

The VINTAGE *Speed*™

VSCDA 
VINTAGE SPEED CAR RACING ASSOCIATION

The VSCDA Rides Roughshod Over Covid!

COVID-19

Recruitment Skillz

The VSCDA

Questionnaire

Hagerty Corner

Race Reports by Victory Lane

Hobbies

Running on Fumes

Volunteer Spotlight

Holiday 2020



Holiday 2020
Contents

Message from the President.....Page 3

Recognition.....Page 4

The Test.....Page 5

Recruitment SkillzPage 6

The Questionnaire:John Salisbury...Page 8

Victory Lane's Blackhawk Report...Page 10

Victory Lane's Grattan Report.....Page 14

Victory Lane's ELVF Report.....Page 18

Hobbies by Chris Bonk.....Page 26

Running on Fumes by Marc Frost....Page 30

V&B Short Track Challenge.....Page 34

Hagerty Corner.....Page 34

Editor
Chris Bonk

Editor's Note:

Cover Photo: Edward Hinsa, PhotoComp: Chris Bonk
We'd like to thank Dan Davis of Victory Lane for supplying us with race report content along with all their noted authors and photographers. Please support them whenever you can! You'll need to zoom up on the VL stories as they are screen grabs.

A Message from President
Alex Rorke

If ever there was a time to celebrate our club and its Vintage Spirit, this is it. In the midst of a global pandemic, economic shutdown and a polarized country, the racers, members, friends, volunteers, board, officers and staff of VSCDA found a way to comply with the spirit and letter of different state requirements, look out for the safety of each other, and have a successful season. And yes, the racing was great, too.

Although we are one of the most vibrant and stable vintage racing groups in the country, the season looked very bleak at the start. The preparatory work was in place for Spring Brake and the Drivers School but the ripple effect of Covid-19's first wave in the Midwest was too new and regulatory agencies were just coming to grips with the crisis. We had to cancel. Many racing groups suspended their seasons. Thanks to tremendous focus, there was just enough time to plan for the Blackhawk Classic. Under the leadership (and a bit of rocket science) from Event Chairs Ron Soave and Jeff Porasik new processes were created. Particularly through their planning with Office Manager Stacey Donato and Tech Chief Scott Reif, they devised ways to vastly lower choke points and large gatherings. Thoughtful compliance with governments earned a green light.

We innovated and vintage racers learned to do virtual drivers meetings---and liked it. In addition, remarkable volunteers like Alicia Shannon, while in protective garb and socially distanced, took on the responsibility of distributing consolidated registration materials so that others would not be exposed. We created a model subsequently used by other racing organizations. Further, the racing press highlighted our success and Victory Lane featured the weekend on a podcast.

Grattan's Event Chairs Doug Bruce, Jeff Janus and Don Kelly along with Stacey and Head of Paddock Kathy Newton worked with the track to change how we entered, once again innovating, avoiding choke points, protecting our racers, and further bringing us into the 21st Century. The ELVF was a big success. Event chairs Mike and Deb Korneli once again demonstrated VSCDA's ability to host a large-complex-event, even in the time of Covid-19. Jeff and Ron brought the racing portion of our 2020 season to a close with Blackhawktoberfest. By that time dealing with Covid had become part of our DNA.

This is being written before the first doses of Pizer's Covid-19 vaccine will be released in the US. With any luck all involved with VSCDA will be inoculated before our racing season starts and our racing weekends will be a party. But we should never forget how so many involved with VSCDA stepped up to make 2020 happen. As mentioned at the start of this letter, it was the extraordinary camaraderie and vintage spirit of the VSCDA world that tied the pieces together so we could have a season and be safe. Thanks especially to Chris Bonk's efforts we have this Holiday Issue of Vintage Spirit. Throughout the magazine we have tried to convey our apprecia-

President's Letter continued

tion to the many people who contributed to our success. Our annual awards reflect the thanks owed to so many

On behalf of the officers and board of VSCDA, we wish you a joyous and safe holiday season. We look forward to sharing a joyous and safe 2021 racing season with you.

Stay healthy,
Alex

RECOGNITION



2020 was a crazy year, but with the help of dedicated staff and volunteers the VSCDA family can proudly state that we were the first amateur organization to run an event after the lockdown in the country! Other race organizations even followed our template to create a safe environment for racers and their crew! Congrats to all and especially to our President's Award for Safety Winners Sharon Frey and Alicia Shannon!

We'll cover the Annual Meeting in another issue, but we do want to recognize this year's recipients!

Driver of the year: John Salisbury
Distinguished Service: Edward Hinsa
Vintage Spirit: Scott Reif
Perseverance: The VSCDA
President's Award for Safety:
Sharon Frey and Alicia Shannon



Photos:
Chauncey Moran



OK. It's time to take your test. I hope you brought two sharpened No.2 lead pencils. You had to have two. What would happen if you broke one and didn't have another. You would fail the test! Remember those requirements? Those were IQ tests we all had to take. You did know they were IQ tests, right? There were some of the same brain challenges in the Highlights magazine. Remember those? The only place you ever saw that magazine was in the doctor's waiting room. Look at the picture and find the 12 bunnies in the picture. You would find 11 of them and then the nurse would announce; "The doctor will see you now." Come on! Unless you're under 40 you must have done this.

The pictures above are your test. Find the picture that doesn't belong. Take your time. Unlike the tests from back in the day, no one will yell; "TIME IS UP, PUT YOUR PENCILS DOWN." So using all of your powers of reasoning you have deduced that the little sedan does not belong. The Cobra, Vette and Jag are all sports cars. That logic is correct. However; this is my test, my rules... and you are wrong. The Corvette, Jag and Datsun were all built by major automobile manufacturers. The Cobra was built by a chicken farmer gone racing. While a successful racer he was not a major automobile producer. That is correct! Except that this is still my test and my rules. So...no!

If you have been on the VSCDA Facebook page lately you already guessed the answer. Well almost. More on that later. Peter Brock designed the Shelby Cobra Coupe. He also designed the new 1963 Corvette Stingray. The 510 Datsun was the car Peter Brock's BRE used to win the first two years of the 2.5 liter Challenge. The Jag doesn't belong; well almost. Peter will

be the Honored Guest for the 2021 ELVF. There will be two features for 2021, both connected to Peter's history. The first will be the 50th Anniversary of the 2.5 liter Challenge. This was an extension on the 2.0 liter TransAm series. Both groups of cars will be eligible for the 2.5 liter feature race. The second feature is the Peter Brock All American Challenge. It's age old. Ford vs Chevy; Cobra vs Corvette. We are going to put all the American powered cars from multiple race groups in a head to head challenge.

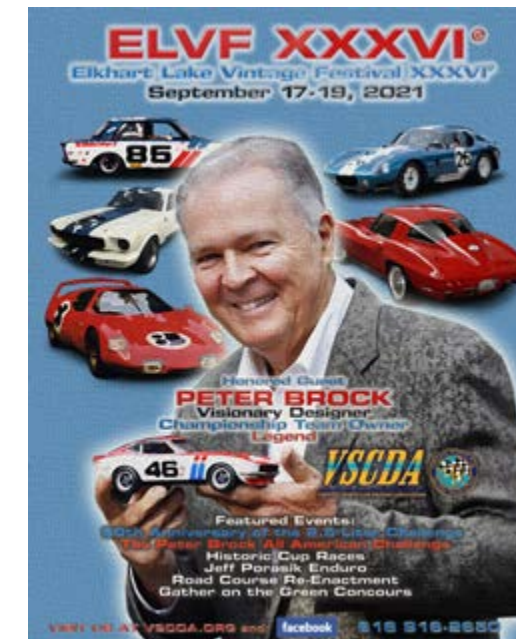
Let's get back to the "almost". Actually the four cars in the pictures all have something in common. The Jaguar E-Type will be celebrating its 60th Anniversary. We will not be doing a feature race for the E Type. We will be having a concours display at the track for everyone to enjoy.

The 2021 ELVF will be having all of the same great races. There will be Enduros, Cup races, and the Open Wheel Special race. There will be street car touring at lunch time. Off track you can take your race car to the street in the Road Course Re-enactment. The Gather on the Green Concours will allow a little relaxation with an adult beverage and live music. The banquet will feature Peter Brock. You don't often get the opportunity to listen to someone

who changed the face of the automotive industry. Peter not only affected Ford and Chevrolet but also put a Japanese marque on top of the small bore racing world. You can still see those effects in the industry today.

Start your plans to attend now. September 17 - 19, 2021. Test and tune through Road America is the 16th. Here is to a Safe and Happy New Year!

By Mike Korneli





**I WANT YOU
FOR THE VSCDA**

VINTAGE SPORTS CAR DRIVERS ASSOCIATION

RECRUITMENT SKILZ

By Chris Bonk

It was about a decade ago that the VSCDA was in such a financial position as to seriously consider not running a season! That may come as a surprise to many of you, but it's the truth. Thanks to more recent club leadership the club's coffers are stable of late, and for that we are grateful.

Though we as a club are financially solvent, 2020 being the weird year that it is has put pressure on most race tracks as the pandemic shut down courses or greatly hindered their ability to allow large crowds. Many clubs couldn't race. With the exception of canceling Spring Brake & the Drivers School we were able to pull off a decent race season with the thanks of our great Race Chairs, Volunteers & Staff.

Every pusher knows the first one is free.

What does this mean for our club and more importantly for you and me? Track rental fees never go down so we anticipate that tracks might want to recoup their losses in 2020 by jacking up rental fees, trickling down to the racers. While the VSCDA could subsidize things for its members for a short period its not a sustainable situation for the long term of the club.

So what to do about keeping costs down? It's simple, yet its not. The simple part is to increase the numbers of racers going to events. More drivers, less per driver costs. Simple math. The not so simple part is how do we get more racers to the track and more importantly how do we get more members to join our club? Many vintage race clubs face something called "the graying of the sport." More members tend to retire from racing than we bring in each year. Part of the reason is that our cars themselves appeal to a certain age demographic. Generally members want to race cars that they thought were "cool" in their youth. We addressed that issue with the G70 group.

The next part comes down to good old fashioned recruitment! So how do we do that? In spite of our

ability to reach more people than ever with targeted social media, the best salesperson is an auto enthusiast themselves. That's right...YOU!

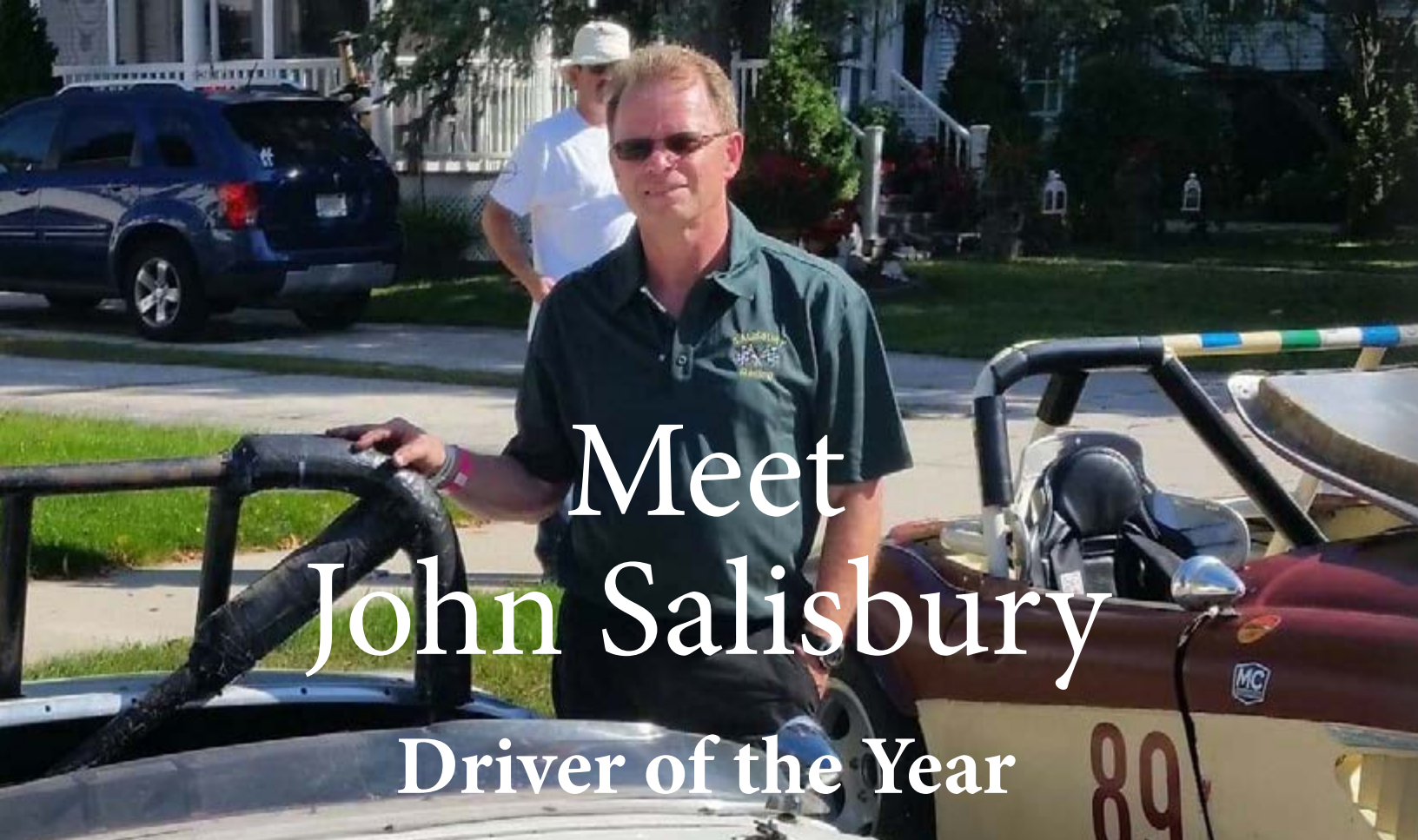
The best tool in recruiting is you, the Vintage Racer! You are the exciting, interesting, adventurous neighbor at the annual Block Party. You are the dark, dangerous mystery man at the annual corporate convention. You are the daring, unafraid rebel at the PTA/Little League/Soccer Game/Martial Arts/Boy Scout/Princess Guides Event! Seriously! I'm sure you have a good idea who might be into our sport once you start chatting up your hobby with someone. People with sports cars are obviously candidates. Start with competitive types. Challenge their bravery. Their ability! Just kidding, but you know what I mean. "What do you think that baby can do if you open her up? Yeah? I bet my 50 year old 4 cylinder car can get a quicker lap time than your car at a local track?"

