

The VINTAGE Spirit™

VSCDA
VINTAGE SPORTS CAR DRIVERS ASSOCIATION



Summer 2021



The VSCDA
Questionnaire
Hagerty Corner

Race Reports
Upcoming Races
Record Keeping
In Memoriam

The VINTAGE Spirit™

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Editor
Chris Bonk

Editor's Note:

Cover Photo: Pierre GorpLee, PhotoComp: Chris Bonk
We'd like to thank thank Dan Davis of Victory Lane for supplying us with the race report content and other work by 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

As we get ready to race at Grattan August 13-15, it is a pleasure to report that our events are off to a great start in 2021. We had record or near record turnout for the Drivers School, Spring Brake and Blackhawk. The Drivers School had 35 participants, ranging in age from 17 to substantially more than 17. The School's graduates were excited about our sport and began racing with vintage spirit. Their enthusiasm and numbers promise that VSCDA will continue to thrive. (Details about the race weekends can be found in this issue of Vintage Spirit.) Special thanks to School Chair Scott Fohrman, head instructors Jim Donato, John Kennelly and Bob Maurer. Without them, the other instructors and all our volunteers, the School would not be the success it is. Next year Mike Pranka will head the School. Kurt and Katrina Marquardt did their usual great jobs chairing Gingerman. As with the Drivers School, the volunteers made it all happen. Jeff Porasik and Ron Soave brought home an extremely well attended Blackhawk Classic in June.

Although our events are off to a great start and the remainder of the season looks very good, the VSCDA family suffered two major losses this year, losing both Bill Dentinger and Frank Newton. Bill and Frank epitomized all that we try to define with the term "vintage spirit." We are a club that succeeds because of the willingness of our members to volunteer and they were stellar examples of what being a member of the VSCDA family is supposed to mean. Concurrently, they set the right example and raced with respect for others. Without their efforts we would not have become the strong organization we are today. This issue contains tributes to both Frank and Bill. But it is impossible to sum up how important they were to helping create the extraordinary camaraderie we enjoy. A little bit of Bill and Frank has rubbed off on each of us.

Grattan, the ELVF and Blackhawktoberfest all look to be fine events with plenty of advance support, and some fun additions. For example, the pre-wars are planning to run at Grattan as a group for the first time. Unfortunately, it looks like we have to continue to pay attention to Covid, particularly because of the Delta variant. Thanks to Stacey Donato, the event chairs and Kathy Newton, the right steps are in place to be compliant with health/safety regulations. If the regulations change, we will comply with them. The members and guests of VSCDA did a great job last year of being Covid safe by following the guidelines. Once again we will show that we believe in being concerned for our racers and friends off the track as well as on it. If there is a group that can step up one more time and make it safe for everyone, it is the membership of VSCDA.

As always, thank you for all you do for VSCDA. See you at Grattan!

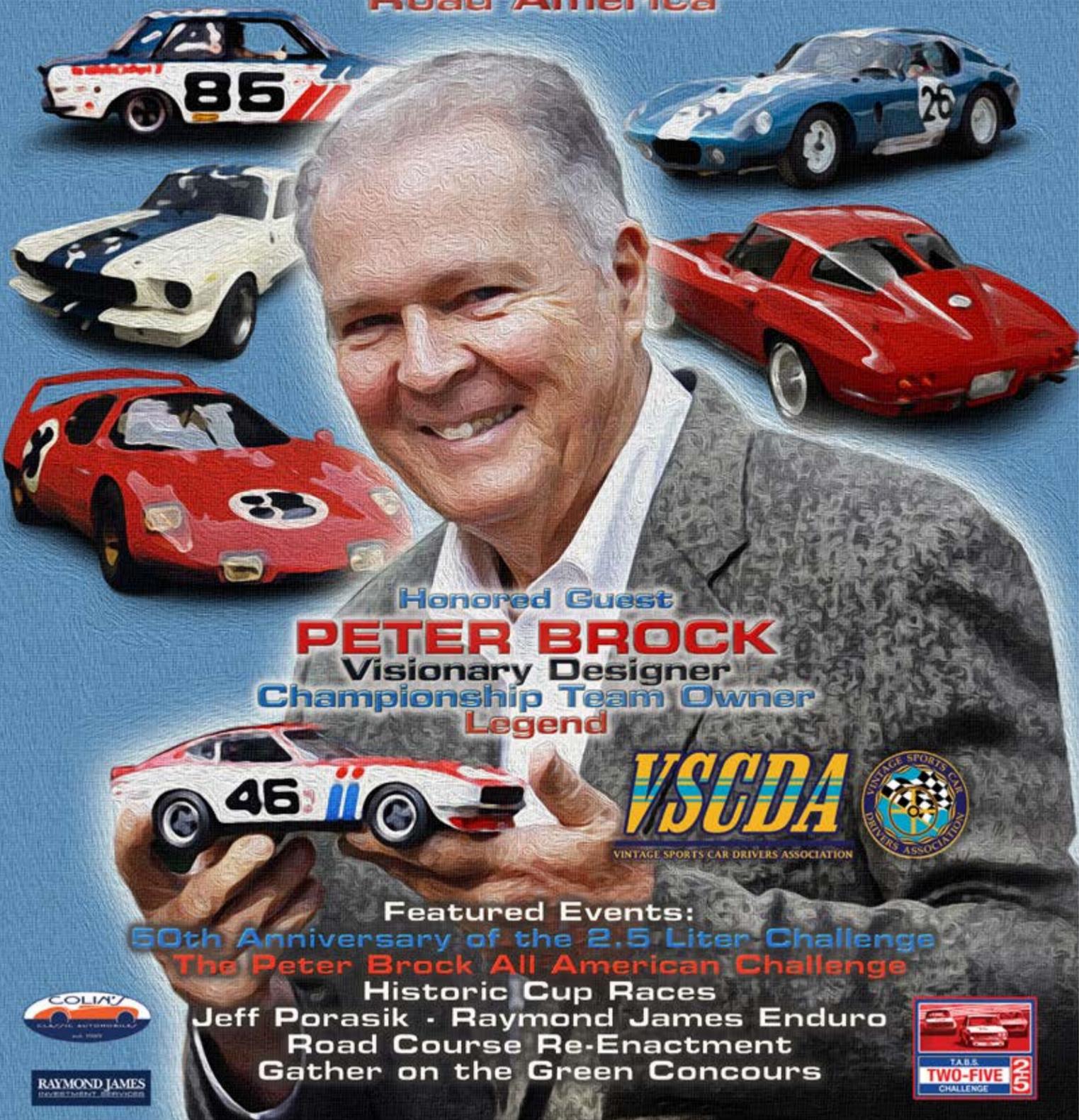
Alex

ELVF XXXVI®

Elkhart Lake Vintage Festival XXXVI®

September 17-19, 2021

Road America



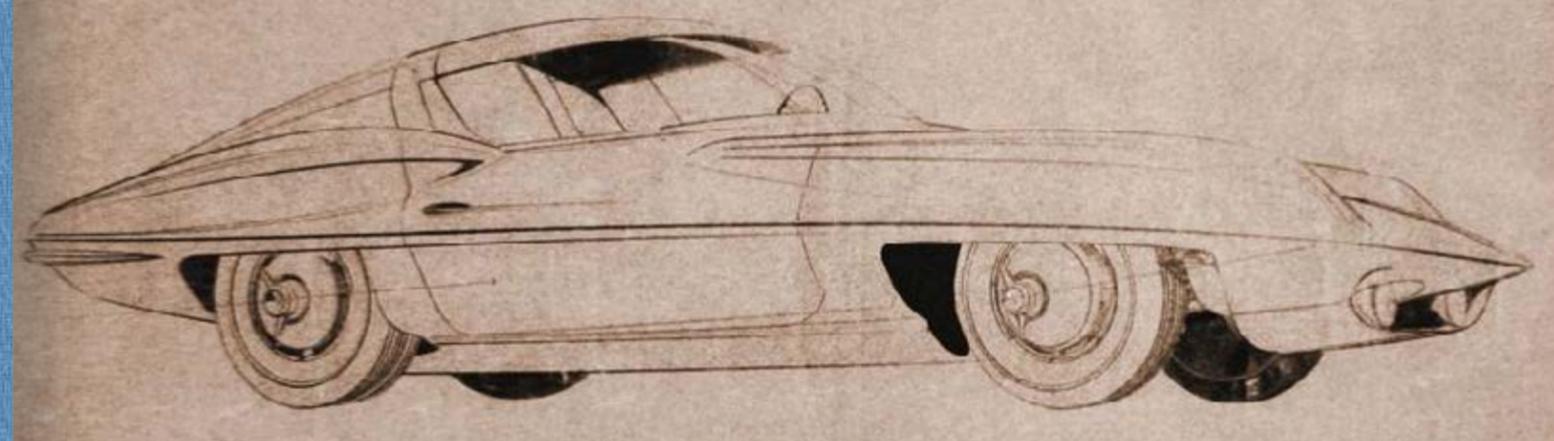
Honored Guest
PETER BROCK
 Visionary Designer
 Championship Team Owner
 Legend



Featured Events:
 50th Anniversary of the 2.5 Liter Challenge
 The Peter Brock All American Challenge
 Historic Cup Races
 Jeff Porasik - Raymond James Enduro
 Road Course Re-Enactment
 Gather on the Green Concours



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PETER BROCK

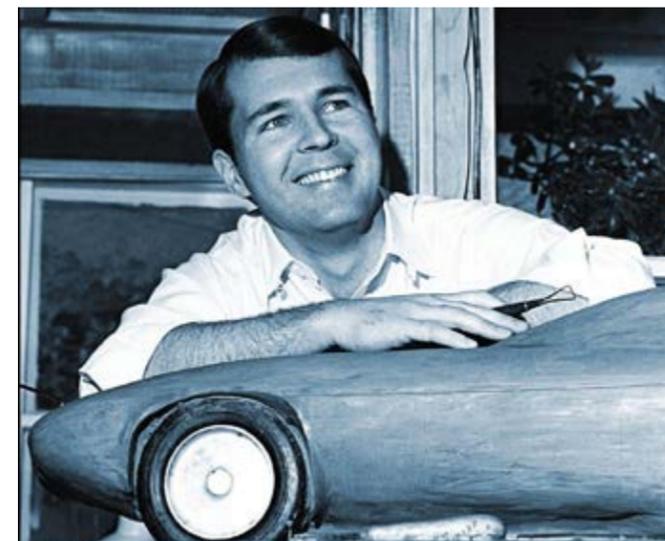
ELFV Honored Guest

Everybody knows Peter Brock for a different reason. To historic Corvette fans he's the guy who penned the lines of the original Sting Ray racer and by extension, the '63 Corvette "split window". To Cobra fans meanwhile, Peter's the guy who took the brick-like Shelby Cobra roadster and turned it into the slippery Cobra Daytona Coupe – the first American car to grab the FIA's GT World Championship. Datsun devotees love to remember the Peter Brock of Brock Racing Enterprises during the late '60s and early '70s; that fun-loving hipster who coolly called the shots as BRE's 510 coupes decimated the Alfas and BMWs of the Trans-Am 2.5 series.

