

New Year 2024

The **VINTAGE** *Spirit* TM

VSCDA
VINTAGE SPORTS CAR
DRIVERS ASSOCIATION



The VSCDA
Questionnaire
Touching History
Hagerty Corner
Maggie Bars Update
Drivers Committee

Annual Awards
Ozarks First Impressions
Victory Lane Coverage
Racing For Me
48 Page Issue



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Editor
Chris Bonk

Editor's Note:

Cover Photo: Bill Nesius

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A Message from President Alex Rorke

Stewardship

As members of VSCDA we are stewards for a most remarkable concept: In the heat of automotive competition, we honor camaraderie, trust, and driving skill - not winning - above all else. Somehow we have managed to take our racing experiences together and meld them into human relationships in an environment where all of us play a role in preserving and strengthening our very successful club.

In a different section of this issue of Vintage Spirit the winners of our annual awards are highlighted. Instead of emphasizing who won a race, we acknowledge the people who actively function as stewards for VSCDA and its vintage spirit. Often the awards recognize someone who never asks for credit. For example, during the 2023 Drivers School Mike Pixley's car became inoperable and it looked like he would not have been able to complete the school. Unsolicited, our Dan Hayes offered his car to Mike so Mike could complete the school and have the season he hoped for. I was with Dan several times over that weekend. Not once did he mention bailing out another racer. In so many ways our other award winners have similarly represented the best of the VSCDA. Their generosity personifies the stewardship that makes the VSCDA such a strong club and inspires more acts of camaraderie.

It is important to know that the VSCDA is fiscally strong and has a great calendar for 2024. Among many highlights, Thunder in the Ozarks is developing the national draw we hoped for, the Healey conclave is coming to our Road America event, the Drivers School will bring new racers of all ages into the VSCDA family, and the club will implement a much more refined marketing program. Additionally, GingerMan, Blackhawk and Grattan are set for great racing. But all of the good things we can look forward to in 2024 would not be happening if all of us did not take on the responsibility of being stewards for what the VSCDA means and maintaining the bonds we have built while racing in the Vintage Spirit. That is the foundation upon which our success is built. Stewardship makes the club...and all...of us stronger and healthier.

It will be a pleasure to see you on and off the track in 2024.
-- Alex



Meet Dan Hayes

Dan(right) with crew chief Dick Eisenmann (center) and Racing Other Sharon Frey (left)

VSCDA Event Chair Dan Hayes answers... The VSCDA QUESTIONNAIRE.

Q. How did you get into racing?

A: I roadraced motorcycles for years. It was never a contact sport. If two bikes touched at least one went down. Vintage car racing fulfills the need for speed but utiliz-

es a different set of reflexes. When the motorcycle starts crashing you reach for your hospitalization card. When the race car starts crashing you reach for your Mastercard.

Q. Did you follow racing in your childhood?

A: Shortly after Road America gave up the street course for a purpose built race track our dad starting taking us to the races. Meadowdale was also active at that time.

It was a big thrill to watch Lance Reventlow and Chuch Deigh chase each other thru the esses. I never understood why Deigh seemed to be the better driver and yet was always behind Reventlow.

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

A: Augie Pabst was and still is my hero. He did it all. And he always did it with grace and style.

Q. What is your favorite track? Event?

A: Favorite tracks would have to be Road America, Watkins Glen, and Ozarks International. Favorite event; Chicago Historics Joe Marchetti really knew how to throw a party. The Road America Weather Tech event does a great job of carrying on the tradition. For a club event Blackhawk always leaves you smiling.

Q. What tracks are on your bucket list?

A: COTA and VIR are musts.

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

A: As I was driving my lowly Formula Ford through the paddock at Road America on my way to our

pit Augie Pabst was approaching in his Scarab (my favorite race car ever) . He gave me a big smile and waved as we passed each other.

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

A: Best racing experience was in Jeffress Hailand's FORMULA B Lotus 69. A perfect balance of power and handling.

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

A: A fairly new Indy car on a road course would be nice. Any offers?

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

A: Track accidents? Let me count the ways. Three hundred plus race weekends some bad things are bound to happen. First piece of advice that comes to mind; when things start going wrong ahead of you concentrate on where the out of control cars are going to be.... Not where they are.

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

A: If you want to race.....race. You will make mistakes, some of them will be expensive, build on those experiences and stay on the racing side of the guardrails for as long as your pocket book and your health permits.



Photo: Chauncey Moran

Touching History

by Alex Rorke



How to convey the thrill of seeing four of the most iconic cars in auto racing history sitting right in front of you? How to convey the joy and otherworldliness of seeing three white Chaparrals on a track together looking just as timeless and striking as when they first appeared more than 50 years ago? How to convey the joy Chaparral fans of all ages shared with the Chaparral team at the M1 Concourse in Pontiac, Michigan, the weekend of Oct. 1-3 in 2021?

When I first noticed emails about the M1 Concourse inducting Jim Hall as the inaugural American Speed Festival Master of Motorsports, the event's structure was not clear to me. But the names Jim Hall and Chaparral certainly were. As a kid in the 60s and later in life, Hall and his Chaparrals

inspired me. The remarkable combination of being one step (or maybe two) ahead of the competition, dedication and decency personified Hall's efforts. His innovation of understanding and harnessing net downforce influences the design of today's racing and street cars. When his Chaparrals appeared, net downforce was a bit of an esoteric concept to me, but I understood the wing, certainly built enough Chaparral models and had the Cox slot car (more on that below).

A day or two before the M1 Concourse, Don Hoevel, whose Don Hoevel Racing team brought my racing Lotus Elan to life, told me Bobby Rahal would also be at M1 with two historic cars from his collection, a 1966 Gurney Eagle and a Porsche 962 both magnifi-

cently restored by Don and his colleagues Mike Hartgraves, Dale Anderson, and John Grunewald. While visiting Don's shop I had seen the painstaking work they had put into the Eagle over the last year. Mike and Dale were going to be at the M1 Concourse with Bobby Rahal. Bobby Rahal? Mike and Dale? Chaparrals? This was starting to become extremely compelling. Late Thursday afternoon Mike and Dale, who had already arrived at M1, sent me a picture of the Chaparrals about to be unloaded. Liz (my wife, who made a wedding vow long ago in NYC that we would go to Skip Barber Racing School—little did she or I know what that would lead to decades later) and I discussed what was about to happen at M1 and realized this could be the once in a lifetime moment where your



Photos: Alex Rorke

dreams meet reality...we hoped. Sometime after 7 PM we headed off on the four hour drive to Detroit's suburbs.

Liz and I did not know what we were really getting into when we arrived at M1 Friday morning and took the shuttle bus over to the M1 facility, got our wrist bands, walked less than a block, realized the just completed M1 campus is gorgeous, turned a corner....And there they were, four Chaparrals in a row (white 2C, 2E, 2F and the Indy winning 2K Yellow Submarine), all just as striking as they were when they first appeared. It was breathtaking. The sense of celebration of Hall, his creations and innovation was palpable.

Unlike many other concours events, the set up at M1 and personalities allowed for sharing an extraordinary occasion between all the participants--Chaparral/Jim Hall fans, the Hall family, Hall's support team from the Chaparral Gallery, automotive press and M1 staff. It was an absolute shame that due to the need to avoid potential exposure to Covid, Hall was not there. But his absence made it easier for his family and team to talk about how much Jim Hall--the person--meant to all of them.

They actively reached out to have one-to-one conversations with delighted visitors. Liz and I were fortunate to have several conversations with Elise Hall (whose warmth and insight about "Uncle Jim" added to our understanding of the human being who converted esoteric engineering and driving dreams to reality), Keith Ducet (the Chaparral Gallery's Chaparral Specialist) made clear the joy of sharing Hall's creations with fans. Jim Hall Jr. was everywhere. When driving the 2C on the track,

Fingerprints do not show on Chaparral white paint. But I know mine were there.

Chaparral's Jim Edwards had a grin that was, yes, as wide as Texas. M1 Concourse CEO Tim McGrane told me he had to stop and stare in awe when he first saw the Chaparrals on the track.

As all varieties of participants swapped stories in the paddock, the references to owning the above mentioned Cox Chaparral 2C slot car was constant. One member of the automotive press brought his 2C slot car and took a picture of it

on the hood of the real thing. Why so much attention paid to a slot car, or the real car? Why so much emotion from so many from seeing the Chaparrals on the track? I think the emotional bond is a product of the Sixties' explosive creativity. In music, everything was changing, personified by the Beatles. In racing, everything was changing, personified by the latest Chaparral. Having the slot car was like having the latest Beatles LP. For a while, each year brought a fresh and exciting album and a Chaparral that changed the world.