Every pusher knows the first one is free. Invite them out to one of our events (one that is closest for them to drive to) and let them take their car out touring during lunch. Then let them take your car out for touring. And if your car has a passenger seat, take them out and show them how it's really done.

Hopefully the bug has bitten them and they'll want to continue the journey into wheel-to-wheel racing. The next step is to get them signed up for Driving School. They'll need a car. Give them yours. Yeah there is a risk. Just figure things out ahead of time. I've lent my car out to 4 drivers to use during the VSCDA's highly acclaimed Driver's School. Yeah, I'll admit that two of those times the car wasn't mechanically running after the school (keeping me from enjoying my racing weekend), but hey, someone's got to take one for the team.

If every member were to bring in one friend in their vintage career we would be able to maintain high enough car counts and keep fees reasonable to race for years into the future!

Recruitment! Do it for your Club!



Meet John Salisbury Driver of the Year

Driver of the Year, John Salisbury answers... The VSCDA QUESTIONNAIRE.

Q. How did you get into racing?

A: While living in Huntington WV in the mid 60's My parents were very active in a local sports car club. Our family, and only car at the time, was a 63 Corvair Monza. Both my parents ran it in Gymkhanas and participated in TSD Rally's with my brother and I always in the back seat. My father helped a wealthy businessman he knew from the car club assemble a "Kit car" that was called a Lotus Su-

per 7. I would go along and watch and whenever asked to help would be more than happy to assist. They shared that car and went to SCCA events on the east coast and Mid Ohio. Well the rest is history, we moved to the Chicagoland area in 1969 and my dad bought a "Race Prepared" 1959 Bug Eye Sprite. He raced it at Wilmot Mountain and Meadowdale. I still remember my first trip to BlackHawk Farms not knowing at the time I would be going back several hundred times over the next 50 plus years. We still have that car (White 34), I went to Council Drivers School in it in 1976 and shared it with my Dad until retiring it in 1990 when SCCA started requiring full roll cages and Fuel Cells.

Q. Did you follow racing in your childhood?

A: Remember that car club I mentioned above? Well one spring (64 I think) they organized a trip to Florida to go and watch the 12 hours of Sebring. We went as a family and I remember being in the actual pits with my dad while he chatted with Colin Chapman, Jimmy Clark, Graham Hill and Dan Gurney all part of the Lotus Cortina group. I have home movies (converted to DVD) of all this and would love to share it with the group. Some folks got to see it at Grattan last year. The car club would also go to Mid Ohio for all the pro races so naturally I got to go along. Plus I remember getting to sit in E Paul Dickenson's first FF.

He was a member of that same car club I mentioned above.

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

A: I remember trying to follow F1 in the mid 60's as best as could be done thru AutoWeek. Jimmy Clark, Mario Andretti and Mark Donahue along with Roger Penske and Colin Chapman were the people I always wanted to be like from a driving and engineering perspective.

Q. What is your favorite track? Event?

A: After putting thousands of miles in at BlackHawk I'm still not tired of it and still am finding ways to better my lap times. I LOVE Grattan because of the technical challenges it presents. Plus it hosts the Summer Party which is a great way to close out the summer.

Q. What tracks are on your bucket list?

A: Watkins Glen, Barbour Motorsports Park, and Laguna Seca to

drive and Spa and Silverstone to visit unless I can get my car across the pond.

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

A: Wow, after almost 45 years of driving and 15 additional years hanging out at the track it all tends to blend together. I am proud of the years I spent competing and earning an invitation to the SCCA Runoffs. First was in 1988 and then from 1991 thru 2007 was at every one. A big THANK YOU to Wm Severin Thompson for inviting SCCA Racers to the 50th annual. My first experiences with VSCDA and "Vintage" racing. So glad this opportunity was made available. I've been in love with this organization ever since and even though I went astray for the 2013 50th.

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

A: Whatever car I'm in, I'm trying to drive the wheels off of it.

Q. What car are you dying

to get an opportunity to drive or race?

A: I drove a Lola SuperVee at a test day at Blackhawk way back when, so getting some seat time in an open wheel or S2000 would be fun.

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

A: Yes, Got a couple fingers broken when running Karts while in college and I got T boned at State Fair Park about a dozen years ago. Had some very bruised ribs but thankfully nothing more serious.

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

A: Get a car that is reliable and will run all day long. Don't even think about how fast it currently is. Sooo important to get seat time especially early on, Speed will come with experience and when the budget allows upgrades.



Photo:
Pierre Gorplee



#53 Douglas Stuart, 1935 Riley Special; #915 Edson McCord, 1952 MG TD.

VSCDA Blackhawk Vintage Classic Blackhawk Farms, Illinois

June 19-21, 2020
— story and photos
by Chauncey Moran

Blackhawk Farms is one of those small, technical challenging tracks. Only in the front straight is there time for pure speed and acceleration. The other 11 changes in direction are going to hold your attention and concentration. It has remnants of racing down old 2-lane roads that follow rivers or circumvent lakes, with several slight changes in elevation.

Apprehension and hope were the mixed signals for the first VSCDA race of 2020. With the GingerMan drivers school scrubbed for May, the VSCDA board decided to attempt running the Blackhawk Vintage Classic Race, waiting on CDC and SCCA guidelines. Blackhawk Farms Raceway is located just

across the southern border of Wisconsin in South Beloit, Illinois, and the two states had different mandates about gatherings of over 10 people. By mid-June, however the restrictions had been reduced, allowing for a race absent spectators. Nearly 100 entries were present, coming from as far away as Texas, Louisiana, Maryland, and Oregon.

Rain was forecast for two of the event's three days. Some evening sprinkles left water on the track for Saturday morning during the racers' second qualifying run, but there were no major incidents, just a few spinouts. The Saturday afternoon heat seemed to affect a few racers, but then came the clouds and a few

sprinkles once again. Sunday morning brought bright sun with a few puffy white clouds floating past.

The Jeff Porasik-Yde Wealth Mgmt. CWENDURO went off on Saturday, with Jim Perry, SR2 GEN2, first on the grid and Steve Ross, SR2, second. The two battled for the lead with Ross finishing first and Perry second after 36 laps. Third went to Erik Wood, Alfa Romeo Spider 1750.

RACE GROUP F: Though Edson McCord, MGTD,

started first, it was Douglas Steward, 1935 Riley Special, who took the early lead followed by Lester Neidell, in an exquisitely restored 1933 Plymouth/PC. Around Lap 4, McCord passed Steward. The lead kept changing throughout most of the race, which made it more interesting to those watching. McCord took the checkers first, with Steward second and Neidell third.

Jeff Porasik-Yde Wealth Mgmt. **OPEN WHEEL ENDURO:** Great racing skills demonstrated every lap. Starting first was Steve Montgomery, 1972 Mallock 11B. Next was Scott Livingston, 1978 Lola CF, and 3rd on the grid was the team of Daniel Hayes and Sharon Frey, 1972 Titan Mk 3. During the 36-lap race, the positions changed several times among the Top 6 racers. Hayes took the checkered flag first, followed by Montgomery. Brian Styczynski, Lynx B, finished third and Bill Styczynski, Lynx B, finished fourth, two laps behind leaders.

RACE GROUPE: With the track warming, speeds were up. The first three on the grid were Brian Garcia's Plymouth Barracuda, Jason Pearce's Mustang 350, and Clay Carpenter's Corvette, but Carpenter had to drop out on Lap 4 with mechanical problems. Garcia managed to hold off challenger Pearce for the win although there were some close



#13 John Daniels, 1960 Austin Healey Sprite; #160 Duane Otness, 1960 Austin Healey Bugeye Sprite.

calls in traffic. Phillip Taxman's Jaguar XKE finished third.

RACE GROUP C: #77 Austin Schmitt, Alfa Romeo Spider, John Salisbury, Austin Healey Sprite, and Rich Stadther, Elva Courier, darted out ahead of the pack, with Ron Soave, Austin Healey Sprite, falling a full minute behind the pace due to stalling problem before the pace lap. By Lap 2, Soave was 10th, six seconds behind the leaders. Eventually fighting his way through traffic, Soave began to close the gap with lap times as much as three seconds quicker than the leaders. During the closing laps, Soave slipped ahead of Schmitt, who had also been durling duel with Salisbury through. Soave wound up first, Schmitt second and Salisbury third.

RACE GROUP B: Alex Rorke, Lotus Elan, Marshall Moore, Datsun 510, and Erik Wood, Alfa Romeo Spider, screamed past my position at Turn 3 on their first lap and maintained that ranking throughout the race. Although Moore challenged Rorke several times early on, Rorke maintained his prowess and held off Moore for the win, with Wood coming in third.

RACE GROUP A: Starters John Boxhorn, Lola 598 Sports 2000, Michael Besic La Boa Mk VII, and Jeff Gerken, Argo JM2, expertly maneuvering Turn 3 on the first lap. By the second lap, Boxhorn and Gerken established the lead. Boxhorn wound up first, Gerken second, and Besic a solid third. Several Formula Fords took part in the group, with Jamie Stiehr, Winklemann WDF-1, fastest among them ahead of James Buchanan, Merlyn Mk 11-1A.

SPRIDGET RACE: Occasionally there exist some folks who just shine, driving a particular



#77 Austin Schmitt, 1972 Alfa Romeo Spider; #25 Ron Soave, 1968 Austin Healey Sprite.

racer with uncanny determination and aggression without contact. Ron Soave stands out among the Spridget Racers. On the other hand, John Salisbury appeared to be having a great time racing, working methodically with quickness and smooth transitions with



#103 John Williamson, 1972 Caldwell D-13; #16 Simon Hughes, 1968 Zink C4; #659 Robert Phillips, 1972 Zink C4.

apexes to straight. This race started with Soave and Salisbury's Austin Healey Sprites out front, joined by John Daniels, Austin Healey Bugeye Sprite. Several wheel-to-wheel sorties among the competitors, duels among long-time vintage racing friends. The final order was Soave, Salisbury, and Daniels. It seems to me no other group has more parts, time and experts than this Spridget group, helping one another until we ours of the morning. May the tradition continue with younger racers.

RACE GROUP D: Formula Vees are an excellent crowd pleaser, and this race was no exception with individual duels within the 15-lap race. The fastest starters were Bill Styczynski, Lynx B, Andres Serrano, Auto Dynamics Mk II, and Brian Styczynski, Lynx B, but coming through the pack, Bill Griffith, 1971 RCA, demonstrated his skill with sleek transitions in the corner to straight

apexes. The battle for first raged throughout, with Griffith advancing to third on Lap 4. Brian Styczynski passed for the lead, but eventually relinquished the lead to Griffith. Griffith wound up finishing .426 seconds ahead of worthy challenger Brian Styczynski, who turned in the fastest time at over 80 mph, with Bill Styczynski taking the checkered flag in third.

TRANS AM B SEDAN: While there were a small number of entrants, the participants drove like they were chasing fire. The winner was Marshall Moore, Datsun 510, with Robert Cowan, Alfa Romeo GTV in second and David Farnsworth, 1973 BMW 2002, in third.

HANDICAP RACE: Alex Christopher, 1963 Volvo P1800, started fourth and moved up a slot, finishing third. David School, Saab Sonnet, moved through the middle of the pack to lock in second place behind, the winner, Nathan Burress, in a consistently driven Austin Healey Bugeye Sprite.

An excellent weekend all in all, without major incidents. We appreciate the sacrifices folks made to establish the memorable first VSCDA race of the 2020 season. Special appreciation to those who traveled from places so far away

ENTRANTS LIST

RACE GROUP A

DRIVER/CAR

M. Bagby/1970 Lola T-200
M. Besic/1964 La Boa Mk II
J. Boxhorn/2000 Carbir CS2
D. Bruce/1972 Merlyn Mk 20A
J. Buchanan/1969 Merlyn Mk 11A
R.S. Durbin/1990 Van Diemen RF90
M. Fandel/1974 Legrand Mk 18
S. Frey/1970 Caldwell FF
J. Gerken/1978 Argo JM2
W. Gill/1965 Zinc C4
D. Hayes/1972 Titan Mk 6B
M. Kaske/1986 Lola T88
S. Livingston/1978 Lola CF
S. Montgomery/1972 Mallock 11B CF
F. Newton/1971 Titan Mk 6
J. Perry/1986 SR2 GEN 2
S. Ross/1994 Sports Racer GEN 2
C. Smith/1981 Tiga FFA81
J. Stiehr/1969 Winklemann WDF-1
G. Tussing/1972 Titan Mk 6A FF

RACE GROUP B

DRIVER/CAR

B. Bullock III/1971 MGB VS
J. Cohen/1973 BMW 2002
K. Corrigan/1973 Alfa Romeo GTV

R. Cowen/1966 Alfa Romeo GTV
D. Farnsworth/1973 BMW 2002
W. Gill/1966 Austin Healey Mk III Sports Racer
G. Herr/1972 Porsche 914
S. Hyatt/1974 Datsun 260Z
C. McGrath/1969 MGC
P. McManus/1969 MGC GT
J. Melvin/1974 Alfa Romeo Spider
M. Moore/1972 Datsun 510
W. Oakes/1973 Datsun 240Z
M. Pranka/1972 Alfa Romeo GTV
A. Rorke/1965 Lotus Elan
J. Saccamano/1969 Alfa Romeo GTV
S. Saroukhanian/1972 Datsun 240Z
D. School/1972 Saab Sonnet
T. Stahly/1972 Alfa Romeo GTV 2000
P. Taxman/1964 Jaguar XKE
C. Van Sant/1971 Alfa Romeo GT
B. Villena/1979 Mazda RX7
J. Wheeler/1974 Alfa Romeo GTV
E. Wood/1971 Alfa Romeo Spider 1750

RACE GROUP C

DRIVER/CAR

D. Bralich/1969 MGB
A. Burress/1962 Austin Healey Sprite
N. Burress/1959 Austin Healey Sprite
A. Christopher/1963 Volvo P1800