At the age of 19, Peter Brock was the youngest designer ever hired by GM Styling. His world was design and the love of fine automobiles. His experience of working with legends like VPs of Styling Harley Earle and Bill Mitchell resulted in an incredible hands-on education

In 1971, with the import market heating up in the US, the SCCA and its professional TransAm series relented to pressure from a number of teams who wanted to race imports. A separate series for smaller displacement engines resulted in what became known as the 2.5 TransAm series.

Brock team, known as Brock Racing Enterprises then took on the professionals, using Datsun's ubiquitous little, tin-top, two-door sedan called the 510 piloted by racing legend John Morton and chronicled in the Stainless Steel Carrot by Silvia Wilkinson. Against tough teams from BMW and Alfa-Romeo, BRE again decimated the series, winning two straight 2.5 Championships. It all ended too quickly however as the pressure from BRE was too tough for the competition. They quietly dropped out of the series leaving BRE no one to race with; end of game. With nowhere to race within the SCCA, BRE began a brief competition program in NHRA and on the Bonneville salt flats setting national records there as well. BRE continued to experiment with other forms of racing such as their Formula 5000 program which ended when the team's only race car was totaled at Road Atlanta in a blinding rainstorm.



No matter what the project, whether it be cars, branding or marketing... design and powerful graphics have always been part of Brock's philosophy for success. That distinctive BRE "look" has been held in such high regard that team clothing and apparel from those heady days is still in demand and magazines still include the BRE 510s in their lists of best race car graphics ever.



Meet Jeff Freers

The VSCDA Treasurer Jeff Freers answers... The VSCDA QUESTIONNAIRE.

Q. How did you get into racing?

A: We had attended a number of vintage races after we bought our street Sprite in 1999. A high school friend of mine who now lives in Pennsylvania and is married to a vintage racer invited Jan and me to crew for them at Watkins Glen in the fall of 2009. At dinner that Saturday night another racer turned to me and asked: "Well Jeff, are you ready to buy a car and come racing with us?"

I think everyone at the table could see me swallow over my Adams apple, because I knew I was hooked. It took a while, but I located my race Sprite and attended our drivers school in 2011.

Q. Did you follow racing in your childhood?

A: I turned 13 years old in 1964, at the beginning of what I consider the Golden Age of auto racing in the US. I spent my teenage years following every kind of racing, but mostly road racing. That was far and away the most exciting but also dangerous period of racing ever. And I was a junkie. I actually got up in the middle of the night to watch the telecast (trivia...the 1st ever satellite transmission) of Le-

Mans in, I believe 1965..

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

A: Jim Clark. There have been many people that I have admired in racing, but none compares to him. When he died in 1968 (trivia...the same week Dr. Martin Luther King was assassinated) it broke my heart...but also turned me off to racing for a lot of years. If the most talented driver in the sport was killed, it was just too dangerous. Once vintage racing added the layer of modern safety to the cars of the golden age, it became fun and attractive to me again.

Q. What is your favorite track? Event?

A: I suppose because it's the first event of the season, Gingerman is the weekend I look forward to the most. It scratches the itch that has been building for several months. In addition to the track, which is safe while also being subtle in its complexity, I really enjoy watching the students become fledgling race drivers during the course of a weekend.

Q. What tracks are on your bucket list?

A: Since we race at Road America, pretty much all the other big ones, Watkins Glen, Lime Rock, VIR, Sebring, Daytona, Laguna Seca.

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

A: Although it was not a VSCDA event, racing at Indianapolis Motor Speedway is something I will always cherish. For a kid who grew up in Indiana listening to the

500 on the radio, driving at Indy was something that I never even dared to dream, afterall, my name is not Andretti, Unser, Foyt or Gurney. When I came out of Turn 4 to look up at the flagstand and see the green flag...and later checker flag...it gave me goosebumps. Still does, just to think about it

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

A: I suppose my race car. I have it developed to the point that I still get a kick out of driving it.

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

A: The Shelby Daytona coupe. It was my favorite sports car when it was developed back in the 60's... and still is. Unfortunately there are only six, so my chances of ever driving one are slim...and none.

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

A: Yes, I rolled the Sprite in the toilet bowl at Grattan my first time racing there. I guess you always learn a lot more from your mistakes than your successes, so it's pretty hard to list everything I learned. The "Big" thing is that your base of knowledge is only as great as what you have experienced. There is always something out there that you haven't done and don't know...and it can jump up and bite you

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

A: Vintage racing is a terrific sport that will give back to you 10x what you give it. Get involved and give it all that your time and energy will allow. And do not wait until age 60 to begin, which is what I did. The racing body of knowledge is huge and growing all the time. You can only experience things and learn so fast, so the sooner you begin, the better you will get before it's time to hang up your gloves...which will come sooner than you think. You won't regret it.



GingerMan

Spring Brake & Driver's School



photo by John Lacko

#63 Jeff Melvin, 1974 Alfa Romeo; #27 Kurt Marquardt, 1971 Alfa Romeo; #10 Gerardo Michele, 1971 Alfa Romeo.

VSCDA Spring Brake GingerMan Raceway, Michigan

Apr. 29-May 2, 2021
- story by David Lambert

A drive through Western Michigan in the spring is good for the soul. Highway 43 runs past orchards and vineyards greening up nicely. Past white farmhouses with

room, making it well-suited for new drivers, and it's compact enough that spectators can see multiple corners from many vantage points. In some of these early sessions, it wasn't unusual to see drivers a little out of shape in some of these corners, or to see a puff of smoke puff up over the low hills as

well as drivers explored track limits prior to the races proper.

Saturday began with warm-up sessions under sunny skies, but by the time warm-ups were complete, cloud cover had moved over the track and the wind turned blustery and swirling as it worked hard to overtake Spridgets on the back straight. The clouds would come and go in bands most of the day on Saturday with brisk



photo by John Lacko

#67 Manley Ford, 1963 Lotus Super 7; #02 Alan Kremzar, 1974 MGB.

green pines and redbuds adding a splash of magenta. Past the junkyard with the brand new C8 Corvette out front as a brightly-colored non-sequitur. Past the little diner where the rescue crew is grabbing breakfast. Through Bangor, hang a right outside town, a few more miles north, and just like that, I've arrived at GingerMan, and the 2021 racing season is underway.

As always, the Spring Brake race for VSCDA immediately follows their well-known and well-loved drivers school, so we saw lots of "X"s on cars to indicate recent grads. GingerMan features lots of runoff

breezes throughout. Following lunch and the requisite track touring, drivers strapped on their game faces and those with visor tint choices flipped a coin, as the weather continued to alternate between cloudy (with a few sprinkles) and full sun. Ah, Michigan in the spring.

Sunday's weather began sunny and warmer; still breezy, but the nicer of the two race days, to be sure. Warmup

sessions got the morning started, and the **V8 CHALLENGE** was gridded shortly before 10. Featuring just the V8 cars from the B/C group, the tight seven-car field stayed pretty well-sorted for the 30-minute / 15-lap race. Daniel Parr led from the pole in his Z28 and pulled out a comfortable lead on second-place David Walters in his Vette. Close behind Walters, though, Jason Pearce moved into third and hung on to Walters' bumper, and with the Vette showing a bit of smoke for much of the race, second place was definitely in play.

Next up was a **SPRIDGET** feature, which took us up to an early lunch break. This was a strong 18-car field - a pretty good portion of race group E, but much of the race was a two-car breakaway led by pole-sitter John Salisbury's 1962 Sprite with Ron Soave's 1968 Sprite giving chase. This battle was fun to watch while it lasted - Soave managed to close up to Salisbury when they encountered lap traffic. That battle ceased, though, when Soave retired with mechanical issues, sliding Robert Kansa into second in his 1960 Austin Healey. Duane Otness, also in a 1960 Sprite, finished third, but this event was all about



photo by John Lacko

#511 Buzz Merchlewitz, 1959 Austin Healey; #8 Nathan Burrell, 1959 Austin Healey.



photo by David Lambert

#51 Rick Michalek, 1961 Austin Healey; #314 Roger Heil, 1973 MG Midget; #114 Ramiro Malgioglio, 1964 Volvo 1800.

Salisbury, who put a lap on the rest of the field once Soave retired.

Sunday afternoon kicked off with a 30-minute, 15-lap feature devoted to **ALFAS** - the last of the special features. Most of these were the B-Sedan cars you'd expect, but Seb Coppola's open-wheel Alfa-powered F3 car sat on pole and looked ready to make a fast getaway. Sure enough, Coppola opened a healthy gap, but Mike Pranka held onto second place and the lead lap for most of the race. Moving way up from eight on the grid, though, Michael Besic eventually got by Pranka to take second and drop Pranka to third.

The remaining race group feature events were also 15-lap, 30-minute races, beginning with the Vintage Vees of **RACE A**. Eric Coppock once again led from pole and built a comfortable buffer behind him. He'd wind up crossing the finish line almost half a lap ahead of John Kennally, who moved up a spot to finish second. Mike Kitzmiller was third, another 20 seconds back, having driven well to move up into that last podium spot.

The last **RACE B/C** race of the weekend started just under 20 cars, led to the flag by David Walters in his Corvette. Mike Pranka and Brian Kennedy skirmished for second for a few laps, but Pranka would retire before half-distance, leaving second solidly in Kennedy's hands. Eric Wood was third in a yellow 1966 Alfa GTV to lead the non-V8 entries.

RACE D had given us some great racing earlier in the weekend, and they managed to have one more show ready for us in the feature. Fritz Seidel and John Boxhorn traded the lead, with Seidel building a 16-second lead at the end. A couple spots back, James Cope in his 1987 Swift had a nice tussle with Anthony Sottile in his 1986 Swift until Cope retired just beyond half-

distance. Sottile would finish in third, with Avery Stuckart in fourth.

Finally, the sports cars of **RACE E** would wrap up our weekend with a 15-lap feature. John Salisbury and Ron Soave qualified 1-2 for this, but didn't take the green for this last event, which opened up the race a bit. The top three in this last event stayed reasonably tight for this whole race. Scott Fohrman was in control for most of this one in his 1964 MGB, but Manley Ford was right in his shadow and grabbed the lead for a bit in his 1963 Lotus Super 7. Just behind these two, Alan Kremzar was ready if either slipped up, but he never had a chance to get his 1974 MGB to the front. Further back, several fun battles deep in the pack kept this final race fun to watch, and the great variety of cars in this group was a great way to wind up the weekend.