With my VSCDA hat on I have often talked about our sport as being the celebration of spectacular creations, the fusion of competition and camaraderie. That is what all of us aspire to experience at our vintage events. The magic brought by Jim Hall and the Chaparrals to the M1 Concourse is what all of us experience during those perfect dicing moments or when helping repair someone's racing car in time for the next session. When the Chaparrals at M1 exited the track to return to the paddock, it was only natural to help push the 2F and touch history. Fingerprints do not show on Chaparral white paint. But I know mine were there.



THUNDER IN THE OZARKS



Ozark's First Impressions

by Chris Bonk

That track is something else. I'm tellin' ya! Fast AF! It puts the "Go" in "Gonads" because if you have the stones to keep your foot in it, it pays big dividends in reduced lap times. You know how if you can go flat through The Kink at Road America you can catch people at Canada Corner? Well this track has at least four places like that. Elevation changes? It makes Grattan look like Blackhawk. One section is being dubbed by Erik Wood as Redneck Eau Rouge. A fast left downhill curve followed by a fast sweeping right-hander uphill which is followed by a brake zone that is

a potential passing zone. Plenty of places on the track can make you nervous, but over the course of the weekend I dropped my lap times 49 seconds as I became more comfortable with the track (well, it was wet in the beginning too). The "roller coaster" is crazy too. Flat-out up and down section in top gear where your car gets light and then compresses. The last corner is a hairpin which leads onto the front straight (if you can call it a "straight". It's a flat out curve that leads back to the Start/Finish line that is banked) which lends itself to multi car/multi line drag races

back around to Turn 1 (see pic).

The garage! OMG! If the track itself isn't enough, the garage tips it in. Talk about the Vintage Spirit? You have two hundred yards of cars lined up under one big roof with many of the "bays" doubled up with cars and there is plenty of room to spare. Everybody is working on cars and helping each other. The price for the bay is reasonable and if the weather isn't favorable it's really nice to have a covered space and a nice flat concrete floor to work on. This was my first "garage experience" and I'm spoiled now after being



in the grass or gravel my whole racing career. And in the evening when it got a little chilly, we closed all the doors and popped the top on a beer or opened a bottle of wine and it became a cozy little pub/car crawl. Wine, cheese, beer, Flat Screen TVs with Go-Pro footage from the day...what more you could you ask for? Oh yeah, we did ChipChat live from there as well.

The weather was 10 degrees chillier (and wetter) than average for October, but the garage made it so much better. I live in the Chicago suburbs so it was basically an 8 hour tow. I know the tow is long for a large portion of the membership based close to Chicago, Indianapolis, Grand Rapids or Milwaukee, but I for one think it's totally worth the haul. The combination of the track, the garage and the potential for warm weather (without sweat-

ing) in October make this an attractive event for me.

There were a few small things that still need to be ironed out, in my opinion, such as coming to the False Grid it was initially hard to know who was working the grid and where we should go. Also, there is a weird choke point where cars coming off the track are basically running into cars coming to the grid. Someone should get the workers whistles so we know who is whom and how much time before going out; because it didn't seem like half the time anybody was signalling how long before the session started.

Food was delicious both nights. Both nights were BBQ (which I like), but some people did mention it would have been nice to have something different each night. Perhaps a Taco Bar from a local

establishment or a maybe a Pizza Night. Who doesn't like pizza? But that's getting picky.

Sharon Frey, Dan Hayes and Scott Hyatt did an amazing job as race chairs as did Stacey Donato and her staff.

I met plenty of new people from Kansas, Colorado, Texas and Missouri, but I also hope that familiar faces from the VSCDA come and check it out. I can't see how anybody wouldn't love the track and the facility in general. And that's the key right? We want more people to join us playing with our toys. The best way to achieve that is through word-of-mouth.

In the words of Aaaahold..."I'll be back."



VSCDA Spring Brake and Drivers School

Gingerman Raceway, Michigan

May 4-7, 2023

– story and photos by Chauncey Moran



#84 Brian Styczynski, 1970 Lynx B; #56 Bob Shedd, 1968
Zink Z-4; #63 Doug Obermeyer, 1969 Lynx; #70 Chuck
Buysse, 1967 Kellison; #66 Jack Heideman, 1968 Zink C-4;
#7 John Kennelly, 1969 Lynx B; #10 Alan Wong, 1969 Lynx B





#3 Steve Myers, 1990 Reynard 90-SF; 41 R. Scott Durbin, 1990 Van Diemen RF-90; #7 Tom Pixley, 1978 Wheeler Super Vee

Following two days of the drivers school, VSCDA's members took to the track at Gingerman Raceway for the annual Spring Brake. The drivers school participants gave their best effort on Friday, with all of the instructors and the Chief Steward challenging them to improve attitudes as well as actions regarding safety, to increase their confidence, and to polish their driving prowess in preparation for engaging their fellow vintage racers over the coming weekend in an adrenaline-filled, yet safe, racing experience. Saturday would reveal the newcomers' level of confidence when joined by the seasoned veteran drivers.

Saturday morning's included warm-up for all groups and then practice, followed by qualifications after lunch. Attending the track worker meeting is always an enlightening experience: procedures are reviewed, specifically radio procedures to tower control. Following the track personnel meeting came the drivers meeting, which is required of all participants in the next two days of races.

The first warm-up and practice sessions were somewhat tenuous on account of light sprinkling leading to damp conditions in certain areas of the track. A few folks

opted for rain tires as the wind and front intensity increased. A positive influence on the proceedings were the break for the parade lap, permitting visitors to take to the track. The hour off for racers assisted in drying of some visibly wet areas on the asphalt, particularly the negative camber corners.

The winners of Saturday afternoon's sprint races:

Race A: 1. #84 Brian Styczynski, 1970 Lynx B; 2. #66 Jack Heideman 1968 Zink C-4; 3. #58 David Satterley, 1969 LYNX B.

Race B/C: 1. #50 Mike Besic, 1969 Alfa Romeo; 2. #69 Greg Herr, 1972 Porsche 914; 3. #41 Victor Avigliano, 1978 Porsche 924.

(Victor's a novice racer who finished on the podium in his first official VSCDA race.)

Race D: 1. #3 Steve Myers, 1990 Reynard FC; 2. #41 R. Scott Durbin, Van Diemen; 3. #80 Trevor Williams, 1990 Reynard FC.

Race E: 1. #25 Ron Soave, 1968 Austin Healey Sprite; 2. #34 John Salisbury green 1962 Austin Healey Sprite; #3 #71 Doug Bruce, 1959 Austin Healey Sprite.

A long day. It's time for bonding and a barbecue dinner. Sunday's forecast: early rain. Sure enough, Sunday morning arrived with rain, low clouds and poor visibility. Unless lightning is present, however, the racing proceeds, with cautionary

notes delivered at an additional drivers meeting emphasizing how to execute proper maneuvers during and after the rain.

The results for Sunday's Sprint races. Rain was falling during the first group, improved slightly for the second, but then deteriorated again with visibility continuing to be a challenge. Despite the challenging weather, no major incidents were reported:

Race A: 1. Brian Styczynski; 2. David Satterley; 3. #10 Alan Wong, 1969 Lynx B.

Race B/C: 1. Mike Besic; 2. #82 Jeff Fisher, 1964 Lotus 26R; 3. #18 Gavin Griffith, Mazda Miata.

Race D: 1. R. Scott Durbin; 2. Trevor Williams; 3. Steve Meyers.

Race E: 1. #95 Tony Drews, 1963 Triumph TR-4; 2. #58 Tim Parvin, 1972 BMW 2002; 3. Doug Bruce.

The next two hours were declared mandatory quiet time around the track: a time to bond, repair, relax, prepare for the upcoming Feature races. During that time, the wind pushed out the rain clouds and the sun came out, creating fresh air



#7 Mike Fisher, 1960 Austin Healey 3000 Mk 1; #71 Doug Bruce, 1959 Austin Healey Bugeye Sprite

and a dry track. After many racers opted out of the morning's Sprint races because of the weather, the final afternoon of 2023's Spring Brake saw increased participation thanks to the sunshine and cool breezes.

A total of 19 Fees took the grid for the **RACE A** feature race. David Satterley and Brian Styczynski sat on the front row, with Alan Wong and Jack Heideman on Row 2. Dry pavement ensured radically faster times, with all 19 racers together at the start as they headed into Turn 2. Styczynski dropped back to seventh on the first lap, which was led by Satterley, followed by Heideman and #92 Eric Coppock, 1969 Lynx B, with Wong dropping to fourth. For the next nine laps, that Top 4 stayed closer together than rush hour traffic. It was game on come Lap 11, with Coppock and the drafting Wong passing Heideman, who then slipped into fifth behind #7 John

Kennelly, 1969 Lynx B, on Lap 12 and dropped out on Lap 13. Satterley held the lead until Lap 15 when Coppock, sensing his last opportunity to pass, did so on the straight between Turns 10 and 11, and went on to take the checkered flag by .431 seconds, with Satterley in second, Wong in third, and Kennelly in fourth. The lap times were 30 seconds faster in the dry conditions.