J. Daniels/1960 Austin Healey Sprite
T. Detwiler/1969 Volvo P1800
J. Donato/1967 NSU 1200 TTS
R. Gurolnick/1960 Porsche 356
B. Heuer/1958 Jabro Mk 1
M. Hooper/1960 Elva Courier
A. Kremzar/1974 MGB
G. Lynch/1961 Austin Healey Sprite
K. Marquardt/1971 Alfa Romeo JT Junior
R. Michalek/1961 Austin Healey Bugeye Sprite
D. Otness/1960 Austin Healey Bugeye Sprite
P. Passon/1964 Triumph Spitfire
J. Salisbury/1962 Austin Healey Sprite
A. Schmitt/1972 Alfa Romeo Spider
R. Soave/1968 Austin Healey Sprite
R. Stadther/1963 Elva Courier Ford
A. Thom/1965 Alfa Romeo Giulia Ti
T. Wilcox/1966 MG Midget
D. Wittenauer/1964 Morris Mini Cooper
J. Wittenauer/1968 Unipower Comp

RACE GROUP D

DRIVER/CAR

M. Beiser/1969 Lynx B
G. Black/1965 Zink C4
D. Carone/1969 Lynx FV
B. Clarke/1972 Lynx FB

D. Dyckman/1968 Zink C4
T. Gill/1968 Zink C5
B. Griffith/1971 RCA
S. Hughes/1968 Zink C4
D. Maier/1969 Lynx B
R. Phillips/1972 Zink C4
M. Rogers/1968 Bobsy Vega
B. Schwarzlose/1972 Treuhaff FV
A. Serrano/1965 Autodynamics Mk II
B. Styczynski/1972 Lynx B
B. Styczynski/1970 Lynx B
J. Williamson/1972 Caldwell D-13

RACE GROUPE

DRIVER/CAR

C. Carpenter/1995 Corvette
B. Garcia/1967 Plymouth Barracuda
S. Gross/1984 Corvette
R. Kehoe/1992 Chevy Lumina
J. Pearce/1969 Ford Mustang GT

RACE GROUP F

DRIVER/CAR

D. Leonard/1949 MG TC Special
E. McCord/1952 MG TD
L. Neidell/1933 Plymouth PC
T. Stevenson/1952 MG TD
D. Stuart/1935 Riley Special



#185 Marshall Moore, 1972 Datsun 510; #240 Bill Oakes, 1973 Datsun 240Z.

An American Classic



Blackhawk CLASSICXXXVIII

June 19-21, 2020
Blackhawk Farms Raceway
South Beloit IL



FORMULA VEE SERIES
TRANS AM B-SEDAN SERIES
SPRITE - MIDGET SERIES
JEFF PORASIK - RAYMOND JAMES
ENDURO FOR DISABLED AMERICAN VETS
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for Disabled American Vets



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VSCDA

VINTAGE SPORTS CAR DRIVERS ASSOCIATION



EAST MEETS WEST



Elkhart Lake Vintage Festival XXXV®

September 18-20, 2020

70th Anniversary of Racing at Elkhart Lake

Featured marques:

West Feature Race - Pre War - Where It All Began

East Feature Race - Japanese Marques

Datsun/Nissan, Honda, Toyota, Mazda

Historic Cup Races

Special Open Wheel Feature Race

Jeff Porasik Enduro

Road Course Re-Enactment

Gather on the Green Concours

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Honored Guest
David Hobbs



photo by Chauncey Moran

#40 Jim Hanna, 1986 Swift DB-2; #7 Ralph La Macchia, 1998 Carbir S2000; #47 Glenn Jividen, 2006 Doran JE-1 S2; #23 Robert Dusek III, 1983 March 83S; #78 Art Mitchell, 1983 March S2000.

VSCDA Vintage Grand Prix Au Grattan Grattan Raceway, Michigan

August 13-16, 2020
- story by Chauncey Moran

Located in the rolling hills of southwest Michigan, Grattan Raceway is a popular location with folks who are serious about track preparation for test and tune, with 12 named turns as well as additional changes in direction, elevation, and track surface coverings. Included are a hairpin, jump, esses, straights, and even a blind entry with diverse camber.

For this year's Vintage Grand Prix au Grattan, Sports 2000 was the featured marque, and the turnout was fantastic, with 21 registered S2000s arriving from different parts of the U.S. to participating in this event. Being at capacity and needing to meet distancing requirements, the S2000 racers and crew were in an area called the

upper paddock, which made it extremely convenient for photographs and interviews with drivers. Excellent fresh food cooked on site was provided at each meal for event workers (including me), drivers and crew.

Racing conditions were almost ideal, except for some oil spills and the heat. Sunshine desired over the predicted rain. Although the skies threatened to open up on Saturday afternoon, rain did not occur until before dawn on Sunday. As registration, waivers and drivers meeting were on line to minimize personal contact, the Friday morning

start up to practice and qualifying ran like a well oiled machine.

The Jeff Porasik/Raymond James **ENDURO** is dedicated to honor disabled veterans with donations of \$50 or more per entry. With one mandatory 5-minute pit stop within the hour, the result in an exciting 55-minute race. As one would expect, the S2000s occupied the first two rows, with John

Boxhorn's Lola, the Lola S 2000 driven by Jeff Porasik in Row 1, with Jerry Edquist, racing a 98 Carbir 2000, and Curt Leverton piloting a 2004 Carbir CS2.8. Acceleration slight into the straight anticipating for wavy green. By the halfway point, early leaders Boxhorn, Porasik and Larry Lunda, 1970 Porsche 914, had dropped out. Edquist held the lead for about 15 laps. Around lap 29-30, Curt Leverton claimed the top spot and led until the checkered flag, his his 34th and last lap being his quickest at 122.668 mph. Ralph La Macchia was in second place 20+ seconds behind. Third was Art Mitchell, racing 1983 March S2. Certainly worth mentioning is Dave Burton flying along in his Silver Streak 1964 Porsche, cranking out consistent time in the low 1:30s and finishing fourth overall.

With seemingly imminent rain, the second enduro, for open wheeled cars, wound up being only Gail Burrows, in her 1979 Crosslé, and Bob Burnside, in his 1970 Titan, exchanging the lead for 30 minutes in



photo by Chauncey Moran

#11 William DeBoer, 1974 Datsun 280Z; #184 Alex Amys, 1970 Triumph GT6.

their friendly race. It was Burnside who crossed the finish line, .768 seconds ahead of Burrows. They had fun for a great cause, and it's not too often you have the whole track to yourself.

The **B SEDAN RACE** had a most competitive field, with a starting grid of Issac Keeler, 1969 Datsun 510 and perennial winner at Grattan, Mike Pranka's 1972 Alfa Romeo GTV, on the front row, followed by Rob Davenport, steering his 1972 Alfa Romeo GTV and David Michele in a 1972 Alfa Romeo Alfetta. That group of four were close together heading into Turn 1, but after that first lap, it was Pranka's race all the way, chased throughout by Keeler.

Third place was in contention all along, with Michele squeaking past Davenport on Lap 8 and holding that spot until Lap 10, which is when Davenport regained his third spot and held on, finishing ahead of Michele by only .234 seconds. Close racing with drafting adds to the excitement, regardless of position finished.

The **SPRITE/MIDGET RACE** is always full of surprises. Close racing occurs often, and many of these vintage racers have been running together for decades. Lining up on the pole was Doug Bruce, 1959 Austin Healey Bugeye Sprite, with John Salisbury's 1962 Austin Healey Sprite beside him. The next row consisted of Mal Fay, 1972 MG Midget, and David Kessinger, 1970 MG Midget. Like a drag race, Bruce and Salisbury dove into Turn 1 at the green flag. They raced hard in the beginning, and Salisbury turned the fastest time in the Lap 9, but it was not enough to catch Bruce, who was first to take the checkered flag. Fay held the third overall position throughout the race. VSCDA's Spridget Series races have three classes, with Salisbury taking first place in class D, while first in class E was Don Kelly, 1959 Austin Healey Bugeye Sprite.

GROUP A: The Formula Vee Challenge is always a favorite, as it winds up containing multiple races within the race. Out front of the 17-car rolling start grid was Eric Coppock, wheeling a 1969 Lynx B with Garrett Van Camp, flying his Yellowjacket 1970 Lynx B, in the second position. Right behind them were Mitchell Beiser, 1969 Lynx B, 4th, and Daniel Hayes piloting a 1969 McNemera. Van Camp passed Coppock on first lap, who held second until Lap 3, but then dropped back in the pack. Van Camp wound up winning the race, running in first place for all 11 laps, with Beiser coming second. Mike Lawrence, racing a 1975 Caldwell D-13, moved through the pack after starting 12th into 3rd position



photo by Chauncey Moran

#19 Derek Chima, 1966 MG Midget; #47 Clancy Schmidt, 1972 MG Midget.



photo by John Lacko

#14 Issac Keeler, 1969 Datsun 510; #50 Mike Besic, 1969 Alfa Romeo Duetto.

on Lap 4, going on to secure his place on the podium ahead of Brian Styczynski. Pole sitter Coppock, having slipped back in the pack and having to deal with an oil slick, worked his way back to finish in fifth place. Excellent recovery Eric, with champion attitude.

GROUP B: The small bore cars are always quick around this course. Gridding first was Tony Drews in a very quick 1963 Triumph TR4, with Michael Moore's 1962 TR4 second and Tim Covert, Moodini Sports Racer, in the third spot. Covert jumped into the lead on Lap 2 and remained there, leaving Drews to finish second. A 3-car dice developed towards the end of the race for the third spot between Moore, Graig Seifert's 1966 MGB, and Scott Fohrman's 1964 MGB. Finally checking out was Moore, followed by Seivert in fourth and Fohrman in fifth.

GROUP C: Formula races are always wheel to wheel and exciting. Multiple classes combined together in this group, increasing the challenges. Pole position belonged to William McGehee, 1980 Crosslé/40F. Alongside him was Phil Kingham, 1976 Zink Z19C. Next in the line-up was Ron Smit, 1971 Royal RP9 FSV, and Steve Beeler, 1979 Lola T540. Those four held the same positions early, but

then McGehee retired during Lap 6. From there, the race belonged to Kingham, though he was challenged for the title by Smit, who turned the fastest time during Lap 9.



photo by John Lacko

#57d Lee Poseidon, 1966 Alfa Romeo GT Veloce; #156 Brad Karol, 1968 BMW 1600-2.

Beeler wound finishing third ahead of Tim Holland, Lotus 41B.

GROUP D: Starting atop the grid was Jonathon DeGaynor, Devin Special, along with Mike Pranka, 1972 Alfa Romeo GTV2. Right behind them were Mike Besic, 1969 Alfa Romeo Duetta, along with VSCDA president Alex Rorke in a 1962 Lotus Elan. From the waving of the green, DeGaynor roared away, maintaining the overall lead for the entire race, including turning the fastest lap of 1:28.772 in Lap 9. Besic passed Pranka during Lap 1 and maintained a solid 2nd-place run to the finish line. Third position overall was scooped up by Richard Riley in his 1971 Porsche 911/ST (nicknamed the black panther for agility and speed) who passed Pranka during Lap 9.

GROUP E Sports 2000 Grand Prix Race: I haven't witnessed such a parade



photo by Chauncey Moran

#50 Steve Beeler, 1979 Lola T540; #67 Phil Kingham, 1976 Zink Z10C; #12 Tim Holland, 1968 Lotus 41B.

and diverse group of Sports 2000 gracing the Grattan track for years. It's a track that clearly demonstrates the agility of Sports Racers and the prowess of drivers. John Boxhorn (aka Green Hornet), Jeff Porasik and Henry Payne are regular attendees at this track, and the rest of the field of S2000s provided a most welcome, competitive, and friendly group.

On this day, 19 racers took to the grid, with Brent Germert, in 1990 Lola 90, on the pole, and Payne in the second spot in his familiar 1989 Lola 90. Third on the grid was Mark Coombs, driving a 1990 Lola 90, and alongside him was John Thompson, piloting a 1990 Lola 90/91. Rounding Turn 12 onto the straight, the RPMs began to increase in anticipation of the green flag. Suddenly, the

thundering of full acceleration was heard and felt as the Sports 2000s began their 15 laps excitement.

Payne has to pit early in the race. By Lap 4, Coombs has slipped passed Germert and become the leader. Several other cars have changed positions throughout the field. Germert navigated some traffic during Lap 8 and regained the lead from Coombs, who then gets passed again by Thompson on Lap 10. Some close racing ensued through the remaining five laps of the race, with wheel-to-wheel action all around the track. Germert is first to the line to claim the checkered flag, .7 seconds ahead of Thompson. Coombs winds up finishing in third, and fourth goes to Curt Leverton, who was consistent to a fault during the race. The attitude of these Sports 2000 was exemplary amongst vintage drivers on and off the track.

Thus concluded the VSCDA Vintage Grand Prix Au Grattan for 2020. Special appreciation for all the track owners, security, emergency personal, VSCDA board and staff, kitchen staff, tech staff, drivers, crews, and fellow photographers for a memorable event.

ENTRANTS LIST

GROUP A

DRIVER/CAR

M. Beiser/1969 Lynx B
J. Buysse/1969 Lynx FV
C. Clinger/1972 Schnepf XL
E. Coppock/1969 Lynx B
G. Dennehy/1968 Lynx B
T. Eden/1969 Lynx B
D. Hayes/1969 McNemera FV
J. Janus/1968 Lynx B
M. Kitzmiller/1969 Lynx B FV
K. Lawrence/1968 Zink Z-5
M. Lawrence/1975 Caldwell D-13
D. Maier/1969 Lynx B



photo by Chauncey Moran

#42 Debbie Maier, 1969 Lynx B.