By Sunday afternoon, I was tired, sunburned, and absolutely thrilled to have



photo by David Lambert

#44 Joel Quadracci, 1967 Brabham; #31 Avery Stuckart, Carbir CS2.

been able to spend my weekend with VSCDA, whose next event will be June 18-20 at Blackhawk. Things are looking up for 2021.



photo by John Lacko

#11 Mark Maehling, 1972 MG Midget.

ALFA CHALLENGE
PL CL DRIVER/CAR

- 1 B S. Coppola/1983 Alfa Romeo 1:39.977
- 1 B2 M. Besic/1969 Alfa Romeo 1:46.703
- 1 BS M. Pranka/1972 Alfa Romeo 1:46.937
- 2 B2 E. Wood/1966 Alfa Romeo
- 3 B2 D. Michele/1972 Alfa Romeo
- 4 B2 J. Melvin/1974 Alfa Romeo
- 1 C K. Marquardt/1971 Alfa Romeo 1:56.425
- 5 B2 C. Van Sant/1971 Alfa Romeo

- 6 B2 G. Michele/1971 Alfa Romeo
 - 7 B2 R. Cowen/1972 Alfa Romeo
- RACE A**
PL CL DRIVER/CAR
- 1 FV E. Coppock/1969 Lynx B 1:51.471
 - 2 FV J. Kennelly/1969 Lynx B
 - 3 FV M. Kitzmiller/1969 Lynx B
 - 4 FV D. Satterley/1969 Lynx B
 - 5 FV D. Hayes/1969 McNamara FV
 - 6 FV D. Maier/1969 Lynx B



photo by John Lacko

#65 Mike Pranka, 1972 Alfa Romeo.

- 7 FV W. Gill/1965 Zink C-4
- 8 FV D. Crosby/1974 Zink Z-12
- 9 FV C. Clinger/1972 Schnepf XL



photo by Chantney Moran

#67 Manley Ford, 1963 Lotus Super 7.

- 10 FV G. Lange/1972 Lynx B
 - 11 FV J. Buisse/1969 Lynx FV
 - 12 FV M. Westerfield/1975 Caldwell D1
 - 13 FV S. Lockwood/1968 Zink C-4
 - 14 FV G. Dennehy/1968 Lynx B
 - 15 FV J. Scott/1971 Lynx FV
 - 16 FV R. Blaney/1964 Formcar FV
 - 17 FV M. Beiser/1969 Lynx B
 - 18 FV C. Buisse/1967 Kellison FV
 - 19 FV D. Carone/1969 Lynx
 - 20 FV T. Rorke/1968 Zink C-F FV
- RACE B/C**
PL CL DRIVER/CAR
- 1 BP D. Walters/1966 Corvette 1:44.238



photo by John Lacko

#92 Barry Heuer, 1958 Jabro Mk 1.

- 7 B2 G. Michele/1971 Alfa Romeo
- 2 C P. McManus/1969 MGC GT



photo by David Lambert

#34 John Salisbury, 1962 Austin Healey; #25 Ron Soave, 1968 Austin Healey; #36 Ashley Burress, 1962 Austin Healey.

- 8 B2 J. Melvin/1974 Alfa Romeo
- 3 C S. Wood/1966 Yenko Stinger
- 4 C D. Nist/1971 Datsun 240Z
- 5 C C. McGrath/1969 MGC C
- 1 AP C. Carpenter/1995 Corvette 1:47.962
- 9 B2 G. Wold/1968 Datsun 510
- 2 BS M. Pranka/1972 Alfa Romeo

RACE D

PL CL DRIVER/CAR

- 1 S2 F. Seidel/2004 Carbir S2000 1:34.073
- 2 S2 J. Boxhorn/2000 Carbir CS2
- 3 S2 A. Sottile/1986 Swift DB2
- 4 S2 A. Stuckart/Carbir CS2
- 1 B J. Quadracci/1967 Brabham 1:37.774
- 1 FF D. Constantini/1982 Lola T640 1:40.846
- 2 FF R.S. Durbin/1977 Tiga FF

- 1 VF J. Sime/1972 Titan MK 6C 1:47.623
- 5 S2 F. Seidel/Carbir S2000
- 2 VF D. Carone/1969 Lotus 51
- 3 VF D. Hayes/1967 Lotus FF
- 2 B J. Busch/1967 Brabham
- 1 CF C. Smith/1981 Tiga FFA 81 1:55.147
- 4 VF S. Maslen/1967 Lotus 51A
- 6 S2 J. Cope/1987 Swift DB2
- 7 S2 M. Wright/1989 Lola T87 90
- 5 VF S. Frey/1970 Caldwell D9
- 3 B S. Coppola/1983 Alfa Romeo
- 1 C R. Smit/1971 Royale RP9
- 6 VF D. Grudzien/1969 Winkelmann
- 2 CF J. Filios/1980 Zink Z-16
- 2 C T. Pixley/1978 Wheeler
- 3 FF R. Zimmerman/1983 PRS FF
- 3 C R. Maurer/1974 Lola T-322
- 3 CF S. Montgomery/1972 Mallock 11B

- 4 FF D. Satterley/1982 PRS 82F
 - 8 S2 J. Quadracci/1990 Swift
- RACE E**
PL CL DRIVER/CAR
- 1 B S. Fohrman/1964 MGB 1:52.328
 - 1 C M. Ford/1963 Lotus Super 7 1:50.673
 - 2 B A. Kremzar/1974 MGB
 - 1 D R. Kansa/1960 Austin Healey 1:56.343
 - 3 B J. Miller/1986 Sports Renault
 - 2 D E. Hinsa/1969 Austin Healey
 - 3 D K. Wittenauer/1968 Unipower GT
 - 4 D M. Maehling/1972 MG Midget
 - 4 B D. Hullinger/1976 MGB
 - 1 A K. Frayn/1974 Saab Sonett 2:03.426
 - 5 D G. Lynch/1961 Austin Healey
 - 6 D P. Passon/1964 Triumph Spitfire
 - 7 D T. Wilcox/1966 MG Midget
 - 8 D R. Heil/1973 MG Midget
 - 9 D M. Frost/1979 Honda Civic
 - 5 B R. Malgioglio/1964 Volvo 1800
 - 2 C R. Michalek/1961 Austin Healey
 - 1 F B. Heuer/1958 Jabro Mk 1 2:18.405
 - 10 D D. Wittenauer/1977 Morris Mini
- SPRIDGETS**
PL CL DRIVER/CAR
- 1 D J. Salisbury/1962 Austin Healey 1:47.342

- 1 E B. Merchlewitz/1959 Austin Healey 1:56.814
- 4 D N. Burress/1959 Austin Healey
- 5 D G. Lynch/1961 Austin Healey
- 6 D D. Kessinger/1970 MG Midget
- 7 D T. Wilcox/1966 MG Midget
- 8 D M. Maehling/1972 MG Midget
- 1 C R. Michalek/1961 Austin Healey 2:05.590
- 9 D R. Heil/1973 MG Midget



photo by John Lacko

#197 Kyle Frayn, 1974 Saab Sonett.

- 2 E S. Mason/1960 Austin Healey
 - 10 D T. Calloway/1964 Austin Healey
 - 3 E J. Carlross/1959 Austin Healey
 - 11 D A. Burress/1962 Austin Healey
 - 1 M R. Soave/1968 Austin Healey 1:47.142
 - 12 D E. Hinsa/1969 Austin Healey
 - 13 D C. Hall/1964 Austin Healey
 - 2 M R. Fisk/1959 Austin Healey
- V8 CHALLENGE**
PL CL DRIVER/CAR
- 1 TA D. Parr/1969 Camaro Z28 1:43.597
 - 1 BP D. Walters/1966 Corvette 1:43.813
 - 2 TA J. Pearce/1969 Ford Mustang
 - 2 BP B. Kennedy/1966 Shelby GT 350
 - 3 BP T. Walega/1966 Ford Mustang
 - 1 AP C. Carpenter/1995 Corvette 1:48.376
 - 2 AP B. Garcia/1967 Plymouth



photo by David Lambert

#96 Daniel Parr, 1969 Camaro Z28.

- 2 D R. Kansa/1960 Austin Healey
- 3 D D. Otness/1960 Austin Healey

Horst Kwech
1937-2019

VSCDA
VINTAGE SPORTS CAR DRIVERS ASSOCIATION

Let's try this again!

GingerMan

Spring Brake & Driver's School

April 29th - May 2nd, 2021
South Haven, MI

Alfa Romeo Featured Marque
Horst Kwech Tribute Race
V8 Short Track Challenge Series

www.vscda.org **616.916.2650**



After a year's hiatus, the VSDCA Drivers School returned in April at GingerMan Raceway.

Class Back in Session VSCDA's Drivers School Returns

— story and photos
by Chauncey Moran

GingerMan Raceway is situated in southwest Michigan, some 10 miles east from South Haven and the shore of Lake Michigan. It seems to be growing in stature as a place to challenge and increase one's prowess as a racing driver. The 2.18-mile course has numerous changes in elevation and camber at each corner, with enough straights to stretch one's speed. Especially the front straight and section between Turns 10 and 11 at more than quarter mile long. Weather can always be a deciding factor, no exception here. The proximity to Lake Michigan certainly influenced the heavy winds experienced during the entire 4 days at the track. Where ever one was, head winds and crosswinds had to be contended with; as reported by numerous drivers, track personal, and photographers. Viewing for crew, has many options for keeping visuals on one's team driver.

Having had to cancel drivers schools across the country last year, VSCDA was no exception; creating a pent up demand to qualify for vintage racing license by several folks from the Great Lake states and as far away as Tennessee and Kentucky. The instructors were drawn from all over the U.S., demonstrating the unique connection

to the camaraderie within the vintage car racing communities. The gate opened at noon on April 29 for late registration and bringing cars into the paddock spaces provided. The topography is up hill on the entry, creating opportunity for push start in emergency situations, which always happen to someone. Then off to tech inspection for some cars, without annual, however personal protective equipment required to be worn by drivers during time on the track must be inspected by Race Tech inspectors before participating in real track time racing.

Arriving early has advantages for having additional time for car readiness, before the school session that involves open testing to evaluate your knowledge of track etiquette, flagging, action required when encountering specific incidents indicated by course workers or tower displaying specific flags and motion connected to it. The students were required to go on line and read specifics prepared for their general readiness for track time before arriving at the track as part of their registration. This material was again discussed during the on track school. Afterwords testing for the purpose of retention and comprehension of material took place. Then a time of Q and A with instructors who have charge over specific race groups. At the conclusion of

this exercise; walking the track became the next important event; with specific details given by the instructor leading the walk. With plenty of questions along the route, upon entering and exiting each of the 11 named turns to be encountered during the Friday on track driving. After the walk, the students returned to the tent, for more specific track instruction, including the 4 constants of road racing. Oversteer, Understeer, Horsepower, and Torque. How one facilitates guiding, correcting, and maintaining the desired safe attitude of the car on the track during the entering and exiting of each turn utilizing the horsepower and torque appropriately. Students were taught about finding the quickest safe line through each corner.