RACE B/C also saw a solid grid with 23 starters. Jeff Fisher sat on the pole, with Mike Besic in Row 1. In Row 2 was #117 Steve Montgomery, 1972 Mallock 11B; alongside Gavin Griffith. Greg Herr started in Row 3 with #63 Gary Wunder, 1969 Camaro. The group thundered around the 2.2-mile circuit, the racers finally getting to run with dry pavement at competition speeds. Besic was out of the running early, with Fisher grabbing the lead ahead of Montgomery, followed by Herr and Wunder. Montgomery assumed the lead on Lap 2 and continued to hold it while Herr moved up to second. It was on Lap 5 the Victor Avigliano, the Drivers School student, moved into the Top 3. Also having an excellent race was #16 Bill DeBoer, 1973 Corvette, who started 22nd but had moved all the way up to fourth by Lap 6, and who proceeded to pass Avigliano on Lap 7. Herr started to fade on Lap 9, being passed by DeBoer for second, and then passed again by Avigliano for third on Lap 10. DeBoer took the lead from Montgomery on Lap 11, and Avigliano then maneuvered around Montgomery on Lap 13. He then outflanked DeBoer on Lap 14 to take the lead. Montgomery and DeBoer swapped positions twice more before the checkered flag flew with Montgomery settling for third and DeBoer second behind the newcomer Avigliano, who finished first overall and earned my vote for the most improved racer from the Drivers School.

Warm sunshine definitely improved the racing atmosphere in **RACE D**. Steve Myers was on the pole with R. Scott Durbin beside him in Row 1. Behind them in Row 2 were #12 Tim Holland, 1967 Lotus 41B,



#15 Alan Handley, 1987 Swift S2000; #14 Jim Shanel, 1989 Lola T-89/90

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#95 Tony Drews, 1963 Triumph TR-4; #7 Mike Fisher, 1960 Austin Healey 3000 Mk 1; #78 Jim Donato, 1964 Austin Healey Sprite

and #84 Terri Schulke, 1967 Lotus S1. Row 3 consisted of #87 David Satterley, 1982 PRS 82F, and #1 Maxwell Whitaker, 1984 Tiga S2000. A clean start with full sun overhead as they thundered down the track in close formation around Turns 1 and 2, wheel-to-wheel in their final race. Myers and Durbin were out front, with Whitaker moving to third on Lap 1 and #35 Ron Smit, 1971 Royale RP-9 FSV, moving up the grid to take over fourth. Mark Coombs, 1989 Lola T-89/90, then assumed the fourth spot on Lap 3. Standings held steady through Lap 7, but then Whitaker retired on Lap, moving Coombs into third and Holland into fourth. The Top 4 held steady for the rest of the race, with Meyers lighting up the track from start to finish for the top position on the podium. Durbin came in second ahead of the veteran S2 racer Coombs, and Holland came in fourth.

RACE E wound up starting with a smallish grid, due to many of the potential racers in the day's final event having packed up mid-day. Even so, those remaining still put on an excellent race, with an most enthusiastic group leading the pack. Tony Drews sat on the pole with #144 Alexander Schlesinger, 1977 Triumph TR-7, also in Row 1. #78 Jim Donato, 1964 Austin Healey Sprite, started in Row 2 beside #21 Thomas Wilcox, 1966 MG Midget.

Drews and Donato jumped out front at the start, and sliding into third was #151 Bob Kansa, 1960 Austin Healey Sebring Sprite (complete with a front clip special



#98 Daniel Hayes, 1967 Lotus; #97 Sharon Frey, 1970 Caldwell

design for international racing which was very cool), while Schlesinger ran in fourth. The front-runners almost seemed hooked to one-another like rail cars on Lap 2. Schlesinger then outmaneuvered Kansa to take over third on Lap 3, and Kansa then dropped further back as he was passed for fourth on Lap by #44 Pete Passion, 1973 Triumph Spitfire. Passion then displaced Schlesinger from the third spot on Lap 7. Deciding the boys were having too much fun, #757 Gabrielle Lynch, 1961 Austin Healey Sprite, staked her claim on a top finish by passing Schlesinger to take over fourth. From that point onward, Donato achieved his weekend goal of playing "catch me if you can," leading Drews for the final seven laps to claim the checkered flag. Drews settled for second, with Passion third and Lynch finishing in 4th.

Shouts to all of those who worked to create a family atmosphere of racing camaraderie regardless of the weather. See you again soon in the lens, in the paddock, or on the track. Wave to the camera as you pass.



#84 Terri Schulke, 1967 Lotus 51; #88 Stephen Maslen, 1967 Lotus 51A

ENTRANTS LIST

RACE A

DRIVER/CAR

R. Blaney/1964 Formcar
C. Buysse/1967 Kellison
J. Buysse/1969 Lynx
C. Clinger/1972 Schnepf XL
E. Coppock/1969 Lynx B
R. Del Rosario/1974 Zink C-4
G. Dennehy/1968 Lynx B
W. Gill/1968 Zink
J. Heideman/1968 Zink C-4
J. Kennelly/1969 Lynx B
M. Kitzmiller/1969 Lynx B
G. Lange/1972 Lynx B
A. Maranto/1960 Lotus 18
C. Marcacci/1969 Lynx
D. Obermeyer/1969 Lynx
D. Satterley/1969 Lynx B
J. Scott/1971 Lynx
B. Shedd/1968 Zink Z-4
B. Styczynski/1970 Lynx B
J. Todd/1969 Lynx B
G. Van Camp/1969 Lynx B
A. Wong/1969 Lynx B



#12 Tim Holland,
1967 Lotus 41B

RACE B

DRIVER/CAR

J. Albright/1979 Porsche 924
V. Avigliano/1978 Porsche 924
W. DeBoer/1973 Corvette



#29 David Denison, 1969 Datsun 510; #122 Jeff Hailand, 1971 Lotus Elan S-4; #180 Michael Noble, 1972 Alfa Romeo Veloce Spider; #63 Gary Wunder, 1969 Camaro; #141 Tom Miller, 1989 BMW 325i

B. Dredge/1965 Ford Falcon
G. Griffith/1993 Mazda Miata
J. Heideman/1992 Mazda Miata
J. Jennens/1984 Porsche 944
G. Taft/1977 Toyota Corolla
T. Walega/1966 Ford Mustang
G. Wunder/1969 Camaro

RACE C

DRIVER/CAR

S. Albers/1971 Datsun 280Z
M. Besic/1969 Alfa Romeo Duette
D. Bliese/1970 Datsun 510
K. Corrigan/1973 Alfa Romeo GTV
S. Cummings/1967 Alfa Romeo GTA
D. Denison/1969 Datsun 510
D. Dietzler/1974 Alfa Romeo GTV 2000
J. Fisher/1964 Lotus 26R

J. Hailand/1971 Lotus Elan S-4
G. Herr/1972 Porsche 914
I. Keeler/1969 Datsun 510
J. Kjoller/1971 Porsche 914
L. Lunda/1987 Porsche 924
K. Maehling/1971 Porsche 911E
P. Maehling/1975 BMW 2002
G. Michele/1971 Alfa Romeo GTV



#29 Don Carone,
1969 Brabham FB

P. Mika/1970 Lotus Europa
T. Miller/1989 BMW 325i
S. Montgomery/1972 Mallock 11B
M. Noble/1972 Alfa Romeo Veloce Spider
M. Noordeloos/1967 Alfa Romeo GTA
S. Paoletti/1970 Porsche 914-6
T. Parvin/1972 BMW 2002
F. Pasta/1967 Alfa Romeo GTV 2000
A. Rorke/1965 Lotus Elan
A. Schlesinger/1977 Triumph TR-7
C. Van Sant/1971 Alfa Romeo GT Jr.