D. O'Keefe/1969 Lynx B
R. Preiss/1972 Lynx
B. Shedd/1968 Zink Z-4
R. Smit/1969 Lynx B
B. Styczynski/1972 Lynx B
B. Styczynski/1970 Lynx B
S. Theobald/1969 Lynx B
M. Westerfield/1975 Caldwell D-13

GROUP B

DRIVER/CAR

D. Bruce/1959 Austin Healey Bugeye Sprite
A. Burress/1962 Austin Healey Sprite
N. Burress/1959 Austin Healey Sprite
D. Burion/1964 Porsche 356C
T. Calloway/1964 Austin Healey Sprite
J. Carloss/1959 Austin Healey Sprite
C. Chima/1962 Lotus 7
D. Chima/1966 MG Midget
T. Covert/1965 Moodini Sports Racer

J. DeGaynor/1969 Devin Special

T. Detwiler/1969 Volvo P1800
T. Drews/1963 Triumph TR-4
M. Fay/1972 MG Midget
R. Fisk/1959 Austin Healey Sprite
S. Fohrman/1964 MGB
M. Ford/1952 MG TD
M. Frost/1979 Honda Civic 1200
C. Hall/1964 Austin Healey Sprite
D. Kelly/1961 Austin Healey Sprite
D. Kessinger/1970 MG Midget
K. Marquardt/1971 Alfa Romeo GT Jr.
M. Moore/1962 Triumph TR-4
P. Passon/1964 Triumph Spitfire
J. Salisbury/1962 Austin Healey Sprite
C. Schmidt/1972 MG Midget
C. Seifert/1966 MGB
R. Stadther/1963 Elva Courier Ford
R. Westfall/1964 Triumph TR-4
T. Wilcox/1966 MG Midget

GROUP C

DRIVER/CAR

G. Barrows/1979 Crosslé 79FF
S. Beeler/1979 Lola T540
G. Brooks/1978 Hawke DL17
R. Burnside/1970 Titan Mk6
J. Busch/1967 Brabham BT21A
D. Carone/1969 Lotus 51
S. Darbin/1977 Tiga FFA
J. Filios/1980 Zink Z-16



photo by John Lacko

#61 Frank Newton, 1993 Van Dieman RF93.

C. Foss/1966 Lotus 31
A. Freston/1972 Titan Mk 6B
B. Harrington/1986 Reynard FC
D. Hayes/1992 Van Diemen FC
T. Holland/1968 Lotus 41B

P. Kingham/1976 Zink Z10C

S. Livingston/1978 Lola CF
W. McGehee/1980 Crosslé 40F
F. Newton/1993 Van Dieman RF93
T. Pixley/1978 Wheeler Super Vee
M. Potasnik/1978 Lola T440
M. Repka/1969 Caldwell D9
T. Schulte/1967 Lotus 51 FF
R. Smit/1971 Royale RP9 FSV
G. Van Camp/1969 Lynx B
F. Vella/1979 Crosslé 35FF



photo by John Lacko

#111 Jonathon DeGaynor, 1969 Devin Special.

GROUP D

DRIVER/CAR

A. Amys/1970 Triumph GT6
M. Besic/1969 Alfa Romeo Duetto
B. Bullock/1971 MGB V8
S. Cummings/1969 Alfa Romeo GTA
R. Davenport/1972 Alfa Romeo GTV
W. DeBoer/1974 Datsun 280Z
D. Denison/1969 Datsun 510
E. Duram/1970 Datsun 240Z
D. Farnsworth/1973 BMW 2002
D. Farnsworth/1973 BMW 2002
G. Herr/1972 Porsche 914
S. Hyatt/1974 Datsun 260Z
B. Karol/1968 BMW 1600-2
I. Keeler/1969 Datsun 510
L. Lunda/1970 Porsche 914
B. Lynch/1974 Saab Sonett 3
B. Martincz/1978 Alfa Romeo Berlini
C. McGrath/1969 MG
P. McManus/1969 MG GT
B. Melvin/1974 Alfa Romeo GTV
D. Michele/1972 Alfa Romeo Alfetta
B. Oakes/1973 Datsun 240Z

T. Parvin/1972 BMW 2002

L. Poseidon/1966 Alfa Romeo GT Veloce
M. Pranka/1972 Alfa Romeo GTV
J. Putnam/1981 Mazda RX7
R. Riley/1971 Porsche 911ST
A. Rorke/1965 Lotus Elan
J. Saccameno/1969 Alfa Romeo GTV
T. Upshur/1972 Lotus Europa
E. Wheatley/1969 Datsun 510
J. Wheeler/1974 Alfa Romeo GTV

GROUP E

DRIVER/CAR

J. Boxhorn/2000 Carbir CS2
M. Coombs/1990 Lola T90 90
C. Duncan/1990 Lola S2000
R. Dusek II/1986 Swift DB-2
R. Dusek III/1983 March 83S



photo by John Lacko

#197 Brian Lynch, 1974 Saab Sonett.

J. Edquist/2000 Carbir S2000
B. Gernert/1990 Lola 90 90
J. Hanna/1986 Swift DB-2
G. Jividen/2006 Dorian JE-1 S2
B. Knoll/1983 Tiga S2000
R. La Macchia/1998 Carbir S2000
C. Leaverton/2004 Carbir CS2.8
C. Leaverton/2004 Carbir CS2.8
A. Mitchell/1983 March S2000
H. Payne/1989 Lola 90
J. Porasik/1986 Lola S2000
L. Rossi/1985 Lola T598
N. Scigliano/2004 Carbir S2
R. Sherwood/2003 Carbir CS2
T. Sloan/1988 Lola 88-90
J. Thompson/1991 Lola 91/90
C. Vance/1987 Lola 87 90

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**VSCDA Elkhart Lake
Vintage Festival**
Road America, Wisconsin
September 18-20, 2020



Rather than honoring a specific marque, the 2020 edition of The Elkhart Lake Vintage Festival featured the race cars of Japan.

photo by Chauncey Moran



#7 Paul Joyaux, 1963 Crosslé Sports Racer 5S; #891 Charles Duncan, 1990 Lola S2000.

— story by Pete Gorski

When most people think of sports cars, they think of Europe – Porsches, Ferraris, and Alfas from the Continent, and Triumphs, MGs, and Lotuses from England. And a look at most vintage paddocks bears that out. But the Land of the Rising Sun has an illustrious history when it comes to sports cars as well. To prove the point, the VSCDA made Japanese cars the featured...well, not marque...country for the 2020 Elkhart Lake Vintage Festival at Road America.

To commemorate the honor, 20 Japanese cars formed up on the main straight during Friday's lunch break for their family portrait. While largely a Datsun/Nissan reunion, a pair of Hondas provided a little variety. Sadly, there was no kansei engineering or zoom-zooming in the formation, as the Mazdas invited to compete in the event were unable to attend, and the Toyota WSR on hand didn't participate.

With Friday's schedule largely dedicated to practice sessions, the Jeff Porasik/Raymond James **ENDURO**, benefitting Disabled American Veterans, filled the need for racing. A massive 58 cars comprising six different classes and subclasses rushed down the front straight into Turn 1. The diverse group contained everything from Don Ondrejcek's 1994 Honda Prelude, to

Scott Borchetta's 1969 Corvette, to the 1960 Elva Courier of Mason Hooper.

With 15 S2000s in the field, it's unsurprising that at the end of 19 laps the top of the leader board would be packed with the streamlined sports racers. Henry Payne (1989 Lola/90) had taken the green from 13th and steadily worked his way toward the front. Perhaps too steadily. Something was missing from his laps chart – the telltale dip caused by the required 5-minute pit stop. Due to this oversight, Payne was DQed. His departure moved Avery Stuckart (2010 Carbir CS2) onto the top step, followed by Ralph La Macchia (1998 Carbir) and appropriately enough, Jeff Porasik (1986 Lola). S2000s occupied the next three spots, with Yves Scemama's 1974 Porsche 911 the first of many Porsches in the field.

Sunday's final races kicked off with a real paddock clearer, as 54 **GROUP 3C/8** racers assembled under the low morning sun. Josh Boller and Mike Besic formed the front row in their similar-but-different takes on the open-cockpit concept – Boller in his 1964 Lotus 23, Besic in his 1964 LaBoa Mk II. A trio of 911s followed, piloted by Road America regulars Steve Grundahl, George Balbach Sr., and Lisa Hansen. John Murray was the top Datsun on the grid in his 1973 260Z.

Besic reached Turn 12 first, the entrance to the turn bathed in shadow, the apex and exit in full sun. Boller, the Porsche contingent, and Murray swarmed through the turn behind him, their engines at full snarl as they powered out of the valley. But while the turn was mostly in sun, the track temperature and more importantly, tire temperatures, had not gotten to the point where grip was easy to find. As the rest of the field streamed by, slight lock-ups under braking (and a spin at the apex) were common.

The Alfa-powered LaBoa was a model of consistency, running 2:32s on four of the remaining five laps. Boller would claim fastest lap of the race, at 2:29.368, but it wasn't enough to get him back around Besic. Balbach worked around Grundahl on lap three, stringing together a handful of 2:32s on his way to the third step on the podium. Hansen and Murray swapped places twice, with Murray getting the better of the exchange and the final spot in the Top Five.



#04 Gary Davis, 1965 Dodge Dart.

Only in comparison to the the previous race would the 28 cars of **GROUP 3A/3B/6** seem small. But what they lacked in relative numbers, they made up in displacement, horsepower, and tire width. In what was essentially a battle between front-engined Chevys and Fords (and Gary Davis' 1965 Dodge Dart) and rear-engined Porsches, the more tire you had to put down the increased power the cold air was almost certainly generating, the better your chances were.

Pole-sitter Evan Pecore (1970 Mustang) was joined by Robert Gee (1969 Corvette), with Todd Teffert (1974 911 IROC) and Ray Mulacek (1969 Camaro) forming row two. Scott Borchetta (1969 Corvette) rolled off from row three with Fritz Seidel's 1973 911 RSR by his side.

It may be cliché to describe the audio response to the green flag waving as "a thunderous roar," but that doesn't mean it's not accurate. The conversion of air and fuel to motion and noise could easily be heard

in the Carousel, with the volume rising as the field blasted out of Turn 3. Pecore led a 7-car breakaway through the Carousel, gapping his pursuers slightly. The sound of his engine preceding him, Pecore arced through Turn 12 ahead of Gee, Treffert, and Mulacek.

While the first lap saw the front of the field remain largely in grid order, lap two gave the order a good shake, with only Pecore escaping its effects. Gee fell to the charging Borchetta, then retired two laps later. Treffert dropped down to 14th before parking his Porsche after four laps. Mulacek had the most exciting retirement of the session. Approaching Canada Corner on Lap 3, he overcooked the entrance and performed a remarkably graceful four-wheel drift through the turn and across the gravel trap, making light contact with the tire wall.

The raft of departures changed the complexion of the top five. Seidel assumed third, with the 1969 Devin Special of Jonathon DeGaynor rising from 8th to fourth. Daniel Parr (1969 Camaro Z/28) improved four spots as well, taking fifth.

But out front, what had been a relatively easy race for Pecore was about to get a little more complicated. Borchetta had been cranking out laps in the mid-2:20s, including a session-best 2:24.076. Aided by traffic, he closed on the Mustang. During the final lap, his Corvette led through the Carousel. Pecore battled back, retaking the lead on the run from The Kink to Turn 12. Borchetta could have pressed the issue (literally), but kept it clean. Pecore held on to the lead, taking the checkers 1.2sec ahead of Borchetta.

The first theme race of the day, the **OPEN WHEEL SPECIAL**, continued the trend of high car counts. Led by Mark Brannon's 1997 Indy Lights Lola, 31 other open-wheelers (and a handful of guest-starring S2000s and assorted sports racers) cut through the crisp morning air. Steve Grundahl (2003 Van Diemen FE2), Geoff Brabham (1971 Brabham BT-35), Andy Jackels (1988 Lola 88/90), and Robert



#144 Mark Pladson, 1964 Morgan 4/4 Roadster.

Boller (1974 Ralt RT-1) filled the next five spots on the grid.

Brannon didn't spare the whip, blasting out to a big lead early. He set the fastest lap of the race on his third circuit, a 2:09:732. With additional seconds piling up, he took the checkered flag nearly 50 ticks before his closest pursuer.

Second-place runner Grundahl, who seemed to be struggling with brake issues, marking his entrance to Turn 12 with little puffs of lockup multiple times, eventually got it sorted on his way to second place. Brabham ran a solid race on the way to third, with fourth going to Bill Wallschlaeger and his 1997 Van Diemen RF97. Who would occupy the final spot in the top five was less certain.

Jackels had switched places with the ascending Wallschlaeger on lap one. He and Boller dropped further down as Henry Payne V (1989 Lola T90) vaulted from seventeenth on the grid to fifth at the end of three laps. But just as quickly as he appeared, he disappeared, falling to ninth on lap four before retiring. Boller was the beneficiary, securing fifth place.

Things took a turn toward the exotic and powerful (and slightly more modern), for the **GROUP 9** session. A variety of NASCAR stockers, some relatively recent (like Cliff Sigmann's 2006 Charger), some charmingly nostalgic (like Stephen Papalas' 1983 Hardee's Monte Carlo) were joined by a fleet of 1990s and newer 911s along with Steven Lisa's 2006 Panoz Esperante, Bill Heifner's 2011 Cadillac CTS-VR, and Brian Carlson's 2011 Camaro.

While there were multiple instances of,

"Ooo haven't seen that before!" sprinkled throughout the grid, Road America regulars found many familiar fascias filling the front of the field. At least at first. Pole-sitter Colin Comer's 1994 Mustang GT completed only two laps, its normally fire-breathing exhaust sounding a bit off. Adam Rupp's 1995 Mustang GT fared slightly better; he covered just over 16 miles before his pony joined Comer's on the way to the glue factory.

Ron Malec (1995 Mustang GT1) had no such problems. Picking up the flaming-exhaust mantle from Comer, Malec set a personal-best 2:09.714 on lap two, having taken the lead on lap one. Robert Blain (2004 Corvette C6R), who started in third and circulated for four laps in that position, assumed second with Rupp's retirement. Randy Rosenmerkel and his 1982 Pontiac Trans Am worked past Ray Bonthron (2002 Mustang), Willy Todd (2009 Ford Fusion), and Lee Milazzo (2009 Daytona Prototype) on his way to the final podium step. Todd settled in fourth, with Milazzo rebounding to fifth.

The **GROUP 7** race was a more intimate affair, with eight cars taking the green flag. Many of the Open Wheel Special drivers returned for their formal session, with two others joining the fun – the Frenches and their 1997 Formula One cars. So...

Of course the Frenches dominated. Because even a slightly de-tuned F1 car is still eye-wateringly fast. Rocketing from corner to corner, that wonderful F1 whirl signaling their impending arrival from three corners away, the pair logged fast lap on the same lap (two), separated by eight hundredths of a second. Those 1:50.8s were 17 seconds faster than the next best lap time. It's always fun to speculate as to which French will take the checkers, as the draft up the front straight prevents one from gapping the other. In this instance, Brian crossed the line first in his 1997 Benetton, one tenth ahead of James and his 1997 Jordan.