Specific slides were used to illustrate the diverse turns encountered on various tracks in the region with GingerMan Raceway incorporating most variations. Following experienced drivers is excellent advice, in increasing confidence and skill levels.

Learning the track grounds is paramount to safe participation. Walk the specific routes within paddock before track time to familiarize oneself with entrance on, exit off, black flag area, false grid, tech, pull off inspection area, and any one way lanes established for safe traffic flow.

Mandatory drivers meeting and final pairing of instructors with students. VSCDA prides itself in having one on one instructor support from an experienced individual who has experience in the student's type of vehicle. At times one

may even find a lead instructor on the track monitoring that particular group or guiding a specific drivers observing their responses at cornering. These notations were covered during the debriefing sessions. After each track session debriefing sessions were held, revealing opportunities for improvements as well as compliments to those improving and accelerating in their racing prowess. During the students track session time, they were exposed to every variation of flag display, emergency vehicles entering on the track, an all stop with red flag displayed at all stations. That exercise often results in mixed actions as well as has specific reviews from various sources. An all stop command remains to stop on track side, safely, when you observe the red flag waving; period. the pace car may re-enter for the purpose of restart after flag is replaced by yellow.

Upon completion of track time testing, one would be ask to evaluate your instructor driver on their level of assistance during your session. During the final session specific introductions were made, crediting success to the many dedicated individuals



who donated their time to make this event possible. A final Q&A session, followed by group photo of driver holding the Certificates of Driver Privileges and excellent barbecue dinner.

While there were incidents on the track with race car failures, however, the combined spirits of camaraderie within vintage racing community rose to the occasions rendering the cars track ready for student track day and 2 racing days following.

It remains the goal of the VSCDA to facilitate this opportunity for those desiring to enter the vintage racing community as novice or polished racing drivers. Having completed, awarded their certificate, and the pride of X (for excellence in the making) as novice drivers for 3 races, before becoming fully recognized as licensed racing drivers. With nearly 35 graduates passing, 2021 VSCDA graduates will join the ranks of dedicated vintage racers within the VMC group able to race in other vintage events.

in '23
Save the date!
Road America
September 2023

Celebrate
the
60th Anniversary
of
Formula Vee
with the
"V"SCDA
at the
Elkhart Lake Vintage Festival
in 2023

VSCDA
vscda.org

VSCDA Blackhawk Vintage Classic

Blackhawk Farms, Illinois
June 18-20, 2021



#92 Eric Coppock, 1969 Lynx B; #49 Garrett Van Camp, 1969 Lynx B; #16 Andres Serano, 1968 Zink Mk 1; #10 Alan Wong, 1969 Lynx B; #70 Chuck Buysse, 1967 Kellison.

photo by Chauncey Moran



photo by Chauncey Moran

#57 Joe Ziltener, 1972 Datsun 240Z; #77 Austin Schmitt, 1972 Alfa Romeo Spider; #66 Robert Cowen, 1966 Alfa Romeo GTV; #99 Donald Dickey, 1963 MGB.

— story by Pete Gorski

As the country continues to put the pandemic in its rearview mirror, stories abound about people's pent-up desires – the desire to be social, to take a trip, to have fun. Based on the turnout for VSCDA's Blackhawk Classic at Blackhawk Farms Raceway in South Beloit, Ill., you can add the desire to go fast to that list as well. Always a well-subscribed event, an even more impressive collection of cars and drivers turned up to battle it out on the 1.95-mile circuit, including several "new" entries to the PreWar field.

VSCDA has an established history of adding special "theme" races to a weekend's schedule, and this year the Blackhawk Classic running order featured a new "challenge". Club member Brian Garcia, in need of some gridmates/more competition for his 1967 Barracuda, has launched the V8 Short Track Challenge, which is exactly what it sounds like. For those with fewer cylinders and less displacement, there was another round of the Trans Am B-Sedan Challenge, along with the second Spridget Series race of the season.

Friday's action was dedicated to practice and qualifying for the six race groups, with Saturday a mix of qualifying and

position-determining races, culminating in the Porasik/Yde Closed-Wheel Enduro benefiting Disabled American Veterans. Regular readers may note a distinction in the title of the session – closed-wheel. This year the enduro field was split into two sessions, with the open-wheelers getting their own dedicated race Sunday morning.

Open to cars displacing 3000cc or less, the field was an eclectic mix of sports racers and production cars. The overall win went to John Boxhorn and his 2000 Carbir CS2, covering 66 miles in just over 50 minutes. Race sponsor Jeff Porasik took second overall in his 1986 Lola S2000, with Raymond and Mason Hooper (1985 Lola T598) completing the S2000 lockout of the overall podium. The 2D podium was all Wittenauer all the time, with Dylan, John, and Kelly putting their Minis and Unipower on top. Greg Herr (1972 Porsche 914) took the win in 8B2; Thomas Miller (1989 BMW 325i) was the fastest in 8C.



photo by Pete Gorski

#891 Charles Duncan, 1990 Lola S2000; #46 Raymond Hooper, 1985 Lola T598.

After a pair of early morning "Did we fix that problem or not?" shakedown sessions, Race F, or more colloquially, the PreWar group, christened the day under solidly grey skies. With its relatively short length and lack of

time on the limiter, Blackhawk Farms always attracts a deep field of PreWar cars. "New" entries to the group included the 1934 British Salmson of David Philips and Douglas Stuart in what's listed as a 1935 Riley Special, but doesn't appear to be that car. Brad Tank sat on pole in his 1950 MG-TD alongside Edson McCord's



1952 version. Stewart lined up in P3 next to Edmond Russ's 1953 TD/C Mk II, with the normal array of MGs and Morgans gridded up behind them.

But all eyes were understandably watching the 1933 Ford Indy Racer of Rex Barrett. Unusually starting from the back of the grid, the question was, how quickly would he work through the field? The answer was, pretty quickly. Barrett marched through the competition, knocking Lester Neidell's 1933 Plymouth out of the top five on lap two. By lap five Russ and Stuart had fallen to the "big car", with only McCord and Tank ahead. Unfortunately, traffic hampered Barrett's times, and even with turning quicker laps on eight of the 12 trips around Blackhawk's seven turns, he couldn't catch the speedy Tank. The tan MG took the checkers first, with Barrett in second, 13 ticks ahead of McCord. Stuart and Russ completed the top five.

Whenever anybody thinks about the first iteration of the Trans Am series, it's Mustangs and Camaros, 'Cudas and Javelins, that come to mind. But the U2 class, eventually morphing into the two-five class (2.5 liters of displacement) produced just as much excitement as their big-engined cousins. The TABS special session (Trans Am B-Sedan) commemorates those battles. This edition was largely a Datsun/Alfa Romeo affair, with Joe Brabender the lone Volvo.

It was an Alfa front-row lockout in the hands of Mike Pranka and Erik Wood (1972 and 1966 GTVs respectively), with the 510s of Isaac Keeler and Marshall Moore the top Datsuns in row two. Pranka got to it quickly, building a decent lead (if not the in the normally gaudy, curb-hopping style) during the first three trips around the Illinois farmland. But he was about to live one of the most familiar racing sayings - to finish first, first you must finish.

As the lead pack emerged from the twisty infield section on the fourth lap, Pranka's mirrors were full of yellow, red, and red-white-and-blue. The next time through banked turn six, he was gone. His retirement moved everybody up; Wood up to first, Moore into second, having swapped places with Keeler, Rob Cowen (1966 GTV) into fourth followed by Keegan Bonk (1971 Datsun 510). But the Book of Racing Sayings still had more to say.

Cowen and Keeler were tightly engaged, with the 510 getting the better of the GTV, but just barely. Cowen was living the "it's one thing to catch somebody, another to pass them" aphorism. Depending on your rooting interest, it was either great that Keeler held off Cowen, or a shame that Cowen couldn't find a way around him - just over eight tenths separated the pair as they took the checker flag.

While it doesn't come to mind readily, there has to be a racing saying about hitting traffic at the right, or in this case, wrong



photo by Chauncey Moran

#47 Tim Cornelius, 1969 Camaro Z28; #96 Daniel Parr, 1969 Camaro Z28.

time. Moore had taken the lead on the 11th lap with a 1:22.8 to Wood's 1:25. But as the pair entered turn six for the last time, they found a backmarker doing his best to get out of the way. Unfortunately for Moore, the line he chose was the slower, allowing Wood to slip past. Two turns later Wood buzzed under the flag stand one second ahead of Moore.

An intimate field of nine cars formed on the false grid for the Open-Wheel Enduro, once again benefitting Disabled American Veterans. Dan Hayes sat on pole in his 1972 Titan, flanked by Robert Phillips' 1965 Zink C-4, with Anthony Freston (1972 Titan Mk 6B) and Carter Fournier (1965 Formcar Mk III) occupying row two.

Hayes held the lead for the first five laps before surrendering the spot to the charging Don Carone (1969 Lotus 51). Taking the green from fifth, Carone, like a meteor, streaked through the field quickly, then burned out just as quickly, retiring after only seven laps. Freston lasted 1.95 miles longer before he too retired.

Retaking the lead, Hayes cranked out lap after lap in the mid 1:20s, dropping as low as 1:24.5 on lap twenty. Behind him attrition continued to cull the herd - Fournier withdrew after 17 circuits; Phillips after 19. Hayes went on to lap the field, completing 31 laps in a 50:31. Andres Serrano (1968

Zink Mk I) took second, one lap down, with Pat Summerville (1967 Zink) completing the podium. Tommy Rorke (1968 Zink) and the Gills (Thomas and Bill) took fourth and fifth.

Continuing the theme of...well...theme races, 18 Sprites and Midgets poured into turn one in the season's second Spridget race.



photo by Chauncey Moran

#113 John Daniels, 1965 Sunbeam Tiger; #32 Clay Carpenter, 1995 Corvette.

It was interesting watching the field on the parade lap in one very circular way. Having grown accustomed to "creatively" styled headlights since the late 1980s / early 1990s design revolution, seeing 18 cars all with round headlights was an amusing throwback.

John Salisbury Jr. (1962 Sprite) led away, pursued by Ron Soave (1968 Sprite), with the 1959 and 1960 Sprites of Doug Bruce and Duane "Ottie" Otness paired behind them. Positions changed early and often. Bruce and Otness switched places after one lap, while Soave took over the lead on lap three. A tangle of traces marked the midfield, with some rising quickly before getting shuffled down the order, some dropping precipitously before rebounding, others putting their variation on "slow and steady wins the race", or in their cases, "advances nicely for a solid finish."