RACE D

DRIVER/CAR

G. Barrows/1979 Crossle 79FF
J. Boxhorn/2000 Carbir CS2
R. Brooks/1966 Lotus 31
D. Carone/1969 Brabham FB
M. Coombs/1989 Lola T-89/90
S. Cox/1969 Autodynamics D-10 FSV
R.S. Durbin/1990 Van Diemen RF-90
C. Easterling/1988 Reynard FC
S. Frey/1970 Caldwell FF
A. Handley/1987 Swift S2000
B. Harrington/1986 Reynard FC
D. Hayes/1967 Lotus FF



#95 Kevin Corrigan,
1973 Alfa Romeo GTV

T. Holland/1967 Lotus 41B
D. Maier/1969 Lotus 51
K. Marquardt/1986 Swift DB-2

S. Maslen/1967 Lotus 51A
R. Maurer/1974 Lola T-322
S. Myers/1990 Reynard 90-SF
M. Pixley/1996 Van Diemen RF-96
T. Pixley/1978 Wheeler Super Vee
D. Satterley/1982 PRS 82F
T. Schulke/1967 Lotus 51
J. Shanel/1989 Lola T-89/90
J. Sime/1972 Lola T-342
R. Smit/1971 Royals RP-9
T. Stein/1997 Van Diemen RF-97
M. Whitaker/1984 Tiga S2000
T. Williams/1990 Reynard FC
A. Wirtz/1969 Winkelmann

RACE E

DRIVER/CAR

D. Anderson/1963 Sunbeam Alpine
M. Atkins/1969 Austin Healey Sprite
S. Brown/1951 Morgan +4
D. Bruce/1959 Austin Healey Bugeye Sprite
T. Cole/1967 Austin Healey Sprite
J. Donato/1964 Austin Healey Sprite
J. Donato/1967 NSU 1200 TTS
T. Drews/1963 Triumph TR-4



#757 Gabrielle Lynch,
1961 Austin Healey Sprite

D. Fisher/1972 Lotus Super 7
M. Fisher/1960 Austin Healey 3000 Mk 1

R. Fisk/1960 Austin Healey Sprite
R. Gurolnick/1960 Porsche 356
J. Hall/1972 MG Midget
D. Hullinger/1976 MGB
R. Kansa/1960 AH Sebring Sprite
D. Kessinger/1970 MG Midget
G. Lynch/1961 Austin Healey Sprite
M. Maehling/1972 MG Midget
S. Mason/1960 Austin Healey Sprite
R. Michalek/1961 AH Bugeye Sprite
R. Murphy/1961 Triumph TR-4
P. Passon/1973 Triumph Spitfire
D. Rudd/1964 Austin Healey Sprite
J. Salisbury/1962 Austin Healey Sprite
R. Soave/1968 Austin Healey Sprite
R. Stadther/1963 Elva Courier
P. Taft/1968 Ocelot
G. Thompson/1963 Triumph TR-4
T. Wilcox/1966 MG Midget
K. Wittenauer/1968 Unipower GT

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Gingerman 2023 Drivers School

—story and photos
by Chauncey Moran

Nearly 40 committed individuals registered for the VSCDA Drivers School, which boasts one-on-one experienced veteran driver instructors provided for each student. At the helm as was noted racer Charlie Hall as Chief Instructor. Instructors included Jim Donato, John Kennelly, and Bob Maurer leading the students in class and on track.

VSCDA Chief Steward and long-time racer/ builder Bob Shed served as co-instructors in class.

The beginning was specifically geared to emphasize safety and communication from the track via flags and hand signals, and pointing out how different tracks and organizations will have slightly different meanings, display flags differently or expect different responses from drivers.

The staff focused on specific techniques that will created the greatest return for a successful vintage. Drivers need to understand their passion for racing and

exercise fundamentals, particularly in regards to safety procedures, in order to meld the driving prowess and match it to get the best out your car. It's important for drivers to remember they're not in control of the other racers. They are, however, the influencer of behavior through three basic control apparatuses: the steering wheel, the brakes, and the throttle. Being on track is real estate management. Since you have paid to utilize the whole track for the event, the most satisfying outcome is to be on the track for the shortest distance, revealing the quickest lap time for each completed lap.

Students were encouraged to ride the so-called "station wagon" with fellow students and instructors around the track so as to learn the ideal line, each change of direction, exiting and entering each corner and handling the straights. Anyone wishing to walk the track was encouraged to do so. Emphasis was placed on track-in, apex, and track-out.

Walking the track can be an effective method to expose actual drivers to track

conditions that may be encountered during racing events. It also provides landmark targets for referencing in approaching corners while in the race car.

The first laps on course were done in a conga line, with no passing and with instructors in between 2-3 drivers. In the second session, instructors mixed in the groups with like racers – open wheel, small block and large block – passing allowed in straights only. The third session was staged with emergency vehicles and assortment of flagging incidents to assimilate real life track conditions.

The final session was a race that must be completed to receive your VSCDA drivers

Certificate for the drivers school. This session was great fun without serious incident, although a slight sprinkling session dampened the track. At the end of each session, each group and their instructors assembled for a debriefing, which was instructive in critiquing the drivers response. It was obvious to observe the improvements of drivers after each session. After the last session, the race for each group, the Chief

Steward, Chief Steward, Grid Marshall, Chief of Track workers, and instructors met to discuss each student from evaluation sheet from individual instructor to determine

if any objection why this individual should not receive a diploma of completion. There were two individuals who's initial racers broke down and were unable to address the mechanical issues in time for completing their required sessions, however were able to have specific individuals award this two with racers to complete the student requirements for their diplomas.



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#32 Clay Carpenter, 1973 Corvette

VSCDA Blackhawk Vintage Classic Blackhawk Farms, Illinois

June 16-18, 2023

– story by Alex Rorke

– photos by Bill Nesius

VSCDA's 2023 Vintage Classic XXXI at Blackhawk Farms once again brought all the racing excitement and camaraderie the event has become known for, with a few extra twists led by new event Chairs Marc Frost and Tom Wilcox.

Although Blackhawk, based in Beloit, Illinois, is often described as a regional track, this year's event drew almost 150 cars, with representation from outside the Midwest, including Maryland, Delaware, Texas, Florida, Colorado and Arizona. It was a great turn-out, loaded with so many old friends and a surprising number of new friends. New Chairs, Messrs. Frost and Wilcox faced the challenge of stepping into the long running Jeff Porasik/Ron Suave team that had co-chaired the event for ages. Besides taking the time to individually greet racers as they arrived Thursday evening, the new chairs arranged for perfect weather.

Below is a summary of the races. Among the highlights involving new racers and stalwarts, VSCDA stalwarts Jeff Jagusch and Erik Wood traded leadership in Group 8, with Jagusch winning the B Heat Race and Wood winning the feature race. Newbie Victor Avigliano, who completed VSCDA's drivers school in May, finished just behind the Group 6 feature race winner, James Avig. More details on individual races follow.

Who knows if Marc Frost and Tom Wilcox will continue in their roles for as long as the Glimmer Twins (frequent reference to the performing longevity of Mick Jagger and Keith Richards) pair of Porasik and Rolling Stones acolyte Soave, but Frost and Wilcox's first Blackhawk was a Father's Day weekend big hit.



#9 Erik Wood, 1966 Alfa Romeo GTV



#27 Erik Jacobsen, 1959 Austin Healey Sprite

2023 Sprite Midget Race Series

We are group of likeminded Vintage Sprite and Midget Racers that share the same passion. Our goal is to have fun as a group including crew and family that enjoy each other's company on and off the track. We have the largest consistent Spridget numbers for safe wheel to wheel racing in the U.S. (averaging 15 Spridgets per race with 47 Spridgets at our 60th Sprite reunion) over the past 12 years.

We support each other mechanically and emotionally during a vintage racing weekend by paddocking together with a lunch consisting of the most important sports car food group – bratwursts – in honor of racing heritage and Elkhart Lake, Wisconsin. After the races on Friday and Saturday evenings, we toast to our racing heroes, and the Queen/King Of England as part of our fun, from a portable British Pub simulating the Cape of Good Hope Public House in Warwick, England, where Geoff and Donald Healey shared a pint of ale after work.

Our 2023 Race Series is the best 2-of-4 races (Gingerman Raceway, Blackhawk Farms, Waterford Hills, Grattan Raceway) which automatically qualifies you for awards at end of season. You need to enter a minimum of two races for the end-of-season awards at Grattan, Michigan. Our points are based on points for finishing position and durability sessions in the vintage spirit. We have an exclusive Spridget Race, which is included as one of the point races. These points are accumulated and awarded at our final series race.



#101 David Lee, 1959 Austin Healey Sprite

We have other details on our rules and regulations if you are interested. Contact Stan Mason, StanBMason@aol.com. Additional details are available from the VSCDA website: vscda.org/events/sprite-midget-series.

– Stan Mason

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Special Interest Feature Groups

The previous article from Stan Mason is a great example of a single club Special Interest Feature Group. There are similar groups operating in most Vintage Motor Council member clubs who organize feature at all their club's vintage racing weekends. It is one of the most successful and enthusiastic and active leadership.