#41 Craig Sutherland, 1973 Porsche 911.



#66 Rex Barrett, 1933 Ford Indy Racer; #23 Robert Stream, 1972 MG Midget.



photo by Dave Drives

#96 David School, 1972 Saab Sonett; #97 Mark School, 1971 Saab Sonett.

Mark Brannon managed to squeeze enough speed from his Lights Lola to stay on the lead lap, finishing third. His 2:07.3 was seven seconds better than the next best time set by Steve Grundahl, although Grundahl missed a few opportunities to improve as he retired his Van Diemen after five laps. Tom Simpson reminded everybody in attendance how wild and aggressive F5000 cars can look. He brought his 1972 McKee Mk 18 across the line in fourth, ahead of Robert Boller's Ralt.

The return to the theme portion of the schedule also meant a return to full grids. A solid 25 cars formed up to contest the **KIMBERLY CUP**. As always, the key to winning the Kimberly is to go fast, but not too fast. Turn a better-than-3:00 lap and you get branded with the scarlet DQ. As it turned out, Timing and Scoring needed a lot of red paint.

Keeping with the red theme, either the front-runners let the red mist get the best of them, or they just didn't care. Each of the top five starters got DQed for dropping below 3:00, and not just by a little. Which is really too bad, because the racing out front was pretty good. Scott Jagusch (1986 Renault Sports Racer) and Tim Detwiler (1969 Volvo P1800) swapped the lead twice, with Mark School (1971 Saab

Sonett) a constant in second. David School had his 1972 Sonett in fourth, but retired after four laps, although the impending DQ made that less of an "agh!" moment. David's departure raised Jon Bauer (1959 Austin-Healey Sprite) up to fourth, but again...2:58.028 is more than one second quicker so...

Perhaps Mike Fisher has a better internal clock, or maybe he looked at the leaders and thought, "Those guys are going a bit too fast," but either way, after the DQs came down, it was Fisher and his 1960 Austin-Healey 3000 Mk 1 who ended up as the official Kimberly winner. But Fisher didn't just inherit the win. He rose from 19th on the grid to fifth before T&S got involved. Derek Chima (1966 MG Midget) was the adjusted second-place finisher, with Joe Brabender's steady running putting his 1965 Volvo 122S in third. Kurt Marquardt (1971 Alfa Romeo GT Junior) had a ride similar to Fisher, advancing from a pre-adjustment 22nd to 8th, which meant fourth place. Tom Cole (1967 Austin-Healey Sprite) completed the revised top five.

Next up was the **SHELDON CUP**. 44 drivers poured down the hill from turn one into Turn 3 on their quest for Sheldon honors. The diversity dial was set to full "eclectic," with the field featuring Julie Dahmer's 1999 Mazda MX-5, the Miata's

spiritual forefather in Anton Julian's 1965 Lotus Elan, Evan Hoochhaak's 1974 Morris Mini 100, and the 1984 Porsche 944 of Shane Denney. And nobody exceeded the time cutoff, although Brian Davis, his 1962 Elva Courier, and its 2:45.619 were only a strong tailwind away from breaking out of the 2:45 limit.

Unfortunately, hard contact on the front straight brought out the double-yellows after two laps, followed soon thereafter by the black and checkers. So whether Davis and the others in the top five could have kept their competitive urges under control and stay on the happy side of 2:45, we'll never know. After two racy laps, Brian Davis took the win ahead of Nicolas Clemence's 1967 911S. Matthew Goetzinger rushed up to third from seventh in his 1965 911, with George Balbach Sr. (1960 356 B) in fourth and Alex Amys (1970 Triumph GT6) in fifth.

The final Cup race of the day brought back the high outputs, big wings, and wide



photo by Pete Gorski

#167 Michael Moore, 1962 Triumph TR4; #66 Craig Seifert, 1966 MGB.

tires, and unlike the other Cup races, there was no ceiling on speed. More than 30 cars rumbled out of Thunder Valley on the pace lap for the Elkhart Lake Cup although only 30 would be scored. Bad times continued to befall the Mustang GT jockeys, with Colin Comer and Lance Wiskirchen (2002 Mustang Cobra) retiring without completing a lap.

With Comer out, the first two rows took on the look and feel of a Porsche reunion, with Tom McGlynn (1997 911 GT2 Evo) and Kenneth Greenberg (1996 911 RSR) heading Brady Refenning (1997 911 RSR) and Yves Seemama (1974 911). David Carlson changed up the vibe in his 1997 NASCAR Thunderbird. But by the time the field roared into Turn 12, McGlynn and Greenberg had a few new grills in their mirrors.

Scott Borchetta (1969 Corvette) advanced to third, moving past Refenning, with Willy Todd's 2009 Fusion stocker in fifth. But in just a few laps, everything behind

McGlynn changed. Todd's lap trace had a very ballistic look to it. Rising as high as third, he fell down the order and retired after four laps. Borchetta dropped to fifth, rebounded to fourth, then settled in fifth. Brad Dahmer (2008 Monte Carlo) would have won the Big Mover award (sponsored by Mayflower let's say), vaulting from 24th to 4th. And were it not for Dahmer, Randy Rosenmerkel (1982 Trans Am) would have taken the Big Mover award. (Maybe it was Dean Van Lines.) He took the green from 14th and relegated Greenberg to third on his way to second.

All of this would have been news to McGlynn. His lap times steadily improved, with a 2:17.3 on lap six keeping him above the fray. When he crossed the finish line after seven laps, the gap to Rosenmerkel was 13 seconds.

The first race after the lunch break saw a half-dozen **GROUP 1** Pre-War cars take to a much windier 640 acres. But what was once six unfortunately quickly became four. Douglas Stuart took the cutout at Turn 5 in his 1935 Riley Special on the pace lap, and the persistent oiling problems that affected Scott Larson's 1937 Bugatti forced him to retire after only one lap.

Their departures left Rex Barrett and his big 1933 Ford Indy Special to mix it up with the 1953 MG TD of Russell Lane, Edson McCord's 1952 TD, and Mark Brandow's 1947 TC. Considering Barrett's displacement advantage, Lane put in a fine drive to stay as close to the Ford as he did. Hitting 107mph in the speed trap between turns four and five, Barrett improved his time over each of the last four laps, stretching his lead to 19 seconds. Lane took second, with McCord in third and Brandow in fourth.

Mechanical attrition knocked several cars out of the **JAPANESE FEATURE RACE** even before the green flag flew. With the sun glinting off their bodywork, the 14 remaining competitors still put on a good show. With six-sevenths of the field wearing Datsun/Nissan badges, it was no surprise that there'd be a Z-car on the front row, the 1973 260Z



photo by Pete Gorski

#49 Garrett Van Camp, 1969 Lynx B; #92 Eric Coppock, 1969 Lynx B.



photo by Dave Drives

#95 Doug Karon, Lotus; #16 Steve Grundahl, 1972 Porsche 911; #01 Russell Gee, 1973 Porsche 911; #110 Lisa Hansen, 1969 Porsche 911.

of John Murray. Lined up next to him was a more modern expression of Nissan's sporting heritage, the 1995 240 SX of Jim Froula. Randall Green's 1972 240Z and Jeff Jagusch Sr.'s 1970 240Z made up row two. You'd have to go down to row five to find the first Honda, Don Ondrejcek's 1994 Prelude, with Marc Frost's 1979 Civic a few places back.

Froula arrived in the Turn 5 braking zone first on lap one, ahead of Murray, Green, Jagusch Sr. and the streaking Troy Ermish. The 2004 350Z had rolled off in 13th, but moved into the top five with an outbraking move on the outside of Jeff Parnell (1970 Datsun 510). When they appeared the next lap, Froula had mirrors full of Ermish. If a person wanted to gamble on who would be in the lead on lap three, Ermish would have been a safe bet. But that's why they call it gambling.

Froula maintained his position out front, with a substantial amount of open track where Ermish had been. Murray and Green would both cycle through before Ermish's Z began the run up the hill to turn six. As it turned out, Ermish was experiencing engine electrical issues, and his day ended a few laps later.

With his major challenger gone, and the need to defend with him, Froula was able to focus on his own race. Consistently hitting 138mph through the trap, he put in three 2:28s and a personal best 2:27.7

on his way to the top step on the podium. Murray took the second step, with Green on the third. Jagusch Sr. came home fourth, with Parnell filling out the top five.

While they may lack the top speed, down-low-torque,

or neck-straining grip of some of their racing cousins, the 15 FVs of **GROUP 10** put on a heck of a show. Garrett Van Camp led the Lynx parade in his 1969 edition, with Eric Coppock and Mitchell Beiser's 1969s in third and fourth. Paul Bastyr was an island unto himself, the only non-Lynx B in the first three rows - his 1969 McNamara/Sebring staged on the outside of the front row.

Bastyr had fallen back to third by the time the field reached Turn 5, but that didn't mean he was out of contention. He, along with Beiser, and two Styczynskis (Bill and Brian, 1970 and 1972 Lynx Bs) were all part of a cluster of FVs chasing after the leading Van Camp and Coppock. But it took only eight more turns for Van Camp and Coppock to be gapping their pursuers.

A look at the time sheets shows just how close the racing was throughout the field. Ed Smith (1968 Zink) outlasted Bill Gill (1965 Zink C4), who outlasted Joseph Stiefel (1968 Lynx B), with three tenths covering the trio. The Styczynskis crossed the line separated by two tenths, with third and fourth place going to Bastyr and Beiser, a scant .185 between them. That .185 must have seemed like a luxurious vacation to Van Camp and Coppock. Using the long run up the main straight to his advantage, Coppock drafted past Van Camp as they approached the flag stand, tripping the lights by a photo-finish-worthy .064!

Returning after their long mid-event break, 21 **GROUP 5** drivers suited up one last time. S2000s unsurprisingly composed a large portion of the grid, with a handful of sports racers mixed in. And while their numbers may have been small, the sports racers were well represented at the sharp end of the field. Pole-sitter Jeff Miller and Josh Boller locked out the front row in a 1977 Lola T496 and Chevron B36 respectively, with Johnny Kanavas' 2010 Lola B10-90 in fifth, his visor full of the bodywork of Henry Payne V (1989 Lola



#45 Brad Dahmer, 2008 Chevy Monte Carlo; #25 Michael Ketten, 2002 Porsche 996.

T90) and Avery Stuckart (2010 Carbir CS2).

Kanavas moved up quickly, sitting in P2 behind Miller and ahead of Boller as the fleet of S2000s fanned out across the track, a colorful armada taking whatever line worked. Unfortunately, an incident in Turn 12 brought out the local yellow. Racing continued around the other 13 turns, with Boller and Kanavas going deep in the brake zone for Turn 5. Miller was hitting 146mph, but had to slow his pace to pass a dispatched safety vehicle heading to Turn 12.

With the concern for the welfare of drivers involved in the incident and the workers on site paramount, the decision was made to end the session after three laps. Miller was scored first, ahead of Kanavas and Boller. Stuckart ended in fourth with Payne V in fifth.

Mid-to-late afternoon Sunday sessions often suffer from long-tow-itis. It's been a long weekend, traffic could be an issue ... The 30 drivers that turned out for **GROUP 2/3D** cared more about racing than getting home and unloading early. After two formula sessions, it was once again time for something for everybody. Alfas? Check. Healeys and MGs? Quite a few. Porsches? Yes, but not as many as you'd expect. There was also a 1964 Morgan 4/4, a 1965 Volvo 122S, and a 1966 Ginetta G4.

Paul Joyaux sat on pole in his 1963 Crosslé 5S. Flanking him was a very distinctive SFR. Piloting one of three Spec-Racers in the field, Amber Stephenson's wore the Wonder Woman twin-W logo over a US-flag-themed livery. Her helmet completed the look, right down to the crown the Princess wears. Anton Julian was back in his 1965 Elan, with Austin Schmitt's 1972 Alfa Romeo Spider completing row two.

While they started from the front row, the first four turns did not go the way Joyaux and Stephenson probably would have preferred. Julian arrived in Turn 5 first,

with fifth-place starter Brian Davis (1962 Elva Courier) right behind him. The Crosslé and SRF followed Schmitt's Alfa up the hill to turn six, the quintet forming a small breakaway. By the time the group emerged from Thunder Valley through turn 13, only Schmitt remained in the same position. Davis held the lead ahead of Julian, with Stephenson now in fourth.

Lap two saw the order shuffled again, with Julian now in first pursued by Stephenson, Joyaux, Schmitt, and Davis. Demonstrating that no one driver was dominating, as the pack crossed the start/finish line a third time, the lead had changed hands again. Stephenson emerged from under the pedestrian bridge in first, with Julian second and the others unchanged.

Davis would eventually get around Schmitt, taking him on the run from Turn 3 to Turn 5. Schmitt fought back valiantly, but got loose under braking in five, dropping him out of contention. Davis continued his charge, filling the now third-place Julian's mirrors with Elva, but fell short of the podium by .392sec. Joyaux kept the pressure on Stephenson as well, setting a fast-lap 2:38.7 on the final circuit. But he too fell short, missing the top step by .524sec.

The final "regular" race of the weekend brought a return to formula racing, as an equally committed **GROUP 4** drivers cranked over their engines for one last go. Raeder Pearce had his 1971 Lotus 69B on the pole. Lined up next to him was, in a way, two Brabhams - Geoff Brabham in a 1971 BT35 Brabham. Ron Hornig brought

another BT35 to the second row, joined by Jesse Jurgenson's 1979 Dulon MP21.

Brabham brought the beginnings of a three-car breakaway through Turn 5, harassed closely by Pearce, with Hornig a few car lengths back. Tom Stephani (1978 Crosslé 35F) led the next three-car pack, having moved up from his fifth on the grid. But the space between Stephani, Jurgenson, and the 1977 AAR Eagle DGF of Jacques Dresang was almost dangerously small.

As the leaders streaked into turn 14, one car was missing. Brabham had slowed on the back straight, failing to complete a lap. His departure moved Hornig up to second behind Pearce. Stephani and Jurgenson were joined by Dan Chapman, his 1968 Brabham BT21B having gotten around Dresang. Hornig eventually worked past Pearce, with the pair disappearing into the distance. When the checkered flag flew, Hornig saw it 2.8sec before Pearce.