Soave held the lead for two laps before lapped traffic allowed Salisbury Jr. to close



photo by Chauncey Moran

#45 Barb Nevoral, 1967 Alfa Romeo GTV; #46 Edward Hinsa, 1972 Datsun 510.



photo by Pete Gorski

#317 Ryan Murphy, 1961 Triumph TR4.



photo by Pete Gorski

#271 Erik Jacobsen, 1959 Austin Healey Sprite; #2 Phil Schaefer, 1959 Austin Healey Bugeye Sprite.

on him, the pair trading first place across the next two circuits. Soave, much like Rex Barrett in PreWar, is usually found at the sharp end of the grid, and frequently has a comfortable multi-second lead at the end of a session. But this weekend was one of mechanical challenges for his Sprite, and mechanical challenges don't care about past glory, only ruining present fun. Pending a post-race teardown, something went bad in the driveline, forcing him to retire after seven laps.

Salisbury Jr. remained unchallenged for the rest of the session on his way to the top step. Doug Bruce and Jim Donato (1962 Sprite) joined him on the podium, followed by Otness in fourth. Mark Maehling (1972 Midget) put in a solid drive, turning steady laps in the low 1:30s on his way to fifth.

As mentioned at the top of the story, Brian Garcia has launched the V8 Short Track Challenge this season. For more on the Challenge and the results of the Summer Classic's edition, check out Chauncey Moran's article following this story.

Anybody who has ever raced knows that the planning and preparation that takes place before a tire touches pavement is just as important as what happens on

track, and the VSCDA is getting an early word out about an upcoming anniversary. Much like the wildly successful Formula Ford 50th Anniversary a few years ago, VSCDA is planning a similar celebration for the 60th anniversary of Formula Vee in 2023. For 2021, Race D was dedicated to Frank Newton, who passed away in May of this year.

VSCDA President Alex Rorke explains: "Losing Frank was a terrible shock for VSCDA. Frank started racing at VSCDA's Drivers School in 1997. He was an important part of the Club, not just because of his racing skills with open-wheel cars like his Formula Vee, Formula Ford, and Formula Continental cars. He gave back to VSCDA through his example, leadership as Representative of Group 4, and as an instructor for our driver's school. During VSCDA Board meetings when it was time for Group Reps to report, Frank was always prepared and thoughtful. He wanted all racers to have a great time while racing safely in the vintage spirit. The Formula Vee Feature Race at Blackhawk was dedicated to Frank. We were honored that his widow, Kathy (a VSCDA Board member) waved the green flag to start the race. VSCDA will be having other activities throughout the season in honor of Frank. We all miss him."

Chauncey Moran's coverage of the Frank Newton Tribute race can be found in this issue as well.

The sprinkles that had fallen during the Newton Tribute race had plenty of time to evaporate during the lunch break, producing a dry track for 14 small-bore sports cars of Race C. But how long the surface would remain moisture-free was up in the air... literally. Row one was home to Matt Goetzinger and Tony Drews, 1965 Porsche 356 and 1963 Triumph TR-4 respectively, with row two filled by the Alexander's 1962 TR-4 and Ryan Murphy's 1961 version.

Murphy and Alexander's time in third and fourth was short-lived, as Dylan Wittenauer and his 1964 Morris Mini Cooper, gridded in fifth, jumped into third at the end of lap one. Four laps later the Mini moved around Drew's Triumph, setting off in pursuit of Goetzinger's Porsche. Wittenauer kept the hammer down, widening his line and bouncing across the exit curbing of turn six as he attempted to reel in Goetzinger.

But Goetzinger booked better times on five of the next seven laps, and while Wittenauer strung together a trio of flyers to end the race, he fell short of the win by just



photo by photo by Chauncey Moran

#92 Eric Coppock, 1969 Lynx B; #10 Alan Wong, 1969 Lynx B.

over two seconds. Drews settled in third, ahead of Murphy and Alexander.

Diversity reigned supreme for Race B. In addition to the standard assortment of Alfas, Datsuns, and Porsches, northern Europe dispatched a pair of Volvo P1800s, two Saab Sonetts, along with a 1985 Toyota Corolla GT-S and a 1979 Volkswagen Rabbit. Even the Alfas were mixing it up, with Erik Wood's 1966 GTV on the front row alongside Mike Besic's 1969 Duetto.

Woods and Besic build a sizable gap early, putting the battles behind them in their rearview mirrors. Third-place starter Marshall Moore (1972 Datsun 510) dropped out after two laps, promoting Jim Perry (1962 Volvo P1800), Jessica Johnk (1987 BMW 325i), and Larry Lunda (1970 Porsche 914) into the top five. Further back Alex Amys (1970 Triumph GT6) advanced from eleventh on the grid to sixth in just three laps. And for a good chunk of the

race, that's how the order looked - the Alfas way out front followed by Perry, Johnk, and Lunda. But...

A few drops of rain fell during Race C; it returned in force for Race B. To go back to those racing sayings, rain changes everything, and nobody was immune to the reduction in grip. The light banking in turn six is great when it's dry, with aggressive drivers placing their right-sides on the edge of, if not on, the curbing. But in the wet, all the moisture drains down against that curb. Looking at the lap times, it's obvious when "Hmm a few sprinkles..." turned into "Hey that's real rain!"

With cars simultaneously spinning in front of and behind her in turn six, Johnk decided she had had enough "excitement" for the day, retiring the BMW after 13 laps. Perry pressed on, although (understandably) his lap times reflected the slippery nature of the racing surface, finishing third. Lunda took fourth, with Amys sliding into fifth.

Out front, the Alfas appeared to have some special power that rendered them immune to the effects of the rain. While their lap times grew along with the rest of the field, the pair still added time to their leads. With a damp checkers flying, Besic pipped Wood at the line by a single tenth for the win.

Race A's turnout, the final feature race of the weekend, was heavily impacted by the weather. A mix of eight sports-racers and open-wheelers did their best on the wet track, their tires shooting rooster tails



photo by Pete Gorski

#36 Michael Recine, 1969 Alfa Romeo GTV.

high into the air. Heather Barron and Bill Wallschlaeger (1978 Zink Z-10) and 1997 Van Diemen RF 97) splashed into turn one from the front row, followed by Gerald Tussing (1972 Titan MK 6a) and Charles Smith (1981 Tiga).

While the racing was more on the cautious side of things, the session wasn't just a precipitation-soaked parade lap. Wallschlaeger set the fastest time early, booking a 1:49.6 on lap two, having moved into first on lap one. Barron fell to fourth before climbing back to second. She put together her best lap on the seventh trip around, part of a string of, considering the conditions, remarkably consistent mid-1:50s.

The midfield was once again a tangle of traces going in multiple directions. Michael

Fandel (1974 LeGrand Mk 18), starting from fifth, advanced as high as second, then settled into third before retiring after 11 laps. Fandel's departure moved Jacob Miller (1986 Sports Renault) into fourth ahead of Smith, with Tussing taking a circuitous route to the third step on the podium, spending time in third, fourth, and fifth.

The final race of the event was the traditional "Dad's Day Scramble", with cars released at various intervals based on predicted lap times, the goal being everybody taking the checkered flag on the same lap. To the credit of whoever does the math, after 15 laps, everybody running was on the same lap. Erik Wood came home first, with Tony Drews 30 seconds behind, followed by William Gill a further 15 seconds back.



photo by Pete Gorski

#05 Patrick Morse, 1953 MG TD.

ENTRANTS LIST GROUP 1 DRIVER/CAR

- R. Barrett/1933 Ford Indy Racer
- N. Carso/1951 MG TD
- R. Heiner/1947 MG TD
- D. Holloway/1949 MG TC
- D. Holloway/1951 MG TD
- C. Klingler/1954 MG TF Roadster
- R. Lane/1953 MG TD
- W. Lane/1947 MG TC
- E. McCord/1952 MG TD
- P. Morse/1953 MG TD
- G. Morter/1929 Ford Model A Speedster
- L. Natenshon/1954 MG TF
- L. Neidell/1933 Plymouth PC
- D. Phillips/1934 British Salmson S4C
- J. Powell/1948 MG TC
- M. Primack/1949 Lester MG
- A. Reed/1926 Bugatti 37A
- A. Reed/1952 MG TF KT Special
- R. Ritholz/1953 Morgan +4
- E. Russ/1953 MG TDC Mk II
- D. Stuart/ Riley Special
- B. Tank/1950 MG TD

- J. Ulrich/1937 Ford Sprint Roadster
 - R. Weinstein/1955 MG TF Roadster
 - J. Welch/1948 MG TC
- GROUP 2 DRIVER/CAR**
- S. Aeppli/1966 Austin Healey Sprite
 - B. Alexander/1962 Triumph TR4
 - S. Alexander/1962 Triumph TR4
 - J. Bakker/1967 Austin Healey Sprite
 - D. Bralich/1970 MGB



photo by Pete Gorski

#26 Kurt Marquardt, 1965 Woseley Hornet.

- D. Bruce/1959 Austin Healey Bugeye Sprite
- J. Buckley/1967 Austin Healey Sprite
- A. Burress/1962 Austin Healey Sprite
- N. Burress/1959 Austin Healey Sprite
- T. Calloway/1964 Austin Healey Sprite
- T. Daly/1960 Austin Healey Bugeye Sprite
- J. Daniels/1960 Austin Healey Sprite
- D. Dickey/1963 MGB
- J. Donato/1962 Austin Healey Sprite
- T. Drews/1963 Triumph TR-4
- K. Fay/1972 MG Midget
- M. Fay/1972 MG Midget



photo by Pete Gorski

#82 Heather Barron, 1978 Zink Z-10.

- R. Fisk/1959 Austin Healey Sprite
- S. Fohrman/1964 MGB
- E. Jacobsen/1959 Austin Healey Sprite
- D. Kelly/1961 Austin Healey Sprite
- D. Kessinger/1970 MG Midget
- A. Krenzar/1974 MGB
- D. Long/1964 Austin Healey Sprite
- G. Lynch/1961 Austin Healey Sprite
- M. Maehling/1972 MG Midget
- K. Marquardt/1965 Woseley Hornet Mk III
- M. Meixner/1972 MG Midget Mk III
- K. Menne-Jacobsen/1969 Triumph TR-6
- S. Meyer/1959 Austin Healey Bugeye Sprite
- R. Murphy/1961 Triumph TR4
- D. Otness/1960 Austin Healey Bugeye
- P. Passon/1964 Triumph Spitfire
- J. Rockensies/1974 MGB
- J. Salisbury/1962 Austin Healey Sprite
- P. Schaefer/1959 Austin Healey Bugeye Sprite
- T. Slater/1962 Triumph Spitfire
- R. Soave/1968 Austin Healey Sprite
- D. Swope/1972 MG Midget
- R. Wagner/1960 Austin Healey 3000

- R. Westfall/1964 Triumph TR4
 - T. Wilcox/1966 MG Midget
 - D. Wittenauer/1964 Morris Mini Cooper
 - J. Wittenauer/1964 Morris Mini Cooper S
 - K. Wittenauer/1968 Unipower GT
- GROUP 3 DRIVER/CAR**
- R. Maurer/1963 Elva Mk 7
 - J. Miller/1986 Sports Renault
 - D. Putz/1971 Royale RP4-A



photo by Pete Gorski

#93 David Phillips, 1934 British Salmson S4C.