There are similar Special Interest feature groups operating only in their member clubs, but also with multi event regional and national clubs. Some examples are: Indy Car Registry, USRRC Tribute, Formula 5000 Registry and Drivers Association, Formula Vee, Crossfire Cup, Friends of Triumph, Formula Junior Historic North America, Formula B Continental Series, Monoposto Series, Emerald Cup, Del Monte Trophy Group, Ragtime Racers and MG Vintage Racers.

Special Interest feature groups have been a positive addition to the vintage racing scene. The best ones provide advance promotion, at event enthusiasm, group focus on an important part of racing history, preparation guidelines, camaraderie, mutual at event support and very important group driver's meetings.

– Dan Davis



#12 Jeff Jagusch,
1970 Datsun 240Z

ENTRANTS LIST

GROUP 1

DRIVER/CAR

S. Brown/1951 Morgan +4
J. Diciurcio/1954 MG TF
S. Fohrman/1946 MG TC
M. Ford/1952 MG TD
D. Holloway/1951 MG TD
W. Lane/1947 MG TC
D. Leonard/1953 MG TD
E. McCord/1952 MG TD
P. Morse/1953 MG TD
L. Neidell/1933 Plymouth Speedster
P. Norton/1935 Chevy Sprint Car
M. Primack/1949 Lester MG

W. Putnam/1951 MG TD
A. Reed/1932 MG C Type
A. Reed/1952 MG TF KT Special
R. Ritholz/1953 Morgan +4
E. Russ/1953 MG TD C Mark II
S. Silverberg/1929 Ford Model A
T. Stevenson/1952 MG TD



#17 Avery Reed,
1932 MG C-Type

B. Tank/1950 MG TD
J. Ullrich/1933 Buick Indy Roadster
D. Watts/1923 Amilcar CC Special
R. Weinstein/1955 MG TF 1500
GROUP 2
DRIVER/CAR
B. Alexander/1966 Triumph TR-4 Ambro



#35 Patrick Norton,
1935 Chevy Sprint Car

M. Alexander/1962 Triumph TR-4
S. Alexander/1962 Triumph TR-4
D. Amys/1963 Triumph Spitpower
M. Atkins/1969 Austin Healey Sprite
J. Basnik/1965 Austin Healey Sprite
J. Buckley/1967 Austin Healey Sprite
A. Burriss/1962 Austin Healey Sprite
N. Burriss/1959 Austin Healey Sprite
T. Cole/1967 Austin Healey Sprite
S. Coleman/1972 MG Midget
T. Detwiler/1969 Volvo P1800
D. Dickey/1963 MGB
T. Drews/1963 Triumph TR-4
R. Fisk/1960 Austin Healey Sprite
S. Fohrman/1964 MGB

V. Frazzell/1968 VW Beetle
J. Freers/1969 Austin Healey Sprite
M. Goetzinger/1961 Porsche Roadster
L. Goto/1963 Volvo 91800
M. Hoepfer/1960 Elva Courier
R. Hoepfer/1960 Elva Courier
D. Hullinger/1976 MGB
E. Jacobsen/1959 Austin Healey Sprite
D. Kelly/1961 Austin Healey Sprite



#51 Debbie Maier,
1969 Lotus 51

R. Lane/1965 Lotus Super 7
D. Lee/1959 Austin Healey Sprite
B. Lynch/1961 AH Bugeye Sprite
G. Lynch/1961 Austin Healey Sprite
T. McGinley/1960 Austin Healey Sprite

How to Late Apex Your First Event as Event Chair

Think being a newbie to vintage racing can be daunting? Try being a rookie vintage race co-chair, like Tom Wilcox and Marc Frost at the 2023 VSCDA Blackhawk Classic. It may be scary as going into that first turn at a new track, but it can also be just as much fun. Like racing, being a chair of a vintage sports car race requires research, preparation, a plan of attack, and attention to details.

"There is a tremendous amount of work that goes on behind the scenes that the average racer is unaware of," says Tom. "It is like dating the prom queen- there are equal parts of fear, trepidation, and unbridled excitement."

Tom and Marc had their baptism by tire (pun intended) as co-chairs at the VSCDA Blackhawk Classic June 16-18, 2023. Here are some words of wisdom from them after going through the event chair equivalent of driver's school:

First, be willing to step up. "I've raced with the VSCDA for 25 years, and I felt it was time to pay back the club for all the fun I've had over the years," says Marc. Tom added, "I would encourage anyone who involved in racing to get involved behind the scenes of putting on a race weekend." Next, solicit the advice of those who have chaired any vintage race. Every event may have its nuances, but you are basically putting on a party for several hundred people and their cars.

Next, promote your event. Target placing schedules where racers look to plan their race season, like Victory Lane. Post it up in social media. Look for new enthusiasts to race with you down the road. Invite classic car clubs to congregate at your race. Set up a display at your local Cars and Coffee events, and



#237 David Watts, 1923 Amilcar CC Special

talk up how much fun vintage racing can be. Involve a local charity as a beneficiary to help cross promote your event.

Put a human face on your event- yours! "Introduce yourself to each driver as they come through by working at registration," says Marc. Attend the worker's meeting to show you value the work they do, and ask for feedback. Consider filling a worker spot if needed. Frost worked the grid all three days of Blackhawk, and it created a bond with the track workers as well as the drivers.

Finally, look to make the next year's race weekend even better. Do a post race survey to see what drivers liked and didn't like, and use that to improve your event. Take notes and keep detailed records. You'll likely be doing this again next year, so why reinvent the wheel? By keeping track of financial and operational details, your next year's event will come off as smooth as your apex of your favorite turn.

— Marc Frost



#62 Alex Rorke,
1965 Lotus Elan

R. Michalek/1961 AH Bugeye Sprite
T. Parvin/1972 BMW 2002
J. Perry/1962 Volvo P1800
C. Rydberg/1962 Lotus Super 7
J. Salisbury/1962 Austin Healey Sprite
R. Soave/1968 Austin Healey Sprite
D. Swope/1972 MG Midget
A. Thom/1965 Alfa Romeo Giulia Ti
G. Thompson/1963 Triumph TR-4
T. Wilcox/1966 MG Midget
D. Wittenauer/1964 Morris Mini Cooper
J. Wittenauer/1964 Morris Mini Cooper
K. Wittenauer/1968 Unipower GT Comp

GROUP 3

DRIVER/CAR

B. Heuer/1958 Jabro Mk 1
K. Marquardt/1972 Mallock Mk 11B
R. Maurer/1963 Elva Mk 7
S. Montgomery/1972 Mallock Mk 11B

GROUP 4

DRIVER/CAR

M. Bagby/1970 Lola T-200
P. Bastyr/1969 McNamara Sebring Mk 1
R. Blanchard/1979 Crosslé 35F
R. Blaney/1964 Formcar
R. Buckley/1969 Zink C-4
C. Buysse/1967 Kellison
D. Carone/1969 Brabham BT-21
D. Crosby/1974 Zink Z-12

S. Frey/1970 Caldwell FF
J. Gaffney/1969 RCA
D. Grudzien/1969 Winkelmann
D. Hayes/1972 Titan
G. Lange/1972 Lynx B
D. Maier/1969 Lotus 51
A. Maranto/1960 Lotus 18
D. Neuhaus/1972 Titan Mk 6
M. Potasnik/1978 Lola T-440
R. Preiss/1972 Lynx
R. Rao/1972 LeGrand
K. Seeman/1967 Zink
E. Smith/1968 Zink Z-4
R. Stadther/1970 Dulon LD9



#97 Brendan Alexander,
1966 Triumph Ambro.

