ready to fly out, Jeff Sr. called his wife to ask her to bring the correct rear-end in her carry on bag. With the correct rear-end installed, a low oil pressure problem came up during the last qualifying race. After the car came back into the paddock, they tore it apart to

find the cause, but couldn't find anything to explain it. Jeff Jr. went out the next day to race in the feature and had the same issue with the low oil pressure during the last few laps, but he kept pushing. He told me, "In my head I said to myself, 'Your Grandma and Mom flew down just for this, they would be so mad if you didn't finish so there's no way you're stopping'. I pushed forward running full bore with almost no oil pressure". Meanwhile, Jeff Sr., his wife and his parents were cheering him on from the stands at Turn 1. Jeff Jr.'s perseverance paid off - he came in 6th place and 3rd in class after starting 28th out of 29 cars. When the race was over, Jr. said he noticed some vibration toward the end of the race and when he got back to the pit, he saw that the left rear tire was flat! When he also told his dad that the oil pressure would only reach a maximum of 27psi the whole race, Jeff Sr. asked him why he didn't stop. Jeff Jr. responded, "Grandma would have been really mad!" All of those hardships made for a great memory and as Jr. said, "I

ran that little Datsun as hard as it would go and it held together for a great victory".

Like Jeff Sr. said, the best part of racing with family is, "Being able to spend time together and share the passion." So does that mean also sharing cars? The two Jeffs were able to run Sr.'s Datsun in the enduro during the 2018 Elkhart Lake Vintage Festival at Road America for most of the race before it broke. They still haven't raced against each other yet, so stay tuned to see if they take the track together this year!

One of the best parts of racing with your dad is the advice he gives. Jeff Sr. has shared advice about finding the best line to take for both the driver and the car, to talking about the importance of consistency. As Jeff Sr. told Jeff Jr., "The more smooth and consistent once dialed in, the faster you'll go". If you've watched either of these two on the track, you know they are not only smooth, but they are both incredibly fast!



## The Wittenauer Family

Racing is something that has been passed down through generations in the Wittenauer family. For Kelly, she grew up watching her dad race and when she got older, her and her brothers joined him in racing Midgets. This love for racing was passed down to her son Dylan, who was blessed with a family that has a passion for motorsports. Dylan, however, made his own path by gravitating toward rally and road racing versus the oval track racing the family was accustomed to. While attending Kettering University for Mechanical Engineering, Dylan was able to partake in autocross events held by his school's car club and invited his dad to join. This is when their love for the sport took off.

In 2012, Dylan had plans to get on track at Gingerman Raceway and invited John to attend with his 1977 Austin Mini 1275GT. After a few more track days to really get them hooked, John decided to get a 1964 Morris Mini Cooper S. With his newly acquired car, John set out with a goal to race in the 2014 Can-Am Mini Challenge at Mid Ohio. The car needed restoring and

updating to meet current safety standards, plus John needed to get his racing license to compete. After completing the 2013 Driver's School with VSCDA, the family took a trip to Arizona to attend the Bob Bondurant road racing class in Phoenix, where John and Dylan both passed the class.

While John was diving into vintage racing, Dylan was still busy doing track days with his BMW. In 2013, he followed in his dad's footsteps and got a Mini Cooper... only a 2008 version. He also started to work on a vintage Mini to race alongside John

at this time. Unfortunately, Dylan didn't get his car done on time for the 2016 VSCDA Spring Brake weekend, but John lent him his Mini so he could partake in the school. By the time Grattan rolled around, Dylan also rolled out his completed Mini race car onto the grid and lined up with his dad. John and Dylan were also able to complete the Madison Sports Car Club/Midwest Council 150 Minutes du Man Enduro at Gingerman that fall. Keep your eyes open at VSCDA events to catch sight of these quick Minis. You might even see Kelly driving that 2008 Mini Cooper B-spec!