- GROUP 4 DRIVER/CAR**
- R. Andrisek/1980 Crosslé 40F
 - H. Barron/1978 Zink Z-10
 - P. Bastyr/1969 McNamara Sebring
 - S. Beeler/1979 Lola T540
 - J. Buchanan/1969 Merlyn Mk 11A
 - R. Buckley/1969 Zink C-4
 - C. Buysse/1967 Kellison FV
 - J. Buysse/1969 Lynx
 - D. Carone/1969 Lotus 51
 - D. Constantinidis/1982 Lola T640
 - E. Coppock/1969 Lynx B
 - D. Crosby/1974 Zink Z-12



photo by Pete Gorski

#66 Rex Barrett, 1933 Ford Indy Racer; #18 Charles Klingler, 1954 MG TF Roadster.

VSCDA

VINTAGE SPORTS CAR DRIVERS ASSOCIATION



BLACKHAWK CLASSIC XIX

JUNE 18-20, 2021

BLACKHAWK FARMS RACEWAY

SOUTH BELOIT IL



VSCDA Short Track V-8 Challenge

— story by Chauncey Moran and Brian Garcia

The V8 Short Track Challenge has been the brain child of Brian Garcia #48 Plymouth Barracuda. It seems after his success at the 1.2-mile hay bales and plastic construction barrier, designed race course at Put-In-Bay with wide straights and tight corners, he felt that it was the perfect example of driver finesse and prowess, over horsepower, that defined race drivers ability. Sterling Moss once visited the Waterford Hills race course and walked the track with some drivers and notable locals. Near the end of the walk in a very exacting, however polite British tone; if you can drive competitively here, you can drive anywhere except Le Mans." Small technically designed tracks are certainly a challenge. Potentially a road to improve your confidence and ability.

In the first six trips to the track involving the V8 entrants was only finished by one car every time #113 John Daniels in his green Sunbeam Tiger. The last trip to the starting line for Short Track V8 challenge Feature Race, he finished 2nd behind Dan Parr #96 Camaro besting all others in durability and laps completed. Overall, he completed 12 laps in Sprint race, eight laps in Heat Race, and 15 laps in the Feature race making it a total of 35 laps racing. Three trips to the podium – an excellent accomplishment. Two 1st-place finishes by Tim Cornelius #47 1969 Camaro and having to drop out in feature race prevented him from a clean sweep of the 2 race in the Series.

Brian Garcia wrote his assessment of the feature race and his vision for starting, maintaining and growing the Small Track V8 Challenge Series. His vision is for other vintage groups and tracks to accept the challenge and provide a schedule that incorporates these iconic vintage race cars of years past.

Brian Garcia's assessment of the Short Track Feature Race:

"Round 2 of the V8 Short Track Challenge is in the books. Dan Parr took the top step on the podium once again in his beautiful 1969 Camaro. John Daniels Jr. came home second in his Sunbeam Tiger and Steve Gross rounded out the podium in his 84



photo by Chauncey Moran

#48 Brian Garcia, 1967 Plymouth Barracuda.

Vette. The weekend saw a lot of attrition so the field was thinned out by Sunday's feature. Tim Cornelius started from the pole followed closely by Parr for the first half of the race. Then, at the end of lap 8 Tim had to pull up when he had a spark plug fail. Dan took over the lead at the start finish line and led the rest of the way. The battle for third was also close as Daniels's Tiger dived with Clay Carpenter's Corvette. The Tiger had the legs down the straights but Carpenter routinely made up the difference on the back half of the course. Unfortunately Carpenter had to pull in with fuel issues clearing Daniel's mirrors for the rest of the race."

Brian Garcia's thoughts on the Short Track V8 Challenge:

"The SCCA Trans Am Series of the late 1960s and early 1970s is my favorite part of the golden age of racing. The cars and drivers are a who's who of my favorites. Not only did those drivers wring those big cars for all they were worth, they did on tracks all over the country – big and small. While big bore muscle cars are still popular on vintage grids, in the Midwest the last decade has seen a steady decline in the size of the fields at smaller tracks. Outside of Road America, it is harder to find more than a few muscle cars entered at most events. While I love Road America, I don't agree with those that would say big cars only belong on big tracks. Some of my favorite racing moments have come on the back half of Blackhawk Farms with no straightaways to be found. Horsepower won't save you there – the car setup and driver play a bigger role. It's a challenge to race a big car well on a shorter circuit – but it's so much fun. I organized the V8 Short Track Challenge to try to encourage more big bore drivers to come out and give it a try and to experience

that fun. I'm not just trying to arrange better competition on the track – I want to build the camaraderie within the group. After the first race at GingerMan, the group of us got together for a small podium ceremony and then just hung out for 20 minutes talking about the race and swapping stories. That's what it's all about for me – great drivers enjoying great cars the way they were meant to be enjoyed and having a time doing it both on and off the track. We've had great racing on track as well as great stories of drivers helping other drivers in the paddock. My car won't be repaired in time for Grattan in Aug, but I will be there to help the other drivers however I can and cheer them on. I am committed to being back for Round 4 at Blackhawk in October – I am hoping for a big turnout and hope we can carry momentum into next year. I appreciate everyone that has supported the series this year."

Additional comment from #84 Steve Gross, 1984 Corvette, who finished third in the feature race, and who had previously raced at Blackhawk Farms:

"As the owner of a high powered Corvette, I really like the shorter more technical tracks rather than high speed tracks. I have raced almost every type of racing that we have, and enjoy the people the most."

Rob May, who drives the #13 Dodge Challenger, wrote: "Nothing sounds better than a solid lifter, high compression V8. Period. End of story. That is my addiction. I will run the V8 challenge as long as I can find a supply of MoPar V8's. It's been a difficult start to my vintage racing career. I have blown two engines, a transmission and broken axle. Either way, my good friend Brian Garcia says "It's still better than golf."



Photo: Pierre Gorplee
 Frank Newton's widow Kathleen Newton drops the flag on the Frank Newton Memorial Grand Prix.

Formula Vees at Blackhawk

— story by Chauncey Moran

Blackhawk Farms is nestled in the hills of North Central Illinois, just across the border from Wisconsin. The setting of track in the woods typifies the old narrow two lane roads traveled decades ago, when going for a Sunday Drive.

I was privileged to record the formula vee and Small track V-8 Challenge races. Weather threatened rain each day, but the Sun continued to send the clouds away until Sunday. Practice and qualifying appeared similar, in that the racers, found their partners to dice around the track increasing their speed when not encountering traffic. At the conclusion, Garret Van Camp #49 was the pole sitter for the Sprint race. It should be mentioned that Garret is the benchmark of old time Champions that bring on challengers, as in the knights of old, In his 80s, he remains a formidable competitor. Bill Griffith, owner of Bigger Hammer Racing traveled all the way from Cedar Hill, Texas to engage Garret with several variations of formula VEE's and win. Long time rival, Alan Wong traveled from California; as did Jerry Buysse. Robert Phillips from Louisiana returned from last season. In all 28 registered Formula V's arrived at Blackhawk Farms to compete and renew the camaraderie of Vintage racing.

The Sprint race started with #49 Garret Van Camp on the pole position with Long time rival and friend #92 Eric Coppock. 2nd row #10 Alan Wong and #187 STEVE Lockwood. 3rd Row #21 Bill Styczynski (veteran V racer for decades) #16 Paul Bastyr. Green Flag drops and #49 Van Camp and Eric Coppock drag race to turn one round followed close by Alan Wong and Steve Lockwood. On lap 2 #49 Van Camp and #92 Coppock are like truck and trailer around the course. #10 Alan Wong drops back to last place #21 Veteran Bill Styczynski finds a hole and slides into 3rd position, with # 187 Steve Lockwood still chasing close. At the end of 12 laps on the podium was #49 Garret Van Camp, #92 Eric Coppock ,and # 21 Bill Styczynski.

The tensions were high in the heat race as the fastest time in Sprint Race by #92 Eric Coppock awarded him the pole position with #49 Garrett Van Camp beside him. Row 2 was #187 Steve Lockwood and #23 Jeff Janus. Row 3 was #70 Chuck Buysse and #16 Paul Bastyr. With the Green, #92



photo by Chauncey Moran

#49 Garrett Van Camp, 1969 Lynx B.

Coppock shoots forward like a sling shot to gain lead to turn one with #49 close behind. During lap 2 #49 regains the lead and #16 Paul Bastyr slips in spaces opening up from traffic congestion into 3rd position.

Leaving #92 Coppock to continue his chase to catch #49 again. Hot action continues in the pack for 4th between #187 STEVE Lockwood and #23 Jeff Janus. In the meantime # 10 Alan Wong is moving through the traffic. This is no easy task as Vee drivers congregate in packs racing amongst their peers for bragging rights. #10 slides into 6th from 21st start. This Heat race being only 8 laps left the standing solid.

Podium finishers #49 Garrett Van Camp, #92 Eric Coppock, #16 Paul Bastyr. Alan Wong was hot to regain standing in the next race.

The feature race brought surprises all around. Special guest race starter honoring our dear life friend's passing Frank Newton, diverse competitive racer, was Kathy Newton, wife and integral part of the VSCDA organization.

Excitement builds and low clouds and dark times forecast certain precipitation.

As sprinkles from the heavens begin filling the voids in the pavement; Rain is striking the racers face shields following the pace car. Some, no doubt, thinking they should have racing slicks. One racer in particular, #10 Alan Wong, rainman, I call him, as I witness dry track speeds at GRATTAN a couple of years back; during a solid down pour with 6ft rooster tails (you had to be there). Read what happen as the race starts. Remember wet track conditions vary with camber and rate of water contact. Indeed rain from the heavens begin as pace lap rounds last turn to the start/finish front straight.