T. Stephani/1978 Crosslé 35F
J. Stiefel/1968 Lynx B
G. Tussing/1972 Titan Mk 6a
R. Zimmerman/1983 PRS

GROUP 5

DRIVER/CAR

M. D'Ambrosio/1985 Tiga SC-85
C. Duncan/1990 Lola S2000
J. Porasik/1986 Lola S2000
R. Soave/1985 Lola T-598

GROUP 6

DRIVER/CAR

J. Albright/1979 Porsche 924
V. Avigliano/1978 Porsche 924



#471 Tom Walega,
1966 Ford Mustang

C. Boatright/1969 Corvette Roadster
C. Carpenter/1973 Corvette
D. Farnsworth/1988 BMW ME
B. Garcia/1965 BTM Cheetah
Roadster

J. Jarvis/1999 Mazda Miata
J. Jennens/1984 Porsche 944
R. Kardos/1992 Mazda Miata MX-5
S. Milam/1991 Mazda Miata
A. Mitchell/1987 Porsche 1924S
M. Nienow/1988 Camaro
D. Parr/1969 Camaro Z28
K. Pickard/1997 BMW E46
T. Walega/1966 Ford Mustang

GROUP 7

DRIVER/CAR

E. Belt/1979 March 79V
E. Burkard/Mygale F2000
S. Cox/1969 Autodynamics D-10 FSV
A. Maranto/1997 Van Diemen RF-97
M. Mudjer/1999 CARBIR DS3
B. Wallschlaeger/1997 Van Diemen
RF-97

GROUP 8

DRIVER/CAR

R. Alexander/1994 Datsun 510
A. Amys/1970 Triumph GT-6
C. Bonk/1971 Datsun 510
J. Butzer/1975 Porsche 228 1/2

J. Cohen/1973 BMW 2002
D. Denison/1969 Datsun 510
D. Dietzler/1971 Alfa Romeo GTV
2000
D. Gehweiler/1969 Triumph GT-6
M. Gerdtsch/1972 Datsun 240Z
G. Herr/1972 Porsche 914
E. Hinsa/1972 Datsun 510
S. Hyatt/1974 Datsun 260Z
J. Jagusch/1970 Datsun 240Z
J. Johnk/1987 BMW 325i
L. Lunda/1989 Porsche 944
T. McFarland/1978 Datsun 280Z



#645 Kurt Seeman,
1967 Zink

P. Mika/1970 Lotus Europa
T. Miller/1972 Datsun 240Z
B. Nevoral/1967 Alfa Romeo GTV
J. Ostrowski/1969 Triumph GT-6+
E. Pasta/1967 Alfa Romeo GTV 2000
M. Pranka/1989 BMW 325i
M. Recine/1969 Alfa Romeo GTV
A. Rorke/1965 Lotus Elan
J. Saccameno/1969 Alfa Romeo GTB
A. Schlesinger/1977 Triumph TR-7
M. School/1971 Saab Sonett
J. Wheeler/1974 Alfa Romeo GTV
C. Wood/1989 BMW 325i
E. Wood/1966 Alfa Romeo GTV
J. Ziltener/1972 Datsun 240Z

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I'M DRIVING FOR ME

by Charlie Hall

What happened to the "Vintage Racing Spirit"?

As established by the VSCDA Board of Directors: *"The primary objective of Vintage and Historic Automotive racing is to promote the preservation of these cars in a racing format for friendly wheel-to-wheel competition with vehicles prepared faithfully to their era."*

Are we torturing and killing the "Vintage Racing Spirit"?

Over the past several racing seasons we have seen cars prepared well advanced from the preservation of these cars in a racing format for friendly wheel-to-wheel competition with vehicles prepared faithfully to their era. Building more powerful engines, dog box transmissions, chassis and suspension modifications, rear disc brakes, illegal tires, -- the list goes on. What used to be referred to as "cheatin dogs" with some distain is now revered as competitive driving.

What is taught at our driving school as racing at 8/10ths is now ignored by us.

At the ELVF this year we saw numerous crashes and near crashes at speeds approaching professional racing, primarily due to over prepared, professionally set-up, race cars running with slower vintage prepared cars. Whether due to mechanical failure, track conditions or simple driver error, the fact that we accept, - let alone, admire - "cheatin dogs" is a

critical component to higher speeds and more significant risk of injury or death. What used to be referred to as a shunt is now a crash.

To further quote our Board of Directors "mission statement": *"All racing is dangerous and only the proper attitude of the driver and careful preparation of cars will diminish the danger and enhance our appreciation of this sport."*

I am suggesting that all of us should re-evaluate our attitude toward vintage racing. Are we practicing a mindset of *"... proper attitude of the driver and careful preparation of cars will diminish the danger and enhance our appreciation of this sport."*?

I will admit that I have not. I am guilty of over preparing my car in the quest for more

speed and lower lap times, when I should have focused on improving my driving skills. To what purpose?

The prize money hasn't increased. The trophies haven't grown any taller. The esteem of my fellow racers hasn't changed -- at least as far as I can tell. All the while my cost of vintage racing has increased and my enjoyment of vintage racing has decreased as my focus shifted from becoming the best driver that I can be to wanting to reduce lap times and increase finishing position.

Looking back at some of my most memorable racing sessions -- finishing closer to the front or dropping my lap time by ten or more seconds from the previous year -- does not come high on the list. Dicing back and forth, mid or

back pack, with cars of equal speed and drivers of similar ability are the better of my memories. Running close with paddock mates that you know and trust, racing side by side, near fender touching, at controlled speeds and then yielding the turn to try and do it again is, in my opinion, more fun than relying on a more powerful engine, dog box transmission, chassis and suspension modifications, rear disc brakes, illegal tires, to try and chase the front positions.

I argue that we can be generally divided into two groups: "racers" and "drivers".

For the 2024 racing season I pledge to return to the "Vintage Racing Spirit". My car will be prepared *"... in a racing format for friendly wheel-to-wheel competition with vehicles prepared faithfully to their era."* and, I will instead focus on attending more professional driving schools and instruction to develop *"... the proper attitude of the driver"* to *"enhance our appreciation of this sport."*

I'm driving for me --a "driver" and not a "racer".

So, next racing season, as you are lapping me during a session, look for my point by, give a friendly wave to acknowledge that I am there, and know that I'm smiling in my helmet.

With respect,
Charlie Hall - Group 2, H production





photo by John Lacko

#182 Brian Lynch, 1961 Austin Healey Bugeye Sprite; #7 Mike Fisher, 1960 Austin Healey 3000 Mk 1

VSCDA Vintage Grand Prix Au Grattan Grattan Raceway, Michigan

August 11-13, 2023

— story by Chauncey Moran

Over 2.2 miles in length, Grattan Raceway originated as a drag strip and then expanded, using contiguous areas of rolling and wetlands to create a challenging venue as well as plenty of spectator opportunities. The only non-elevated viewing areas are Turns 3 and 4, and there are a plethora of places from which to view the action on the track, which has nine named turns and 16 changes in direction from start to finish. Enjoy the show.

The event drew 140 entries this year, with the largest group being Race C, with 37 registered entries. The Grattan weekend offers drivers two practice sessions, two qualifying sessions, five competitive groups racing three individual races each, and 11 additional feature races over the course of three days. It's a chance to gain

over four hours of seat time for the price of entry. Throw in a couple of dinner tickets, and it's an overwhelming opportunity for an exciting family weekend.

Sprint Races

Race A: 1. #104 Scott Fohrman, 1946 MG TC; 2. #4 Robert Weinstein, 1953 MG TD; 3. #5 Patrick Morse, 1953 MG TD. (Note: Manley Ford qualified the fastest time in his MGTF, but did not participate due to mechanical issue.) **Race B:** 1. #35 Richard Riley, Porsche 911SE; 2. #199 Stephan Papalas, 1993 Chevrolet Lumina; 3. #69 Greg Herr, 1960 Porsche 914. **Race C:** 1. #117 Steve Montgomery, 1972 Mallock 11B; 2. #5 Shawn Zimmerman, 1972 Lotus Super 7; 3. #28 David Amys, 1963 Triumph Spitfire. **Race D:** 1. #92 Eric Coppock, 1969 Lynx B; 2. #66 Jack Heideman, 1968 Zink Z-4; 3. #82 Ricky Del Rosario, 1974 Zink Z-4. **Race E:** 1. #41 R. Scott Durbin, 1990 Van Dieman RF-90; 2. #77 Paul Subject, 1998 Star Formula Mazda; 3. #35 Ron Smit, 1971 Royale RP-9 FSV.



photo by John Lacko

#12 Tim Holland, 1967 Lotus 41B; #50 Steve Beeler, 1979 Lola T-540

Heat Races

Race A: 1. Fohrman; 2. Weinstein; 3. #709 Todd Stevenson, 1952 MG TD. **Race B:** 1. #991 Del Bruce, 1971 Corvette; 2. Herr; 3. #11 William De Boer, 1976 Datsun 280Z. **Race C:** 1. Montgomery; 2. Zimmerman; 3. #95 Tony Drews, 1963 Triumph TR-4. **Race D:** 1. Coppock; 2. Chuck Buysee, 1967 Kellison FV; 3. Del Rosario. **Race E:** 1. Durbin; 2. Subject; 3. #1 Maxwell Whitaker, 1984 Tiga S2000.



photo by John Lacko

#98 Daniel Hayes, 1967 Lotus 51C

ENDUROS

Open Wheel: 1. #69 Jeffrey Sime, 1972 Lola T-342; 2. #98 Daniel Hayes, 1967 Lotus 51C; 3. Coppock; 4. #84 Terri Schulke, 1967 Lotus 51. **Closed Wheel:** 1. #18 Kurt Marquardt, 1972 Mallock 11B; 2. Whitaker; 3. #11 Jeffery Porasik, 1986 Lola S2000.