But the battles for the last three spots in the top five were much more contentious. Chapman fell out of fourth on lap three, but didn't fall far. He hovered at the back of the group, waiting for a mistake. Dresang refused to accommodate him, while Jurgenson and Stephani traded the final podium position three times over the last three laps. As the quartet charged toward the finish line one last time, the draft would again determine who finished where. Third place went to Jurgenson, followed by Stephani, Dresang, and Chapman.

After a surprisingly full afternoon of racing, the long-tow-itis finally flared up, with only seven cars answering the call to the grid for the **BIG BORE ENDURO**. A mixture of Porsches, a Panoz, and a C4 Corvette spent 21 laps settling the final race of the event, bounding over curbs and through the growing shadows. Steve Dunn led wire to wire in his 2012 GT3 Cup, with Kenneth Greenberg (1996 911 RSR) and Steven Lisa (2006 Panoz Esperante) completing the podium. William Kubilus (2003 GTS Cup) and Don Ondrejcek (2007 997 Cup) came home in fourth and fifth.



#61 Frank Newton, 1993 Van Diemen RF93.

ENTRANTS LIST

GROUP 1

DRIVER/CAR

R. Barrett/1933 Ford Indy Racer
M. Brandow/1947 MG TC
R. Lane/1953 MG TD
E. McCord/1952 MG TD
G. Mörter/1929 Ford Model A Speedster
E. Pecore/1955 Ford Fairline
M. Primack/1949 Lester MG
D. Stuart/1935 Riley Special

GROUP 2

DRIVER/CAR

S. Alexander/1962 Triumph TR4
J. Bauer/1959 Austin Healey Bugeye Sprite
L. Bauer/1962 MG Midget
J. Brabender/1965 Volvo 122S
T. Calloway/1964 Austin Healey Sprite
T. Cole/1967 Austin Healey Sprite
T. Detwiler/1969 Volvo P1800
D. Fisher/1960 Austin Healey 3000 Mk 1
M. Fisher/1960 Austin Healey 3000 Mk 1
V. Frazzell/1968 VW Beetle
M. Frost/1979 HONDA Civic
J. Jagusch/1970 Datsun 1200
S. Jagusch/1986 Renault Sports Racer
J. Johnk/1959 Austin Healey 100-6
D. Kelly/1961 Austin Healey Sprite
A. Kremzar/1974 MGB
J. Lumbard/1962 Austin Healey 3000 Mk II
K. Marquardt/1971 Alfa Romeo GT Jr.
R. Michalek/1961 Austin Healey Bugeye Sprite
M. Moore/1962 Triumph TR4
R. Murphy/1961 Triumph TR4
K. Niemeyer/1958 Alfa Romeo Giulietta Spider
S. Patterson/1966 Ginetta G4
R. Pearce/1971 Lotus 69B
J. Perry/1962 Volvo P1800
M. Pladson/1964 Morgan 4/4 Roadster
D. Powell/1961 Austin Healey 300
P. Ricco/1962 Triumph TR4
C. Seifert/1966 MGB
R. Soave/1968 Austin Healey Sprite
S. Stephenson/1964 Austin Mini Cooper
R. Stream/1972 MG Midget
A. Thom/1965 Alfa Romeo Giulia TI
R. Wagner/1960 Austin Healey 3000
J. Weinberger/1962 Porsche 356
D. Wilson/1962 Lotus Super 7



#833 Russell Lane, 1953 MG TD.

J. McMurray/1972 Royale RP-3
D. Peterson/1975 Leyland Mk 21
T. Porter/1978 Tiga FFA
M. Potasnik/1978 Lola T440
C. Smith/1981 Tiga FFA81
R. Stadler/1970 Dulon LD9
A. Stanton/1977 Crosslé 32F
T. Stephani/1978 Crosslé 35F
A. Stephenson/1981 Crosslé 45F
B. Styczynski/1972 Lynx B
J. Tschiltch/1977 Lola T440
B. Wallschlaeger/1997 Van Diemen RF97
W. Wigginton/1972 Titan Mk 6
J. Wilson/1978 Crosslé 32F



#55 Evan Pecore, 1955 Ford Fairline.

GROUP 5

DRIVER/CAR

D. Baughman/1996 Toyota WSR
J. Baughman/1987 Swift DB2
J. Boller/1981 Tiga S2000
J. Boxhorn/2000 Carbir CS2
M. Coombs/1990 Lola T90-90
C. Duncan/1990 Lola S2000
J. Edquist/2000 Carbir S2000
B. French/1994 Ralt RT-41
J. French/2002 Swift 14
C. Halverson/1975 Chevron B36
B. Hoyt/1967 McLaren M6B
A. Jackels/1988 Lola 88-90
M. Kaske/1986 Lola T88
L. Milazzo/2009 Daytona Prototype Mk 12
R. Pace/1979 Lola 492-496
J. Porasik/1986 Lola S2000
A. Stuckart/2010 Carbir CS2
W. Vollrath/1972 Lola T290

GROUP 6

DRIVER/CAR

C. Boatright/1969 Chevy Roadster
S. Borchetta/1972 Corvette
D. Carpenter/1970 Ford Mustang Mach-1
T. Cornelius/1969 Camaro Z28
G. Davis/1965 Dodge Dart
B. Hoyt/1969 Corvette
R. May/1966 Ford Mustang
B. McGraw/1973 Porsche 911
M. Mulacek/1967 Camaro
R. Mulacek/1969 Camaro
D. Obermeyer/1968 Ford Mustang
M. Origer/1969 Corvette
S. Papalas/1968 Corvette
D. Parr/1969 Camaro Z28
J. Pearce/1969 Ford Mustang GT
E. Pecore/1966 Ford Mustang
J. Rische/1969 Corvette
D. Roberts/1971 Corvette
C. Root/1968 Ford Mustang

G. Russell/1973 Porsche 911 RSR
G. Russell/1973 Porsche 911 RSR
J. Safo/1965 Ford Mustang
F. Schulte/1973 Porsche 911 IROC
B. Treffert/1960 Corvette
T. Treffert/1974 Porsche 911
H. Vicioso/1965 Ford Mustang
T. Walzga/1966 Ford Mustang

GROUP 7

DRIVER/CAR

J. Boller/1975 Chevron B29
R. Boller/1974 Ralt RT1
M. Brannon/1997 Lola Indy Lights
B. French/1997 Benetton B197
J. French/1997 Jordan 197
S. Grundahl/2003 Van Diemen FE2
J. Gustafson/1998 Tatuus RC-98
F. Newton/1993 Van Diemen RF93
T. Pankratz/2007 Dallara Indy Lights

GROUP 8

DRIVER/CAR

A. Amys/1970 Triumph GT6
W. Baker/1967 Porsche 911 S
S. Borchetta/1969 Corvette
N. Bries/1970 Lotus Europa
B. Bullock/1971 MGB
C. Candee/1968 Porsche 911
R. Cowen/1966 Alfa Romeo GTV
S. Davison/1997 Jaguar XKE
D. Denison/1969 Datsun 510
S. Denney/1984 Porsche 944
E. Dieterle/1969 BMW 2002
J. Dohrwardt/1976 Porsche 914S
T. Emmish/1971 Datsun 510
D. Farnsworth/1973 BMW 2002
M. Gerdtsch/1972 Datsun 240Z
S. Grundahl/1972 Porsche 911



#80 Andrew Holverson, 1971 Lynx B.

L. Hansen/1969 Porsche 911
G. Herr/1972 Porsche 914
D. Hueppchen/1964 Volvo Amazon 122S
S. Hyatt/1974 Datsun 260Z
S. Jacobson/1967 Datsun SPL 311
J. Jagusch/1970 Datsun 240Z
I. Keeler/1969 Datsun 510
L. Lunda/1970 Porsche 914
D. McManus/1975 Porsche 914
J. Melvin/1974 Alfa Romeo Spider
T. Miller/1972 Datsun 240Z
T. Mjolsnes/1988 BMW M3
M. Moore/1972 Datsun 510
J. Murray/1973 Datsun 268Z
D. Myers/1969 Porsche 911 S
M. Nettesheim/1969 Datsun 510
B. Nevoval/1967 Alfa Romeo GTV
W. Oakes/1973 Datsun 240Z

D. Ondrejcek/1994 Honda Prelude
J. Parnell/1970 Datsun 510
M. Pranka/1972 Alfa Romeo GTV
A. Rotke/1965 Lotus Elan
H. Roth/197 Datsun 240Z
D. School/1972 Saab Sonett
M. School/1971 Saab Sonett
K. Shaha/1970 Datsun 240Z
C. Sutherland/1973 Porsche 911
P. Taxman/1964 Jaguar XKE
C. Van Sant/1971 Alfa Romeo GT
S. Walker/1970 BMW 2002
W. Wessel/1965 Datsun SPL 311
D. York/2001 BMW M3
J. Ziltener/1972 Datsun 240Z

GROUP 9

DRIVER/CAR

R. Bonthron/2002 Ford Mustang
S. Borchetta/1981 Buick Regal NASCAR
M. Brannon/2009 Elan DP2
B. Carlson/2011 Camaro
D. Carlson/1997 Ford T-Bird
K. Cusack/1990 Olds Cutlass
B. Dahmer/2008 Chevy Monte Carlo
K. Davis/1985 Mercury Capri TA
S. Davison/2003 Aston Martin GT4



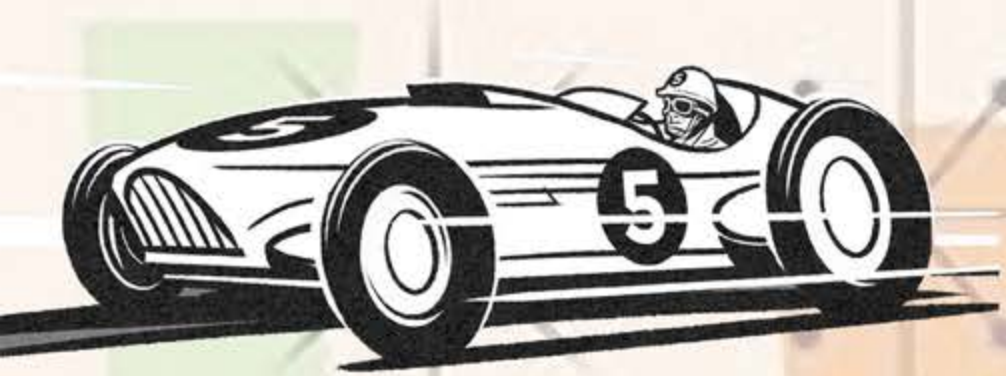
#14 Brad Hoyt, 1967 McLaren M6B.

R. Dittman/2014 Corvette
S. Dunn/2012 Porsche 997.2 GT3
M. Fisher/2000 Audi S4
J. Froula/1995 Nissan 240SX
C. Gehling/2003 Dodge Viper Coupe
K. Greenberg/1996 Porsche 911 RSR
I. Keeler/1990 Olds Cutlass
M. Ketten/2002 Porsche 996
W. Kubilus/2003 Porsche 963 GTS
T. Morgan/1973 Corvette
B. Myers/1990 Corvette
D. Ondrejcek/2007 Porsche 997.1 GT3
S. Papalas/1983 Chevy Monte Carlo
R. Rosenmerkel/1982 Pontiac Trans-Am
R. Rupp/1994 Ford Mustang
A. Stevens/2006 Porsche 997 CUP
T. Treffert/2000 Nissan GTR
S. Walker/1987 BMW ME
K. Wasenko/1988 Corvette C-4
L. Wiskirchen/2002 Ford Mustang Cobra

GROUP 10

DRIVER/CAR

P. Bastyr/1969 McNamara Sebring
E. Coppock/1969 Lynx B
A. Holverson/1971 Lynx B
R. Preiss/1972 Lynx
E. Smith/1968 Zink Z-4
B. Styczynski/1970 Lynx B
G. Van Camp/1969 Lynx B



HOBBIES

By Chris Bonk

Comedian Brian Regan has a bit about how men can't spend time in close proximity to each other unless they are killing something - as in Hunting & Fishing. For example, if two guys just wanted to sit close together in a small boat quietly appreciating the morning sunlight glistening across the pond people might look askew if they didn't have a pole in hand and line out into the water. Or during hunting season, "Hey Bill, I found this tree fort in the forest. Maybe we can spend a couple hours up in there...wear some matching outfits. Put some make up on? What do you think?" "Okay Karl, but I'd feel more comfortable if we were killing something...like deer."

Hobbies: It's one area men can bond over a shared interest. The one hobby we all have in common is racing. In particular Vintage Road Racing! But based on Social Media I know some of you guys and gals have other hobbies outside of automotive related ones. Some of you are Grill Masters. Some of you garden. Some of you decorate your homes. Some of you run marathons (more about that later in this issue with Marc Frost) and some of you rescue pets.

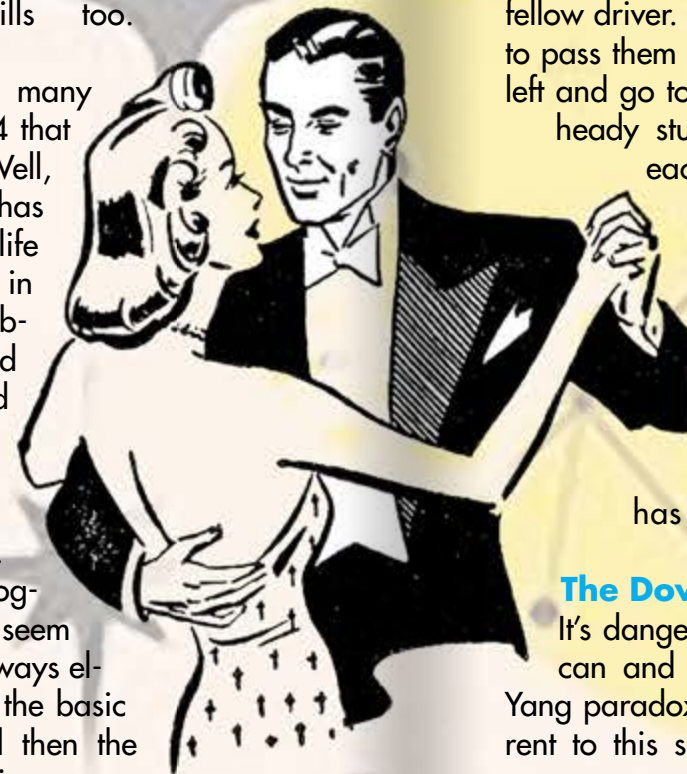
Hobbies can be broken down into Performance/Accomplishment (Ego Driven) Hobbies and Mastery (Self Improvement ie learn a language, play an instrument) Hobbies. I would say that Road Racing falls into both categories at times. Since it's a competitive sport its about winning and performing, but it's also about self improvement in the form of learning your race-craft and learning how to repair your car. Also, at times when you aren't actually dicing with someone and you're on

the track alone it becomes somewhat of a Zen exercise. You, the machine and the track. You and the machine becoming one as you find the balance of grip that the track has to offer you. It's definitely a boost to the ego if you are perform well, but there are mastery skills too.