# RACING MAD LIBS

## MY FIRST CAR WAS A...

...1962 Oldsmobile Dynamic 88 - Allan Thom  
...1988 Ford Tempo - Cana Comer  
...1970 MG B/GT - Colin Comer  
...1967 Buick Riveria - Doug Bruce  
...1965 Ford Mustang Fastback (still have it) - Henry Vicioso  
...1973 Monte Carlo (with the high performance engine) - Jeff Johnk  
...1981 Celica GT, 2.2L - 20R, 5 Speed, Baby Blue - John Kennelly  
...1955 Standard 8 - Keith Pickard  
...1958 Ford Custom 300 two door coupe, Red & White 2 tone - Norbert Bries  
...1979 Olds Delta 88. Formerly owned by a local church. A hand-me-down from my parents. It was a great college car.  
Like owning your own moving van - Paul Bastyr  
...1953 Singer convertible on the ice and backroads. Or 1948 Oldsmobile Woody Wagon after I turned 16 - Robert Wagner  
...1978 MGB - Ron Soave  
...1969 GTO Judge - Scott Hyatt  
...1973 Fiat 128. Possibly the worst car I've ever owned. Baby poop green, doors sounded like banging metal garbage cans when slammed shut - Tony Drews

## MY FAVORITE RACE TRACK IS...

...Road America - Allan Thom  
...I don't see how any answer other than Road America is acceptable - Cana Comer  
...Road America - Colin Comer  
...Hands down- Grattan. My goal in life it to be their best ambassador and salesperson! - Doug Bruce  
...Road America, both to drive and spectate - Henry Vicioso  
...Road America with VIR in a close second - Jeff Johnk  
...Road America! - John Kennelly  
...Road America - Keith Pickard  
...Road America by a land slide - Norbert Bries  
...Laguna Seca - it's fast and really keeps you busy - Paul Bastyr  
...Favorite: Blackhawk, most challenging: COTA - Robert Wagner  
...Blackhawk Farms - Ron Soave  
...Road America - Scott Hyatt  
...Laguna Seca, Mosport, Virginia International Raceway. I think I'm going to give the top billing to Mosport but it's very close between them - Tony Drews

## MY FAVORITE SONG TO LISTEN TO IN THE CAR IS...

...No single favorite song, but "Exit Music (for a film)" by Radiohead comes to mind - Allan Thom  
...LA Woman and Riders on the Storm by the Doors. For something current, anything by the Black Keys - Alex Rorke  
...I can't pick a favorite but whatever it is, it's loud. And the windows are down - Cana Comer  
...The one coming out of the pipes - Colin Comer  
...Blue Monday - New Order - Doug Bruce  
...Sweet Emotion - Aerosmith - Henry Vicioso  
...NOT TAYLOR SWIFT - Jeff Johnk  
...Dirty Boots - Sonic Youth - John Kennelly  
...Lying Eyes - Eagles - Keith Pickard  
...Start Me Up - Jagger - Norbert Bries  
...How can you top a late night drive with "In The Air tonight" - Phil Collins - Paul Bastyr  
...C'est La Vie - Emmylou Harris - Robert Wagner  
...Born to Run - Ron Soave  
...Detroit Rock City - Kiss - Scott Hyatt  
...Favorite song is really an entire "album" - Pink Floyd, Wish You Were Here. Great road trip music - Tony Drews