Feature Races

RACE B featured 22 starters on the grid, led by Greg Herr on the pole and William De Boer beside him. #50: Mike Besic, 1969 Alfa Romeo Duetto, started third but was passed on Lap 1 by #15 Shant Saroukhanian, Datsun 240Z, and again on Lap 2 by #62 Alex Rorke, 1965 Lotus Elan.

Game on! Old rivals are racing once more. Saroukhanian took over second place from De Boer on Lap 5. #35 Richard Riley, 1971 Porsche 911 ST, started 17th but worked his way up to fourth place by Lap 9. De Boer then regained second spot on Lap 12 from Saroukhanian. The checkered flag few after 13 laps with Herr out front, followed by De Boer and Saroukhanian, with Riley finishing fourth.

Steve Montgomery's Mallock was on the pole for **RACE C** with Shawn Zimmerman beside him. The second row included two Triumphs: 2023 Kastner Cup winner Tony Drews alongside David Amys, who slipped Drews into third on Lap 1. Zimmerman outflanked Montgomery on Lap 3, moving into the overall lead. Drews regained the third spot from Amys on Lap 4, with both of them then being passed on Lap 5 by #18 Kurt Marquardt, 1972 Mallock 11B. Having started in 17th position, #25 Ron Soave, 1968 Austin Healey Sprite, fought his way through the pack and ultimately



photo by John Lacko

#125 John Wheeler, 1974 Alfa Romeo GTV

caught up to Marquardt, displacing him from the third spot. Marquardt then retired to the paddock on Lap 9. Much dicing up front – Zimmerman and Montgomery for first, Drews and Amys for fourth – kept the spectators intrigued. When the checkers waved, it was Zimmerman claiming the top spot on the podium with Montgomery second, Soave third and Drews fourth. Excellent racing in the spirit of vintage, with no contact save for some post-race embraces and handshakes.

RACE D's Formula Vees are spectator favorites, as their close-quarters, often wheel-to-wheel racing often reveals both confidence and camaraderie between racers, which is evident in the respect displayed during the maneuvers within the pack while executing apexes. Chuck Buysee was on the pole with Eric Coppock beside him. The second row consisted of Ricky Del Rosario and #78 Mike Kitzmiller, Lynx B. The grid was exhaust-to-nose, 2x2 as the green flag waved. Del Rosario, who is new to our group but quite familiar with Zink, promptly jumped to the lead in



photo by Thomas King

#41 R. Scott Durbin, 1990 Van Dieman RF-90; #77 Paul Subject, 1998 Star Formula Mazda

Lap 1. Coppock, after thinking, "where did that guy come from?" then claimed the top spot on Lap 2 from Del Rosario, who then took it back from Coppock on Lap 3. Come Lap 4, it was Buysee maneuvering around those other two and claiming first place for himself. An on-track entanglement in Lap 8 eliminated both Buysee and Del Rosario, leaving Coppock in first place, but he was promptly challenged by #86 Dave Crosby, 1974 Zink Z-12, as well as Jack Heideman. More posturing ensued, but no gains were made. The final standings were Coppock, Crosby, and Heideman, with Kitzmiller in fourth. We are extremely grateful that no injuries occurred in the incident on Lap 8.

RACE E combined Sports Racers and Formula Racers, which is always a challenge, but the driving ethic seemed to be quite exemplary during this race. Paul Subject started on the pole with R. Scott Durbin beside him and Ron Smit starting in third. The droning of the 1600-2000s was howling down the straight into turn one on the opening lap. Durbin overtook Subject at the start, while #118 Jim Kelley, 1979 Lola T-492, screamed all the way from sixth up to third. Maxwell Whitaker's S2000 maneuvered past Smit into fourth, who then retook the fourth spot on the ensuing lap. #81 Mark D'Ambrosio, 1985 Tiga SC85, claimed that fourth spot from Smit on Lap 5, only for Smit to retake it once more. The positions then remained constant for the final seven laps, with Durbin finishing first, Subject second, and Kelley third.

The **SPRIDGETS** race always has surprises, with

underlying overtones of MG Midget vs. Austin Healey Sprite even though they share some same components. Ron Soave was on the pole with #10 David Lee, 1959 Sprite, beside him and #151 Robert Kansa, 1960 Sebring Sprite, starting third. The three were tight together at the green flag. Quite a sight as they ganged together without incident at Turn 1. #21 Thomas Wilcox, 1966 Midget, passed Kansa to move into third on Lap 1, with Kansa regaining the position during Lap 2. The early stages of this race saw #8 Nathan Burrell, 1959 Bugeye Sprite, weaving through the pace for 2½ laps from his 8th-place starting position and eventually overtaking Kansa for third on Lap 3, with #182 Bryan Lynch, 1961 Bugeye Sprite, following Burrell right along through the gaps in traffic and eventually passing Kansa for fourth. Burrell and Lynch then outmaneuvered Lee and, finally, on Lap 7, Lynch overtook Burrell to claim the second spot. In the meantime, Soave was well out in front and putting distance between himself and the pack. Soave finished first ahead of Lynch and Burrell. It looks like a clean sweep for the Sprites.

Although it's the 100-year anniversary of MG, it's unfortunate we did not have more participation in the **MG FEATURE**. Hopefully we'll pick up a few at Road America. On the pole was #246 Gordon Ballantine, 1967 MGB with #53 Scott



photo by John Lacko

#246 Gord Ballantine, 1967 MGB



photo by John Lacka

#717 Michael Deweerd, 1962 Triumph TR-4; #44 Robert Maurer, 1963 Elva Mk 7

Fohrman, 1964 MGB starting second, Nathan Burress third, and #99 Donald Dickey, 1963 MGB, in the fourth spot. The MGBs showed their stuff at the start, with Fohrman pulling away from Ballantine on Lap 1 and Dickey passing Burress on Lap 2. The next 10 laps proved a clean sweep for the MGBs, with long time Drivers School instructor Fohrman finishing first ahead of Dickey and Ballantine. It great to observe the flat handling characteristics of an MGB with correct track setup.

CLOSED WHEEL ENDURO

PL DRIVER/CAR

- 1 S. Montgomery/1972 Mallock Mk 11B 1:30.347
- 2 L. Lunda/1970 Porsche 914
- 3 J. Donato/1964 Austin Healey Sprite
- 4 R. Gurolnick/1960 Porsche 356
- 5 A. Mitchell/1987 Porsche 924S
- 6 C. Seifert/1993 Mazda Miata
- 7 C. McGrath/1969 MGC
- 8 J. Cohen/1973 BMW 2002
- 9 M. Sukey/1964 Triumph Spitfire
- 10 R. Kansa/1960 AH Sebring Sprite



photo by Thomas King

#25 Ron Soave, 1968 Austin Healey Sprite

- 11 K. Marquardt/1972 Mallock Mk 11B
- 12 M. Atkins/1969 Austin Healey Sprite
- 13 P. McManus/1969 MGC GT
- 14 J. Sukey/1971 Triumph GT6 Mk 3
- 15 A. Rorke/1965 Lotus Elan

FORMULA VEE

PL DRIVER/CAR

- 1 E. Coppock/1969 Lynx B 1:34.613
- 2 G. Van Camp/1969 Lynx B
- 3 D. Crosby/1974 Zink Z-12
- 4 J. Heideman/1968 Zink C-4
- 5 J. Janus/1968 Lynx B
- 6 M. Silverberg/1969 Lynx B
- 7 R. Preiss/1972 Lynx

MG FEATURE

PL DRIVER/CAR

- 1 S. Fohrman/1964 MGB 1:35.257
- 2 D. Dickey/1963 MGB
- 3 G. Ballantine/1967 MGB
- 4 N. Burress/1959 Austin Healey Sprite
- 5 T. Wilcox/1966 MG Midget
- 6 E. McCord/1952 MG TD
- 7 J. Hall/1972 MG Midget
- 8 A. Burress/1962 Austin Healey Sprite

OPEN WHEEL ENDURO

PL DRIVER/CAR

- 1 J. Sime/1972 Lola T-342 1:26.881
- 2 D. Hayes/1967 Lotus 51C
- 3 E. Coppock/1969 Lynx B
- 4 T. Schulke/1967 Lotus 51

RACE A

PL DRIVER/CAR

- 1 S. Fohrman/1946 MG TC 1:48.666
- 2 E. McCord/1952 MG TD
- 3 R. Weinstein/1955 MG TF
- 4 T. Stevenson/1952 MG TD
- 5 P. Morse/1953 MG TD
- 6 J. Diciurcio/1954 MG TF
- 7 M. Ford/1952 MG TD