Over the years, I have had many hobbies, but I'd say I have 4 that have been fairly constant. Well, one has been lifelong, one has been of interest most of my life and two have happened in adult life. Currently my hobbies include: Vintage Road Racing (though I've followed racing and cars since my Matchbox days) Scuba Diving, Song Writing, Guitar Playing (and performing live). Painting/Creating Art/Photography. In some ways they seem quite disparate, but in other ways elements overlap. Lets look at the basic appeal of each hobby and then the "Cons", pitfalls and negative consequences of having the hobbies I love.

Vintage Road Racing

The Appeal: Where to start? Adrenaline! The rush! The thrill!! Going fast is at the heart of the appeal of racing. And going faster than your competition is where the performance/ego aspect of this hobby falls into play. Not only is it fun to go fast and feel the mounting G-Forces in corners, in brake zones or on the main straight under acceleration, but it's the satisfaction of doing it in a controlled manner! Finding the cars limits of adhesion on an ever changing surface as you put the car into a 4 wheel drift at speed is a sublime feeling. It's also a scary feeling. Tempting fate is definitely an appeal for some racers.



There is also the cat & mouse, chess-match-at-100mph aspect that is also at the heart of the sport's appeal. When two cars are somewhat equally matched the game is on as to who has the reflexes, the best line, the ability to fake out or psych out their fellow driver. Set them up one lap as if you're going to pass them on driver's left, then do the fake to the left and go to driver's right on another attempt. It's heady stuff when done at speed while giving each other the proper respect.

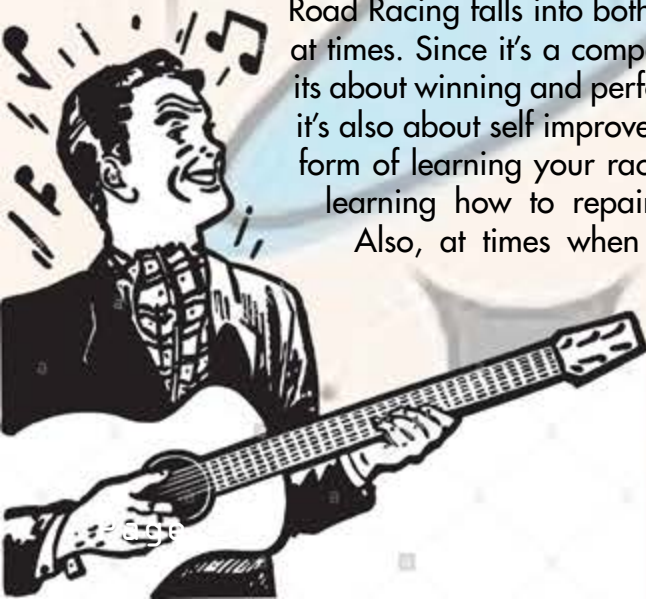
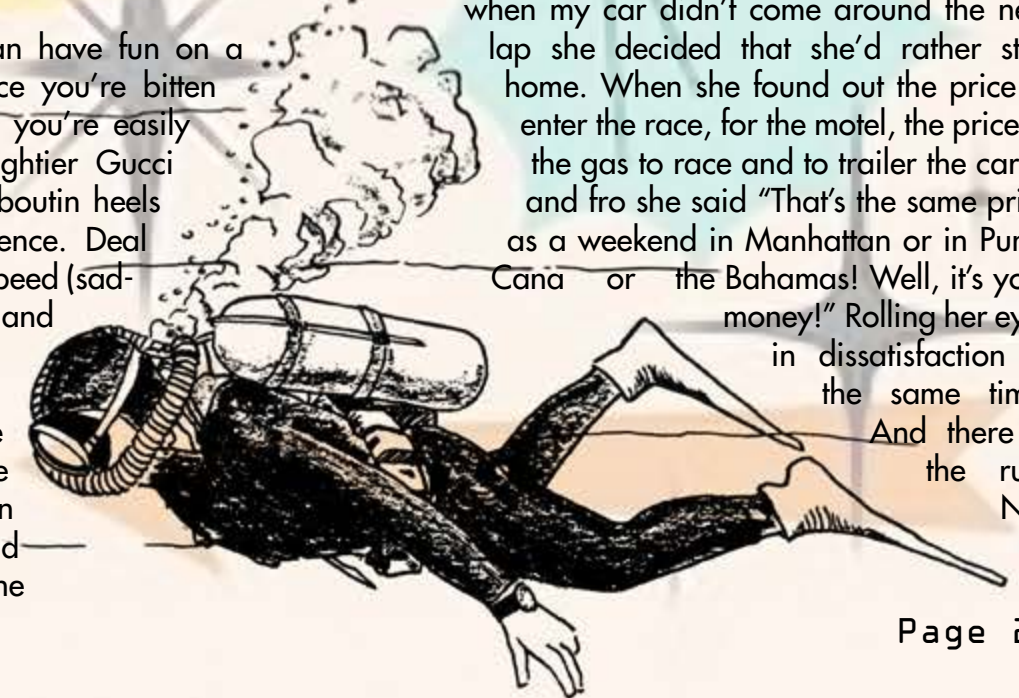
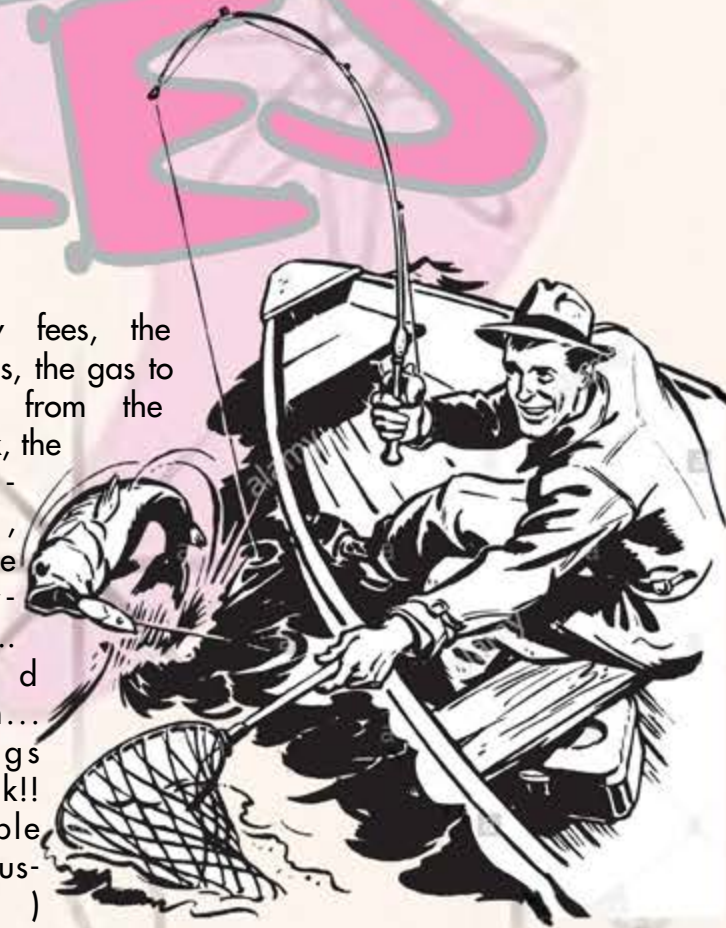
With a club like The VSCDA one of the biggest appeals is the camaraderie in the paddock the whole weekend. People helping each other out under the hood or sharing a dicing story over a beer while "bench racing". This hobby has definitely gotten it's hooks into me.

The Downside: Once again, where to begin? It's dangerous. Serious injuries and even death, can and do occur regularly. It's the Ying and Yang paradox that's both the appeal and the deterrent to this sport.

It's super expensive! You can have fun on a shoe string budget, but once you're bitten and the shoe string breaks, you're easily tempted to go for the haughtier Gucci loafers or the red soled Louboutin heels (yeah I dropped that reference. Deal with it). There is a need, for speed (sadly I just quoted Tom Cruise) and that comes at a cost. Once you're feel like you're getting the hang of this hobby, you're like, "well I need to improve my car." And its more than just the price of the car and said performance parts, it's the

entry fees, the hotels, the gas to and from the track, the trailer, the storage... and then... things break!! People (spouses) don't understand why things break so often. Which brings us to our next point.

This hobby can create duress in relationships. Once a car or two gets totaled, or engines blown, well...you can imagine the fall out. My significant other came to my first few races 20 years ago. Vacillating between being bored to tears and terrified when my car didn't come around the next lap she decided that she'd rather stay home. When she found out the price to enter the race, for the motel, the price of the gas to race and to trailer the car to and fro she said "That's the same price as a weekend in Manhattan or in Punta Cana or the Bahamas! Well, it's your money!" Rolling her eyes in dissatisfaction at the same time. And there is the rub. Not





all households have such well defined/structured financial arrangements and many significant others get tired of the expense at some point. Derision starts to creep into conversations. I would ask "Do you want to go to Carmel by the Sea this summer?" "Why? Is there a racetrack nearby?" "Well, now that you mention it..." For me, Vintage Race weekends become Brothers & Sisters in racing time!

Scuba Diving

The Appeal: Its another world. Two-thirds of the planet is beneath the surface of the waves and its barely explored. Like many people of my generation I was mesmerized by the Undersea World of Jacques Cousteau. Along with TV shows like Sea Hunt with Lloyd Bridges and the marionette show Stingray with Troy Tempest and his sidekick Roy, I was fascinated with the idea of breathing underwater and swimming among the creatures. My father had a subscription to National Geographic and the colors that were lacking on our B&W television came screaming to life on the Nat Geo pages.

Once one gets past the anxiety brought on by a heaving vessel on the open seas and broiling equatorial sun on your wet-suit before hitting the water it's a pretty relaxing hobby relative to motor racing. As you descend into the depths you feel the temperature change as the pressures mounts and you equalize the pressure in your ears. The sights you behold are indescribable and alien relative to land. The weightlessness is quite peaceful and Zen (there's that word again). It's what one might imagine flying is like. If

you get into a current along the side of a reef you can just float along and see marine life without doing much other than breathing.

Two of the most religious experiences I've had are the two times I've come face-to-face with Manta Rays. Once off the Pacific Coast of Costa Rica and once in the lagoon of Bora Bora. Benevolent creatures with wing spans the size of cars. One is humbled in their presence. They circle around you...come right at you...then turn away at the last second. When you reach to touch them they quickly move their "wings" and you feel their majestic power in the current as they pull away just like that.

It's not all Zen though. Adrenaline and excitement are peaking when you are wreck diving or cave/cavern diving as the idea of not having a direct path to the surface is claustrophobic for many. The cave systems of the Yucatan are endless and the idea of being lost forever definitely plays minds games on you.

Much like the camaraderie in the paddock of a race event, people at dive resorts and on board the dive boats are generally chill, interesting people and non pretentious.

The Downside: It's dangerous. Depending on what statistics you're looking at, scuba diving is more dangerous than auto racing. Most surveys put it among things like Base Jumping, Hang Gliding, Mountain Climbing, Bungee Jumping and Sky Diving. Sadly I lost a colleague to a Scuba Diving accident this past October. There is the prospect of running out of air, but also the possibility of decompression sickness from surfacing too quickly. Getting separated from your buddy or carried away by a current is always something that can happen.



Other than shipwreck diving in the Great Lakes, there aren't many dive opportunities in the Midwest (where I live) unless one likes green, murky, low visibility diving in cold water. For me this hobby requires traveling to a destination best suited to the hobby. And that's where the money comes into play. Diving unto itself is akin to a round of golf, but flying and lodging can be expensive. Once again, if you and your spouse don't both enjoy the hobby, one is exploring the fathoms while the other is lounging on the beach.

Creating Art

The Appeal: Pulling something out of nothing is what the creative process is all about. Envisioning something in your head and then being able to express it in a way that you can see with your eyes instead of your mind's eye is a joy to behold. And if others can enjoy it, well that's where the ego part comes into play. Nobody can say it's wrong and nobody has to like it, but you. That's the appeal. Its generally not expensive to create art and if you are decent at it you can even make a living doing it (but then it is no longer a hobby).

There are just so many kinds of art mediums that if you get bored with one form you can try another. Painting, drawing, designing, photographing, sculpting, casting, welding, etc. The combinations are endless.

Having your art hanging on the walls in a gallery is a great experience, but then having someone enjoy your creation so much so that they buy it. Once again, sublime.

The Downside: Inspiration. When the muse isn't there, well, there just isn't any creating. Another downside is the frustration of not being able to manifest what it is in your head. Otherwise, not too many negatives when it comes to this hobby.

Making Music/Performing

The Appeal: The appeal of songwriting is very similar to creating visual art. Suddenly there's something aural in the air that didn't exist before. It's quite satisfying. And if you're a lyricist as well, then the potential

for self expressive joy is twofold! Creating music that one finds joyful fulfills the mastery side of the equation, but performing live in front of an audience is where the ego side of the equation comes into play.

Performing in front of a live audience that gives positive feedback to your creations is a thrilling, adrenaline jolt all it's own. If you're someone who thrives on adulation (that would be me) basking in the attention of admirers while you perform is the definition of living in the limelight. It's definitely living "in the moment" as each live performance is different.

And if one is lucky enough to have their song make it onto the airwaves of a radio station, the ego stroking payback is next level. There's nothing like hearing your song on the radio.

The Downside: Everybody is a critic. More so than with visual art, people feel no compunction about telling you what's wrong with your music. The other big ego killing downside is playing to an empty room. It really brings you back to earth. The final downside to this creative process is if you feel the need to record your music, it can be an expensive process to get studio time, mixing time, producing etc. Though it's easier and cheaper than it once was with the advent of the home computer.