# RACING MAD LIBS

## MY MOST MEMORABLE RACE WAS:

...Cendiv Champ Regional, 1994, Road America.1988 Honda CRX-si, ITA Class. Had a hard-fought battle with one of my best friends trading the lead twice a lap, every lap of the race, at lap record pace. We actually flipped each other off at one point while side-by-side going down to 12 - Allan Thom  
...Qualifying. Road America. 2013 ELVF. I won in the rain. Overall in Group 2 - Cana Comer  
...The Group 10 feature race at the 2012 HAWK at Road America. I was seriously outclassed in talent and equipment putting my old beater Gigliotti TA Mustang up against pro drivers Ron Fellows, Jack Baldwin and Mike Skeen- all in current cars. But I qualified well and got a good start. By T6 my right hand felt like it was on fire- and I noticed it almost was! The shift boot came detached and the heat from the headers was blasting the shifter. So I was playing hot potato for the rest of the race with gear changes. The race itself was a great battle, including a re-start after Baldwin wrecked, yet I won and finished first overall in Group 10 in front of Fellows and Skeen. Neither whom were too happy I might add! - Colin Comer  
...Making a last lap pass to make the podium at the Indy Vintage races and being handed the quart of milk in winners circle. Did it with a broken ankle five weeks prior - Doug Bruce  
...KIC 2010 - Henry Vicioso  
...2002 at Mid America when I had my first ever race win (everyone in front of me broke) - Jeff Johnk  
...2016 at ELVF, Formula Vee Feature Race. My Mom & Dad, Wife & Daughter, Aunts & Uncles were all there to crew and watch the VSCDA race weekend. I finished 1st, but the best part was sharing the moment with my family after the race. - John Kennelly  
...24hr Nelson Ledgers June 2018 - Keith Pickard  
...July 2014 Brian Redman at RA. Two 1st place finishes, both by less than a tenth of a second - Norbert Bries  
...The last race of the day on Saturday at the 55th Birthday Formula Vee at Roebling Road. 5 of us broke free from the rest of the field. I started 5th and shuffled up through the order to briefly lead the race (something that I haven't done before). We all ran nose to tail and lapped half the field. I may have ended up 5th, but the racing was close and clean. Lots of smiles and hand shakes after that race - Paul Bastyr  
...About 1996 at Road America running with Augie, Sid Silverman and a bunch of great old timers - Robert Wagner  
...2017 Grattan Feature race because I won with the car stuck in 3rd and no clutch for 2 laps. I had to take off the driveshaft to get it on the trailer to go home....after an all nighter with Rob Ritt changing the transmission...on my birthday - Ron Soave  
...Grattan 2018 - I was winning for 2 seconds! - Scott Hyatt  
...2003 at Road America, probably Fall Festival. I bought my own race car in 2002 and by the end of 2003 I had it keeping up with my Dad's Triumph. In that race we were wheel to wheel, drafting each other down the straights, passing once or twice per lap. On the last lap I drafted by Dad going into Canada Corner and he wasn't going to be able to get back by until after the start/finish line so I HAD him. Coming out of Canada corner my throttle broke and I pulled off the track. Epic battle. - Tony Drews

## MY FAVORITE RACE CAR DRIVER IS...

...Senna - Allan Thom  
...Niki Lauda - Cana Comer  
...Ken Miles - Colin Comer  
...My daughter and her go karts. Nothing has given me so much pride as seeing her enjoy racing and battling on the track- nothing - Doug Bruce  
...Ayrton Senna - Henry Vicioso  
...Mark Donohue - Jeff Johnk  
...Garret Van Camp. Garret won a SCCA Formula Vee National Championship in 1971, a year before I was born. He still kicks my ass and thats makes me a better VSCDA driver - John Kennelly  
...Mark Webber of the new gen and Jackie Stewart of my gen! - Keith Pickard  
...Mario - Norbert Bries  
...There are so many, but Alex Zanardi is inspirational - Paul Bastyr  
...First to mind - Mario. Most rooted for - Mark Martin - Robert Wagner  
...Senna - Ron Soave  
...Niki Lauda - Probably because of the movie! - Scott Hyatt  
...Michael Schumacher. I watched the majority of his amazing F1 career. Dale Earnhart was another favorite, I was devastated when he was killed. Jack Drews (Dad) is up there too - he's why I'm racing now - Tony Drews



# RACE WEEKEND CHECKLIST

- ☐ RACE ENTRY
- ☐ COPY OF MEDICAL
- ☐ LOG BOOK
- ☐ RACE LICENSE
- ☐ TRANSPONDER
- ☐ TRANSPONDER CHARGER
- ☐ RACE CAR (MOST IMPORTANT STEP)
- ☐ RACE SUIT
- ☐ RACE GLOVES
- ☐ RACE SHOES
- ☐ ARM RESTRAINTS
- ☐ SOCKS
- ☐ HEAD SOCK
- ☐ HELMET
- ☐ NECKSGEN
- ☐ CAR NUMBERS
- ☐ SPARE TIRES
- ☐ SPARE IGNITION PARTS
- ☐ WORKSHOP MANUAL
- ☐ OIL FILTER
- ☐ MOTOR OIL
- ☐ BRAKE FLUID
- ☐ DIFFERENTIAL OIL
- ☐ TRANSMISSION OIL
- ☐ TECH INFORMATION
- ☐ RACE GAS
- ☐ AIR TANK
- ☐ JACKS
- ☐ JACK STANDS
- ☐ CHARGER
- ☐ JUMPER CABLES