Flying by were #49 Garrett Van Camp and #92 Eric Coppock in front

Followed by #16 Paul Bastyr and #23 Jeff Janus. 3 row was #10 Alan Wong and # 70 Chuck Buysse . During lap 2 #10 demonstrates his driving prowess in the rain gaining the 1st place position, followed by Eric Coppock in 2nd. Garrett

demonstrating the wisdom of decades of experience and weather conditions maintains prudent speed to stay ahead of the pack that has now slowed. Cautious restraint reveals its reward though patient resolve and perseverance. Lap 3 crossing with safe distance #10 Alan Wong, #92 Eric Coppock, #49 Garrett Van Camp, #70 Chuck Buysse, followed close by #23 Jeff Janus. Lap 5 the track reveals diverse wet condition creating less predictable traction conditions. #10 Alan Wong loses traction and drop into 3rd, however still a close threat to regain front runner status with 7 laps remaining. Lap 6 brings vindication to old racing wisdom with #49 Garrett passing #92 Eric Coppock for the lead. Lap 7 does not relinquish the perseverance of #10 Alan Wong who regains 2nd passing #92 Eric Coppock. #49 Garrett Van Camp continues to demonstrate his finesse on old worn Dunlap tires remaining in the lead like a ray of sunshine in his dependable Yellow Lynx. #16 Paul Bastyr, who had been racing # 70

Chuck Buysse drops back to 14th from 5th. On Lap 9, # 10 Alan Wong finds water with gremlins grabbing his tires dropping him back in the pack with only 3 laps to go. #49 Garrett Van Camp and # 92 Eric Coppock remain as truck and trailer close #70 Chuck Buysse seems to be in a solid position when he sees coming quickly in the mirror with each recent lap #116 Andres Serrano driving one of Bill Griffith's cars to a chance at the podium. Race not over yet. Alas, Lap 12 at the checkered are #49 Garrett Van Camp, # 92, Eric Coppock, #70 Chuck Buysse (who recovered from a mishap at Gingerman in early May) for the Podium. Close finishers by sheer determination 4th #116 Andres Serrano, 5th #21 Bill Styczynski.

#49 Lynx driven Garrett Van Camp wins all three races gracefully with help of Crew Chief Maggie Van Camp.

Although Bill Griffith did not win the top spot, he relayed he will keep returning for the joy of racing and the friendly down home camaraderie at Blackhawk Farms. ❧

VINTAGE GRAND PRIX AU GRATTAN XXXV

AUGUST 13-15, 2021

THE
SERPENT



2021 VSCDA Grattan Summer Party Invitation

Come race with VSCDA at the The 35th Au Grattan Vintage Grand Prix. Racing at a track considered one of the finest road courses in the U.S.A., just 25 miles N.E. of Grand Rapids, Michigan. The Picturesque two-miles course with ten challenging turns has often been noted; if you can master racing at Grattan, you can master racing anywhere!

Group 1, the Historic prewar cars will return to Grattan with a full field and exciting races. The Sprite-Midget Race Series as began by Stan Mason, is celebrating their 10th year since its inception and a record number of Spridgets are expected. Two very special and historic Sprites will be joining us from Texas. Steve Coleman will

be bringing his historic prototype Sebring Sprite and his Targo Florio Sprites. These cars have been restored to their exact 1968 specifications and are full of true racing history. For the 2nd year in a row, the Sport2000's will be at Grattan as part of their schedule to give us a great show. Steve Bonk and his growing Trams Am B Sedan series will be back to take on the multidimensional circuit, along with the huge gathering of Formula V's and their usual close, safe, and exciting fast racing action.

After a year off due to the pandemic Grattan will again host the 2nd race of the 3 race Great Lakes Vintage Challenge in conjunction with Waterford Hills Vintage Road Races to be held July 24-25 and

Put In Bay Road Race Race Reunion held September 21-24. For more information about either event go to www.waterfordhills.com and www.pibroaddrace.com respectively. Saturday, will feature a street Sprite car show and parade laps along with Noon time track touring, both on Saturday and Sunday for street cars and race cars.

Join us and see why this is the "Must attend" event of the summer. You simply cannot pass up the value in the amount of track time, challenging wheel-to-wheel racing, coupled with the great paddock friendships and fantastic food. We hope to see you there!



THE MIDWEST SERPENT
GRATTAN RACEWAY
BELDING, MI

RACE SCHEDULE:

GREAT LAKES CHALLENGE
FORMULA VEE
TRANS AM B-SEDAN
SPRIDGET RACE (10TH ANNIVERSARY)
\$2000
JEFF PORASIK/RAYMOND JAMES
ENDURO FOR
DISABLED AMERICAN VETS



Harvest Some Horsepower!

Blackhawktoberfest

Blackhawktoberfest
Oct 16-17, 2021

Blackhawk Farms Raceway, South Beloit IL



Record Keeping!

By Jim Perry

When I started racing in 2010, I had the good fortune of enlisting the guy who is the B part of P and B Motorsports to help in my education. B is Dave Buettner, the now retired president of two technical colleges, one of which named an automotive technology building for him. Dave and I were both educators by profession, somewhat competitors in those professions before our retirement, and really good friends since we learned that car stuff was a common theme about which we did not need to compete.

Because of our professional lives, we both got invited to Road America for a track day sponsored by several of our business associates. I started with my Volvo Amazon (slowest car on the track!) but eventually I

took my freshly restored and really nice '73 Volvo 1800ES. Dave rode with me, afterwards providing a compelling argument that driving this nice car at high speeds at a track that can put race cars on the scrap heap was not the wisest thing to do. I recall very distinctly the admonition, "If you really want to drive like that, get a race car and do it."

Them's challenging words. And I could become ... a race car driver!!

Enter 1 Red, a 1962 Volvo P1800 that was built by one of the finest, Volvo racers, Duane Matejka, raced by him, and then handed off to me after winning five Volvo Historic Series national championships, and as it's said, the rest is history.

Dave's experience with drag racing and his extensive technical knowledge was a godsend as I started on my hockey stick learning curve. Among many oth-

er things, he taught me the importance of a regular protocol for car prep before and during race weekends, and record keeping documenting how the car performed.

Between race weekends we (that's the royal we, meaning "I") put 1 Red onto the lift and the wheels come off. Brake rotors and pad thickness are measured and compared to new components. The U joints are checked for tightness. Upper and lower front A arms are examined for cracks as is the rear suspension. Every other weekend the engine oil is changed as are the differential and transmission fluids. These items are all documented by hand and then entered into a digital maintenance log.

At the track the crew really comes into play. Race Coordinator Joy Perry oversees making sure pre-session items are all completed. She does wheels, tire pressures, fluid checks, as well as lording over the other items on our Track Data Sheets. Race Engineer David Farrington also does wheels, fuel, video, and data

"If you really want to drive like that, get a race car and do it."

acquisition. Anyone else who is there gets a task too. If we have a problem, it's all hands-on deck and everyone's hands get greasy. All of this is recorded.

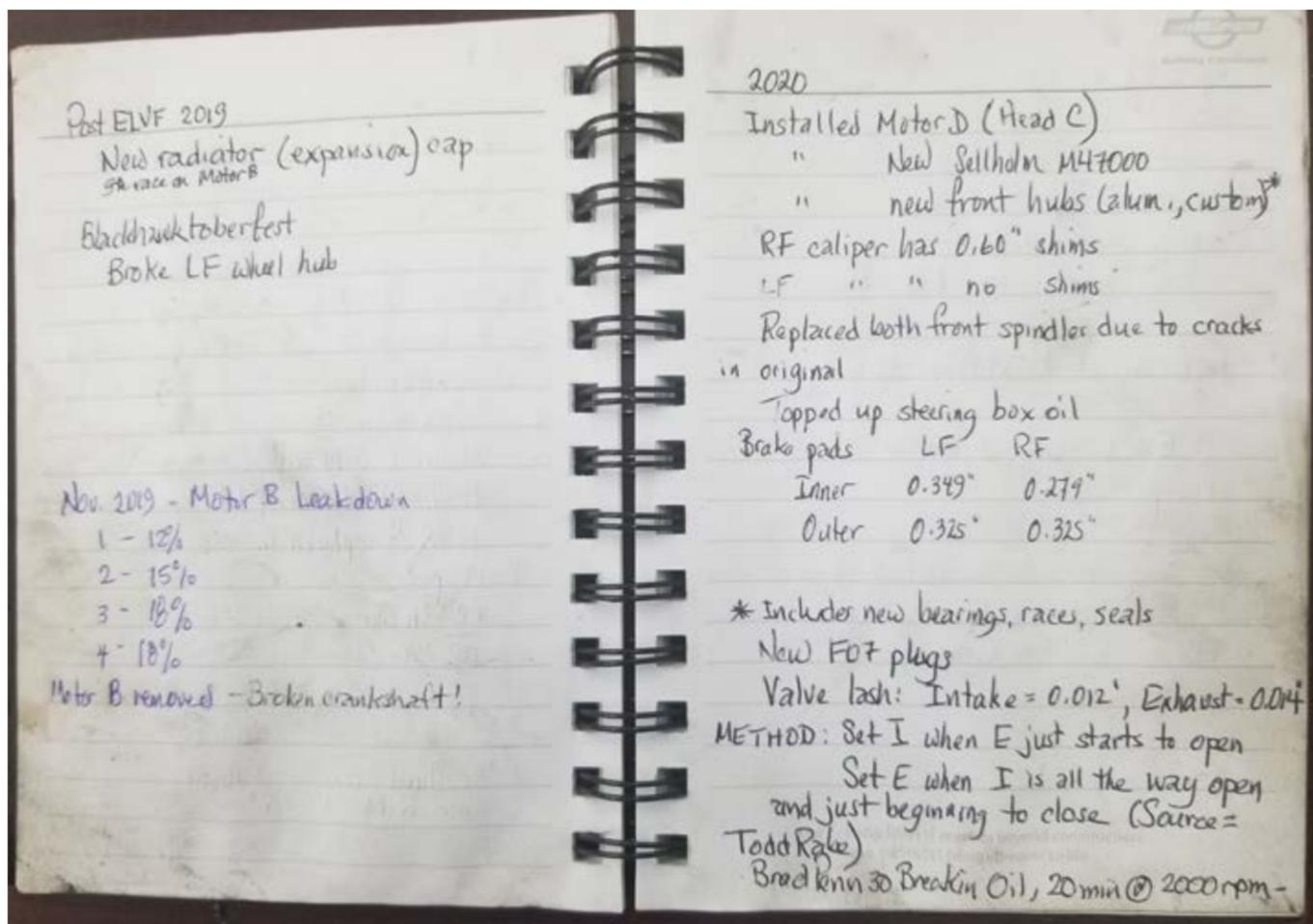
These Track Data Sheets are a record of the session-by-session check of the car, for both safety and performance. The Volvo B20 head was designed for pretty modest compression, only 10:1 in the high output year of 1971. Even with ARP studs replacing stock head bolts, the clamping forces are not sufficient to keep the exhaust gases and coolant (water and Water Wetter) forever. By monitoring and recording the amount of water that gets pushed into the catch bottle, we know when the head gasket is failing and needs replacing.