If you like this feature and you have some hobbies you'd like to compare feel free to write up something in this format and send it to the VSCDA office at vscda@vscda.org Attention: Vintage Spirit Hobbies. Check out Marc Frost's Hobby on the next page!



Running On Fumes

By Marc Frost

Many of you know me as the unconventional guy who ran a Group 8 Fiat sedan for years, before switching over to a 1st Gen Honda Civic in Group 2. I'll be the first to admit, for a guy who is a pretty buttoned up, conservative physician, that my taste in cars runs on the strange side. But if you think that my quirkiness in hobbies ends there, well, you better fasten your seat belt.



I love doing ultramarathons.

For the uninitiated, an ultramarathon is any race longer than a marathon, which is 26.2 miles. Typical distances are 50K (31 miles), 50 miles, 100K (62 miles), 100 miles, and even longer. But it's not just the longer distance. Most ultras (short for ultramarathon) are trail races, complete with mud, roots, water crossings, snow, and hills. And boy, are there some hills! In the Boston Marathon, there is 550 feet total of climbing (uphill portions). I've done 50Ks which were a mere six miles longer, but featured seven times as much climbing. And then there's the weather. 12" of snowfall during a race, waist deep 35 degree water crossings from 6" of rain, tornado touchdowns, temps ranging from 5 degrees to 99 degrees – I've run through it all. I've even survived TWO near lightning strikes. Rain at a vintage race? Just a minor annoyance, in comparison.

One of the things I like about ultras is the competitive balance. 50 year olds often finish ahead of 25 year olds. Experience counts. Also, you often get to walk up to the start line with the world's best athletes. Women compete on equal footing with men. Last year, 52 year old Francesca Muccini won the Vol State 314 mile race in 3 days, 10 hours, and 49 minutes. That's right, she averaged almost



Photo:
Bill Nesius

age group. So even the blind squirrel finds an acorn every once in a while.

At 62, I know my ultra days are numbered. My biologic clock isn't just ticking - the alarm actually went off 5-6 years ago. The next race could be my last. I've torn a meniscus in my knees three times (all non-running related), and two subsequent surgeries over the last 5 years means I've had to adapt, switching to walking instead of running. I was able to rehab the most recent torn meniscus this August without surgery, so it brought forth

100 miles a day, using only 70 minutes of sleep TOTAL during the 3+ days. Someone needs to break the news to LeBron James that he is merely a very good athlete, not an elite one, the next time he takes a game off to rest.

In ultras, it's actually a coveted badge of honor called DFL. That's the abbreviation for "Dead F---ing Last".

As for myself, I'm on the other end of the competitive spectrum. Many racers can't fathom how I can handle finishing in the back of the pack. In ultras, it's actually a coveted badge of honor called DFL. That's the abbreviation for "Dead F---ing Last". Finishing is never a given in ultras. I've had my share of DFL's, and was actually annoyed that I missed out on some others. But a DFL isn't necessarily a sign of a bad race. I once did a 62 miler where, after crossing the finish line in a blistering (literally) 17 hours and 45 minutes, I was awarded 10th overall, 1st in my age group, and DFL. It certainly helped that, due to 10+ hours of severe thunderstorms during the night (the race started at 4 PM), 42 of my 52 fellow runners dropped out, including all 5 of the other guys in my

a salient decision: quit ultras, you ask? Nah, just time for one last big hurrah. So I signed up for the Last Annual Heart of the South, a 350 mile race over ten days June, 2021. It's not just the distance, requiring averaging 35-40 miles a day that poses a challenge. With no aid stations or crew allowed, it is termed "non-supported", also known as "screwed". Moreover, we don't even know what the course is until the night before. We get on a bus the day before at the finish line in NE Georgia, and ride for 350 miles to whereabouts unknown. That night, we get the course directions, and then 7 AM the following morning, we head out with a backpack, credit cards, cash, and a big sense of adventure over rural roads back to the finish line. Finishing is never assured, but a good story is.

There are a lot of parallels between ultra running and vintage racing. First, it takes a high level of determination and preparation in each just to make it to the start line. In each form of racing, competitors understand what it took their fellow racer to get there. And there is generally a level playing field between male and female, or young and old. And finally, there's bench racing, before and after both types of events. Everybody has a story to tell, some painful, and some hilarious. It's not about the race – it's about the adventure.



V8 SHORT TRACK CHALLENGE SERIES

By Brian Garcia #48 Plymouth Barracuda

Today if you are into racing you are in a small niche within the sports world. Road racing is an even smaller piece of that pie. Then subdivide that down to Vintage / Historic racing and you have a pretty small corner of the world. Want to make it even smaller? Drive a big hulking 50 year old sedan on a road course and you end up in a pretty exclusive club - mostly because everybody thinks you're mentally a few quarts low and stays away from you ;) I love muscle cars. I cut my teeth as a kid helping with a giant 70 Cuda Autocross / Hillclimb car and the hook set hard. While big mopars had their heyday in drag racing and stock car racing, their time in road racing was a frustratingly short footnote in the golden era of SCCA Trans Am racing. I never experienced it - born too late I guess. Even so, the cars and characters from that time captured my imagination and have never let go. That is why, God help me, I built and race a Plymouth that spreads a ton and a half of girth along 16' of dark blue metal to varying degrees of success with VSCDA in Group 6.



Photo: Chauncey Moran

VSCDA doesn't just run at Road America. We visit GingerMan, Blackhawk, and Grattan every year. And while support for those races have been proportionately good amongst other race groups, the same can't be said for Group 6. The big bores have for the most part stayed at home if the destination was outside of Sheboygan County. Over the past several seasons there has been a small group of regulars growing at the Blackhawk events and there has been some great racing. Gingerman has had less participation and Grattan has had virtually none when it comes to V8s. I would like to change that. After all, the heroes of Trans Am back in the day ran all manner of tracks big and small. Why shouldn't we?

I'm biased, for sure. Blackhawk is and always will be my favorite track - yes, even with my land yacht. The extra challenge of running a smaller, busier track is a thrill. It's more of a thrill, of course, when there are other cars to run with. That's why I have decided to make an effort to try to get more big cars out to the smaller tracks. Altruistically, I'm trying to help the club and race chairs by getting more cars registered while also trying to help my competitors that maybe haven't experienced the other tracks expand their horizons. Selfishly, I'm just trying to get more cars out to play with :)

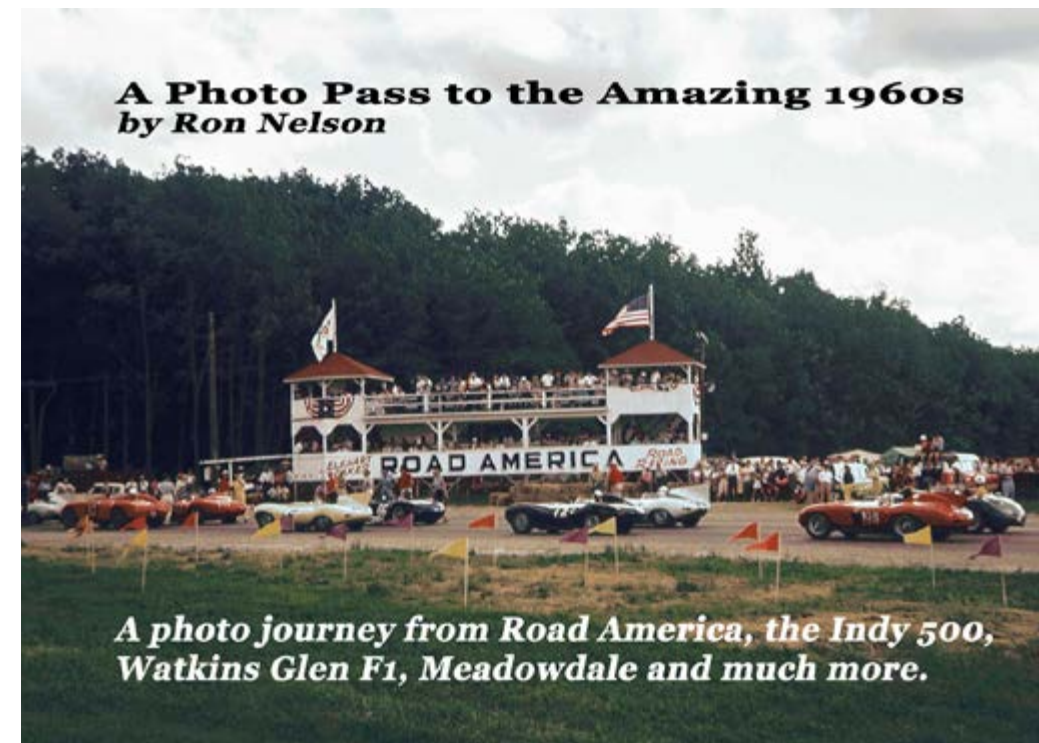
So here is what I am offering - the V8 Short Track Challenge Series. For 2021, this will consist of Feature Races at GingerMan, The Blackhawk Classic, Grattan,

and Blackhawktoberfest. The features will be open to any V8 Powered Production car that is classified as part of VSCDA's Group 6 or G70+. Like the Spridget and TABS series before it, points will be accumulated at each event toward a season championship. Drivers that compete in the first three events will also receive a discounted entry for Blackhawktoberfest. The race chairs of all of those events are on board and details on the points will be posted soon. Big thanks to Don Kelly, Ron Soave, Jeff Porasik, and Kurt Marquardt for their support on making this happen!

So what's the point of all of this? To have fun. What the hell is the point of all this if we're not enjoying it. Beyond bringing Group 6 racing to the masses, I am hoping to build some of the comradery that I have seen the other series foster in their respective groups. We can race hard on the track but it's just as much fun to bench race after. There will be a podium after each feature and a get together for telling lies while the cars cool. On the flip side of the coin, there are

things that this series is not. It's not a slight on Road America or the ELVF - it's just a chance to focus on shorter courses. It's not a chance to play scrutineer or rule maker. It's simple - does it have a V8? Is it a production car? Does it fit a Group 6 or G70 class? Does it have approved tires? Has your entry and tech been accepted by the Club? Cool - you're in. Lastly, it is definitely not meant to encourage racing outside of the spirit or tenants of Vintage Racing as defined by the Club.

If you've read this far congrats and thanks for sticking with me. I'll have more details posted in the next week or so. In the meantime feel free to reach out with any questions. Even if you can't run all four events, I am hoping that you'll give some serious consideration to trying one of them. There is fun to be had below terminal velocity. Tired of being displacement shamed? Come on out and show that big cubes aren't just for big tracks. Thanks!



Long time friend of Road America and the VSCDA Ron Nelson has a new coffee table book out which is a perfect Holiday gift for that racer in your life that already has too many tools. This above historic image (unadulterated with Godzilla) in majestic color, along with 534 other race images over 161 pages is now available in his book A Photo Pass to the Amazing 1960s. A forward by Bobby Rahal and Steve Zautke wrote the intro for the Milwaukee Mile section of the book. You can use this link to purchase a copy. Please support a lifelong contributor to our sport! <http://www.elkhartlakesracingmuseum.com/page-4/>

The Hakosuka Nissan Skyline GT-R was a legend well before it was named “Godzilla”

Brendan McAlleer

When the mighty twin-turbocharged R32 Nissan Skyline GT-R laid waste to a field of Fords and Holdens during its first foray into Australia, a local journalist dubbed the car Godzilla. The name stuck, and would become synonymous with the fire-breathing 2+2.

But the car’s reputation was established more than two decades before with a small, almost nondescript coupe that looked a bit like a

boxy Nissan 240-Z and went like hell. Nissan’s engineers referred to the car by its internal chassis designation KPGC10, but true believers know it as Hakosuka. The name is a portmanteau of hako, meaning boxy, and suka, which is short for sukarain, the type of Japanese mountain road from which the car takes its name.

The small, boxy sedan that debuted in 1969 (the coupe came two years later) was powered by a 2.0-liter straight six. It featured double

overhead cams and three Mikuni carburetors, made 160 horsepower, and sounded like heaven when you got on the gas. The car quickly proved itself a fierce competitor, winning 52 races—49 of them in succession—during its first three years of production.

It only took a little time on the mountain roads of Hakone to understand how the car became a legend. It’s not just the racing heritage, it’s the smell of oil and hot metal, the way the carbs honk under full throttle,



the smoothness of the power. The driving experience is somewhere between nimble Datsun 510 and revvy 240Z and early BMW 6 Series, with the added experience of having nearly everyone you pass point and stare.

The experience feels a bit like piloting a Jaguar around some particularly leafy and uncharacteristically mountainous part of Britain, but the Skyline is no torque-rich E-type. Its small-displacement in-line-six needs plenty of revs, which also yields a glorious-sounding intake howl from under the hood. The ultra-heavy steering is a workout for your forearms. Grip is decent thanks to a fully independent semi-trailing rear suspension, but the Skyline nevertheless takes focus to hustle along these narrow lanes.

The payoff of the car’s sound, sublime handling, and analog feel is worth the effort. The straight-six

has a uniquely raspy tenor, the steering has the typical woolly imprecision of an old car but still provides feedback, and you feel every ripple of the pavement through the rigid suspension. Yet even in its old age, this GT-R feels potent.

Despite the car’s prodigious power, gorgeous styling, and racing



success, the GT-R didn’t sell well. The oil embargo hurt high-revving sports cars as much as it did big-displacement muscle cars, and buyers tended to favor fuel-efficient compacts. The last one rolled off the line in 1973, and Nissan didn’t revive the model until introducing the R32 in 1989. The car has grown faster and more technologically sophisticated with every generation, and although they’re

all known by the nickname Godzilla, the first deserves to be called something more: A legend.

Editor Note: The #10 GT-R shown on the opposite page is one of only a rare few left in the world and possibly the ONLY Hakosuka GT-R race car in the United States. This 1972 model was a competi-

tion-spec model that was raced in period. Few Hakosuka GT-R race cars survived the era. It was owned by Shigeru Watanabe, a self-professed “God of GT-R” who once worked as a mechanic at Prince Sports Corner before opening

his own shop. Watanabe passed away and his entire collection was auctioned last year.

Nissan may have built 1,197 Hakosuka GT-Rs, but there are only a handful of GT-Rs with historic race eligibility left in the world, and that makes this one instantly worth its ¥31,900,000 (USD \$289,500 at current exchange rates) sale price and then some.





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