☐ PORTABLE GENERATOR☐ TOOL CHEST☐ BOLT CHEST☐ PORTABLE DRILL☐ FLASH LIGHT / TROUBLE LIGHT☐ OIL PAN☐ EXTENSION CORD☐ TOW STRAP☐ STARTER FLUID☐ SPARE TRANSMISSION☐ SPARE DIFFERENTIAL☐ SPARE ENGINE (IF LAYING AROUND)☐ SPARE FUEL PUMP☐ GOLF CART / PIT VEHICLE☐ GOPROS☐ GOPRO MOUNTS☐ RAIN SUIT☐ UMBRELLA☐ COVERALLS☐ MECHANIC GLOVES☐ SUNGLASSES☐ LAWN CHAIRS☐ WATER, GATORADE AND DRINKS☐ SUPPLY OF BENCH RACING STORIES

OTHER:

☐ \_\_\_\_\_

☐ \_\_\_\_\_

☐ \_\_\_\_\_

☐ \_\_\_\_\_

☐ \_\_\_\_\_

# HAGERTY CORNER



## GOOGLE’S WAYMO TO ASSEMBLE AUTONOMOUS VEHICLES IN DETROIT

Article by: Ronnie Schreiber  
Photos Courtesy Of: Waymo

In a blog post titled “Making Waymos in Motor City,” John Krafcik, CEO of Waymo, the self-driving company spun off from Google’s autonomous vehicle project, announced Tuesday that those vehicles will be built in Detroit. The subsidiary of Google’s corporate parent, Alphabet Inc. will invest \$13.6 million to lease and repurpose a currently idled American Axle & Manufacturing facility just north of downtown Detroit, on the campus of AAM’s headquarters. Krafcik said that the facility will be up and running by the middle of this year.

According to the Michigan Economic Development Corp., as reported by MLive, at least 100 jobs will be created, and as many as 400 people may eventually be employed there. Waymo has applied for and will be receiving an \$8 million grant from the Michigan Business Development Program to help retrofit the factory. The Detroit Free Press reports that the building

was last used to produce axles in 2012 and more recently was a sequencing center for an automotive vendor.

Waymo had previously said it was scouting out locations in southeast Michigan, prompting speculation that it might take over General Motors’ Detroit-Hamtramck Assembly Plant, slated to end production next year, but that factory’s 4.1 million square feet of space is about 20 times what Waymo needs. Also, GM may not want to help Waymo get off the ground and compete with its own Cruise Automation autonomous vehicle operation. GM currently builds autonomous test vehicles based on the Chevy Bolt EV at its Orion Assembly Plant north of Detroit.

When ready, Waymo’s first factory will produce Level 4 autonomous vehicles, which are one level below full autonomy. A L4 AV is capable of performing all driving functions, but only under certain

conditions, and the driver still can take complete control if they wish. Detroit Mayor Mike Duggan called the facility the “world’s first factory 100-percent-dedicated to the mass production of L4 autonomous vehicles.”

The Waymo CEO cited the Detroit area’s role as the center of the domestic automobile industry, its “strong talent base” for both engineering and manufacturing, and the need to start production right away as factors in choosing the factory location.

The Waymo AV factory will be the third new automotive assembly facility to be opened in southeast Michigan after decades of decline in the state’s manufacturing base. It follows the start of production of off-road four-by-fours at Mahindra’s Auburn Hills factory and Ford is spending \$50 million on as yet unspecified dedicated AV assembly facility somewhere in the region.



# Formula Ford

~~E=MC<sup>2</sup>~~



**Elkhart Lake Vintage Festival XXXIV®**

**September 11-15, 2019**

**Formula Ford 50th Anniversary**

## VSCDA Schedule

School/Gingerman May 2-5 2019

Blackhawk June 14-16 2019

Grattan August 16-18 2019

ELVF September 11-15 2019

Blackhawktoberfest October 12-13 2019

Annual Banquet Nov 2019

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