P and B Motorsports Track Data - VOLVO	
Event/Date:	JWP Reset tach
Location:	SF Windows clean inside and out
Session Title:	SF Windows have cracks/defects?
Motor:	
Head:	
Tires:	Heat cycle #
Diff. ratio:	
Carbs:	Main jets: Idle jets: Emul tubes: Air correctors:
PRE-EVENT PREP	
JWP	Check Wheel/Hub Tightness
JWP	Check tread wear patterns
JWP	Check overall conditions of tires
JWP	Check brake pads (inner and outer)
JWP	Check brake rotors
PRE-SESSION PREP	
JWP	Under hood visual check
JWP	Any visible leaks/puddles?
JWP	Under car visual of hoses/cables and exhaust
JWP	Fire suppression armed
DF	Camera batteries charged
JBP	Torque Wheels Fl-Ins = 74
JBP	Tire Pressures (psi) Front: Rear:
Fluid Levels	
JBP	Fuel # gallons added =
JBP	Check oil level
JBP	Check water level
JBP	Check brake and clutch fluid levels
JBP	Empty catch tanks
Cockpit	
JBP	Prepare belts
JBP	Coolant reservoir filled and iced
JBP	Check Mirrors
JW	Insert cameras
SP	Insert DL3 card
Session Data	
Start Time:	
Air temp:	
Wind and RH	
Track cond.:	Dry? Wet?
Fuel load:	
JWP and JBP POST-SESSION DATA	
Hot tire psi	RF # RR #
	LF # LR #
Hot tire temps	RF LF
EGT max	1 2 3 4
POST-SESSION DEBRIEF and ACTIONS	
Pre-race position:	
End position:	
1	
2	
3	
4	
5	
Video and Data	
DF	Data and video downloaded
JBP	Charge camera battery
JWP - Jim	
JBP - Joy	
DF - David	
SP - Sue	

Revised July '21

Some items are used to make between session changes. Temperature and relative humidity can be used to modify jetting of the Weber DCO carburetors, [hopefully] increasing engine output without turning the motor into a boat anchor.

My memory is really good ... for a few minutes. Our records allow me to go back over years with different motors and different conditions. We use this information. Not everyone in vintage racing does this, but Dave Buettner convinced me long ago that if we wanted to be competitive, we needed to act professionally, even if we are just weekend warriors. Otherwise, running a car is just a track day. Duane was as competitive as they come. I have a tradition to carry on. Now that I'm a race car driver!



There could be a Rush for Neil Peart's cars at Pebble Beach

Andrew Newton

Neil Peart passed away last year, and he will always be remembered as the man behind the drums and the lyrics of Canadian rock trio Rush. Known for the diverse themes of his lyrics and the technical proficiency of his drumming, Peart was often called "The Professor," and he wrote seven books (most-

ly memoirs about his travels). But he was also a car guy. Later in life he moved to Southern California and started building a collection of classics. No, not a single one of them is a red barchetta.

Instead, they're silver because, driving down California's coastal highways Peart noticed, "What other color looks as good in a blue

photo? Not black, not white—silver." Clearly in no rush (sorry), Peart carefully accumulated a group of six silver sports cars (and one black one) over several years, and we have to admit the man had good taste. Dubbed the "Silver Surfers," all will be offered by Gooding & Company at its annual Pebble Beach auction in August.



1963 Split Window Chevrolet Corvette Coupe - Hagerty condition #2 value: \$153,000

Finished in Sebring Silver over red vinyl and powered by the 327/340-hp L76 engine, mated to a four-speed manual, Peart's Split Window Coupe was restored shortly before he bought it in 2011. Split Windows are among the most valuable of the five-year C2 (1963–67) series, thanks to their one-year-only looks, and this one has desirable specs.

1965 Maserati Mistral Spyder - Hagerty condition #2 value: \$651,000

Given the coastal theme of Neil Peart's "Silver Surfer" collection, it makes sense that he would have a Mistral. Maserati built over 950 Mistrals with bodywork designed by Pietro Frua, but just 125 of those were Spyderys. Finished in silver over oxblood leather with Borrani wire wheels, Peart's Mistral was an original U.S. market car and was restored during Peart's ownership.

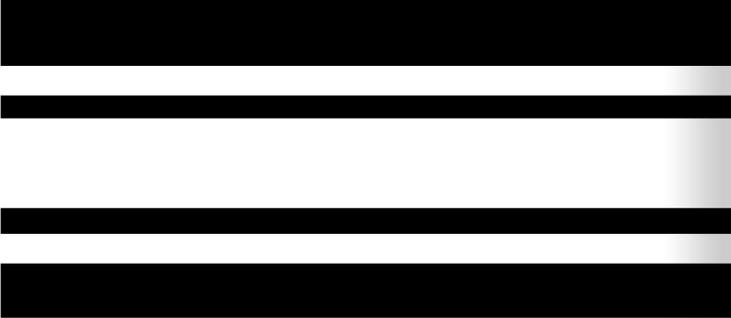
1973 Maserati Ghibli SS Coupe - Hagerty condition #2 value: \$274,000

Not to be confused with the luxury sedan sitting in dealerships today,

the original Ghibli was a proper gran turismo with long, sleek, Giugiaro-styled bodywork and a dry-sump twin-cam V-8 up front. Early cars had a 4.7-liter 310-hp version of the Maserati V-8, but in 1969 the engine grew to 4.9 liters and power bumped accordingly to 335 hp.

While it doesn't have the V-12 cachet of a Ferrari Daytona, an original Ghibli is just as nice to look at and packs nearly as much performance for a significantly lower price. Peart bought this Ghibli in 2013 just after it was imported from Europe. Finished in silver over tan and wearing Campagnolo centerlock alloy wheels, it is one





of only about 425 SS coupes built.

1969 Lamborghini Miura P400 S - Hagerty condition #2 value: \$1,450,000

In Lamborghini's early days, the company focused on building small batches of refined and mature GT cars. The mid-engine Miura changed all that, and Lamborghini has been associated with brash, youthful exotic cars with bullfighting names ever since. Today, Miuras are the most valuable production Lamborghinis of them all.

Pearl's silver-over-black Miura is a P400 S model, which gave the Miura its first batch of major im-

provements in 1969, with vented brake rotors, power windows, optional air conditioning, revised rear suspension, and better tires. Higher lift cams and bigger carbs and manifolds also bumped power from 350 hp to 370 hp.

1964 Jaguar E-Type SI 3.8 Coupe - Hagerty condition #2 value: \$156,000

Finished in silver ("Opalescent Silver," in Jaguar-speak) over red, Pearl's E-Type is the one car out of his collection with significant modifications, but they're all tasteful. The modern Tremec five-speed gearbox, lightweight flywheel, Wilwood disc brakes, and up-graded suspension are all things

that are both hard to see and significantly improve drivability.

1964 Aston Martin DB5 Coupe - Hagerty condition #2 value: \$990,000

Finished in James Bond colors of Silver Birch over black, fitted with the desirable ZF five-speed, and wearing Borrani wire wheels, this DB5 was Pearl's first classic and the car that started him down his "Silver Surfers" theme of collecting. According to Gooding & Company, it was a car he dreamed of owning since he was a kid. "Silver Surfers" for my collection of cars occurred to me while driving the DB5 up and down the Pacific Ocean," Pearl said. "Because it felt



right to me, I guess—the idea that I was just one of the wave riders."

1964 Shelby Cobra 289 - Hagerty condition #2 value: \$1,200,000

This Cobra is the only one of Neil Pearl's cars that isn't silver, and it isn't the most valuable of the group, but he reportedly purchased it in 2015 to serve as the collection's centerpiece. A 289 rack-and-pinion car, CSX2234 was originally

sold new in California finished in red over black with chrome wire wheels. It was restored in the mid-2000s and is currently black over black.

In Memoriam

Bill Dentinger

By Barb Nevoral

Bill was a formidable part of our club. He spent many years as our treasurer, overseeing the paperwork and letting VSCDA know if they needed to improve their report to the IRS. He lived and died VSCDA, enjoying everything they offered. He and Bill Wismer were compadres and offered their advice to the newcomers and always invited all members to meet them at their tent after the end of the day (I think on Saturdays) for a cheese and wine event.

Bill was a very funny guy and always added spice to our drivers meetings, which brought laughter but also told a lesson. Bill was truly a vintage racer; loving his car, his race and all of his friends at the VSCDA. He was a special man that should be remembered not only for what he tirelessly did for the VSCDA, but for his love of the club and its premise. Without the Bill Dentingers, we might have had a slow death. Truly a remarkable man.



By Marv Primack

This past year VSCDA lost a long time member and one of its greatest characters when Bill Dentinger passed away. He was an early member having joined VSCDA in 1982 and was a regular participant in all the club events. More importantly, he became an invaluable member of the Board serving many years as Treasurer and expending a great deal of

time and effort to put the club on a sound financial footing with yearly audited financial reports. We owe him a great debt for that alone. But most importantly he will be remembered by those lucky enough to have known him for his generosity and for his sense of humor. No Annual Dinner, no Board meeting, and certainly no Driver's Meeting was complete without a final comment or a final joke from Bill. His TR-3 could always be identified by the large red triangle (slow moving vehicle) sign on the back. His goal was to remind everyone that what we were doing was meant to be fun and not to take our sport or ourselves too seriously. As part of the Beady Eye Vintage Racing Team there would always be a tent and a table with snacks for anyone who would stop by and mechanical help or advice or just great conversation for anyone in need.

Bill was the epitome of what VSCDA and vintage racing in general should strive to be. He will be greatly missed.



Frank Newton

By Maggie Van Camp



Frank Newton was born in 1944. He grew up on the western side of Michigan. Graduated college as an engineer and worked right up until he passed away. His current job was with Harley Davidson running and developing software for the engines. He met and married his beautiful and resourceful Kathy 42 years ago.

He was a go-getter. During his life he had many hobbies. As Kathy once wrote: "Most of us are involved in racing for more than one reason. We had two reasons: Our wish to share a hobby (previous ones kept us far apart, he racing bicycles, skis and running and me shopping and traveling) and a love of racing!" Frank has been part of VSCDA since the late 1990s. He started racing Formula Vees. He acquired the Formula Ford and then the Formula Continental. At times he would race one car and have to get out and into the next car, that was positioned on the grid, for the following session.

He had raced all the VSCDA races as well as tracks from Mosport, outside of Toronto Canada to Roebing Road Raceway near Savannah, Georgia. Virginia International Raceway near Danville, Virginia to Elkhart Lake Wisconsin and many more in between. As the drivers would say: "He was a great guy to race with. You really never had to worry about his driving. Held his line. Drove competitively but was always a gentlemen".

Frank Newton passed away on May 29th of this year after a brief illness. His passing is our loss. He was a wonderful husband and father. Loved his children, grandchildren and family members. For all of us at

VSCDA he was a teacher, a mentor, a mechanic (when someone's car was down at the track he was there to get them running that race) a person you could come to for a part for your car and a race car driver. He was a dear friend to so many. We will always remember Frank with that wonderful smile on his face and him not wanting to get out of his car after his session. Was he thinking about the racing session, contemplating what needed to be done, or just enjoying the moment?

We will miss you. You may have left us but we have not forgotten you! Till we meet at the next race track!! Signed - The Formula Vee Group!



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