RACE B

PL DRIVER/CAR

- 1 G. Herr/1972 Porsche 914 1:30.298
- 2 W. DeBoer/1976 Datsun 280Z
- 3 S. Saroukhanian/1972 Datsun 240Z
- 4 R. Riley/1971 Porsche 911ST
- 5 A. Rorke/1965 Lotus Elan
- 6 M. Besic/1969 Alfa Romeo Duetto
- 7 D. Bruce/1971 Corvette Roadster
- 8 W. Oakes/1973 Datsun 240Z



photo by Thomas King

#53 Scott Fohrman, 1964 MGB

- 9 J. Fisher/1964 Lotus 26R
- 10 V. Edgar/1983 Porsche 944
- 11 J. Wheeler/1974 Alfa Romeo GTV
- 12 S. Papalas/1993 Chevy Lumina
- 13 D. Denison/1969 Datsun 510
- 14 S. Albers/1971 Datsun 280Z
- 15 D. Bliese/1970 Datsun 510
- 16 A. Mitchell/1987 Porsche 924S
- 17 A. Schlesinger/1977 Triumph TR-7
- 18 C. Seifert/1993 Mazda Miata
- 19 J. Jennens/1984 Porsche 944
- 20 D. Dietzler/1971 Alfa Romeo GTV

The **FORMULA VEE CHALLENGE RACE** was another race where Garrett Van Camp goes on to enthrall all of us who've prospered by listening and watching his on- and off-track moves. In this race, he demonstrated his famous driving prowess with a podium finish. Eric Coppock

was on the pole ahead of Garrett and his 1968 Lynx B, with David Crosby starting third and Jack Heideman fourth. As in previous Vee races, the alignment was it should be – nose-to-tail, but not too close, running 2x2 – until the green flag wildly waved and off they went. On Lap 1, Van Camp slipped smoothly past Crosby who, in turn, demonstrated he's gained wisdom from observing Van Camp for many year by regaining second position. Van Camp tested Crosby's resolve on Lap, passing

him again. For the next seven laps, the Top 7 paraded around the track like the Seven Dwarves of Snow White, all in a row with a purpose to finish a smooth race. There were shouts and cheers as they took the checkered flag. Coppock claimed first place, followed Van Camp, Crosby, Heideman, and a trio of Lynxes driven by Jeff Janus, Mark Silverberg, and Ron Preiss. It was a memorable race.

We acknowledge the diligence required to plan and execute such a successful event with passion and perseverance by, but not limited to, the following: event chairs, registration, track safety, wrecker and hauling, track maintenance, track owners, Chief Steward, Chief Grid and team, pace vehicles and drivers, track and corner workers, drivers, crews, family support, spectators, photographers, VSCDA board members, tech inspection with support crew, timing and scoring, traffic control, food service workers, any volunteers not mentioned by assignment.

See you in the paddock, on track, or in the lens.

RACE C

PL DRIVER/CAR

- 1 J. Sime/1972 Lola T-342 1:26.881
- 2 D. Hayes/1967 Lotus 51C
- 3 E. Coppock/1969 Lynx B
- 4 T. Schulke/1967 Lotus 51

RACE D

PL DRIVER/CAR

- 1 G. Herr/1972 Porsche 914 1:30.298
- 2 W. DeBoer/1976 Datsun 280Z
- 3 S. Saroukhanian/1972 Datsun 240Z
- 4 R. Riley/1971 Porsche 911ST
- 5 A. Rorke/1965 Lotus Elan
- 6 M. Besic/1969 Alfa Romeo Duetto
- 7 D. Bruce/1971 Corvette Roadster
- 8 W. Oakes/1973 Datsun 240Z



photo by John Lacka

#117 Steve Montgomery, 1972 Mallock Mk 11B

- 13 M. Deweerd/1962 Triumph TR-4
- 14 D. Bliese/1970 Datsun 510
- 15 T. Wilcox/1966 MG Midget
- 16 R. Fisk/1960 Austin Healey Sprite
- 17 M. Atkins/1969 Austin Healey Sprite
- 18 R. Kansa/1960 AH Sebring Sprite
- 19 J. Hall/1972 MG Midget
- 20 B. Babb/1966 Sunbeam Alpine
- 21 K. Marquardt/1972 Mallock Mk 11B
- 22 T. Slater/1962 Triumph Spitfire

RACE D

PL DRIVER/CAR

- 1 E. Coppock/1969 Lynx B 1:33.182
- 2 D. Crosby/1974 Zink Z-12
- 3 J. Heideman/1968 Zink C-4
- 4 M. Kitzmiller/1969 Lynx B
- 5 R. Preiss/1972 Lynx
- 6 J. Janus/1968 Lynx B
- 7 G. Van Camp/1969 Lynx B
- 8 G. Dennehy/1968 Lynx B
- 9 B. Shedd/1968 Zink Z-4
- 10 C. Buysse/1967 Kellison FV

11 R. Del Rosario/1974 Zink C-4

RACE E

PL DRIVER/CAR

- 1 R.S. Durbin/1990 Van Dieman RF-90 1:19.949



photo by Thomas King

#104 Scott Fohrman, 1946 MG TC

- 2 P. Subject/1998 Star Formula Mazda
- 3 J. Kelley/1979 Lola T-492
- 4 R. Smit/1971 Royale RP-9 FSV
- 5 T. Stephani/1978 Crosslé 35F
- 6 T. Holland/1967 Lotus 41B
- 7 J. Sime/1972 Lola T-342
- 8 S. Beeler/1979 Lola T-540
- 9 D. Carone/1969 Brabham BT-21
- 10 W. McGehee/1980 Crosslé 40F
- 11 M. Potasnik/1978 Lola T-440
- 12 R. Blanchard/1979 Crosslé 35F
- 13 D. Hayes/1967 Lotus 51C
- 14 T. Schulke/1967 Lotus 51
- 15 R. Zimmerman/1983 PRS FF
- 16 S. Maslen/1967 Lotus 51A
- 17 M. D'Ambrosio/1985 Tiga SC85
- 18 S. Frey/1970 Caldwell FF

SPRIDGETS

PL DRIVER/CAR

- 1 R. Soave/1968 Austin Healey Sprite 1:32.392
- 2 B. Lynch/1961 AH Bugeye Sprite
- 3 N. Burress/1959 Austin Healey Sprite
- 4 D. Lee/1959 Austin Healey Sprite
- 5 R. Kansa/1960 Austin Healey Sebring Sprite
- 6 R. Fisk/1960 Austin Healey Sprite
- 7 M. Atkins/1969 Austin Healey Sprite
- 8 B. Newcomer/1965 MG Midget
- 9 J. Carlross/1959 Austin Healey Sprite
- 10 A. Burress/1962 Austin Healey Sprite
- 11 T. Wilcox/1966 MG Midget



Maggie Bars Update

by Maggie Van Camp

I check on every Vee entered in every VSCDA race. If they don't have them on I will show them pictures of cars that have been in incidents and the reason to have them installed on their car. We have patterns for most vintage vees that are running and if we don't we will work with you to get a set designed. We will also work with you to get them installed.

Garrett joined VSCDA in 1999 and we "gently" talked about having these safety features put on the car, but it wasn't until 2009 when a deadly accident at Blackhawk made this project an up-front project for me. This is

an on going program to promote safety in Formula Vee vintage racing. This program is not just for the VSCDA. Maggie Bars are in use throughout the United States and Canada. My husband, Garrett Van Camp, had them on his Lynx Formula Vee in 1971 when he won the National Championship and has continued using them since. Some people called them "sissy bars" but you can look at IndyCar in recent years encapsulating their rear tires so they can't get their tires entangled and cause serious injury.

I am enclosing pictures of an incident that occurred at GingerMan.



The VSCDA Annual Awards

DRIVER OF THE YEAR
Mike Besic



The **Driver of the Year** goes to the racer whose skills are used to make competition safe and emotionally rewarding. Our winner this year is **Mike Besic**. Mike wins races but is most appreciated for the way he wins those races—with precision, respect for all others on the track and constantly helping others become better drivers. In all ways Mike is our Driver of the Year.

The **President's Award for Safety** was inspired by a series of articles Victory Lane ran five years ago about testing safety equipment. Victory Lane received the VSCDA's first Award for Safety to acknowledge the importance of those articles. Since then the Award has been given to recognize activities that allow us to compete as safely as possible in a dangerous sport. Nothing is more important for those on the track than the extraordinary work done by corner workers. This year's winner, **Pete Hansen**, has led the Furrin Group's corner work for VSCDA's races at Ginger-Man and Grattan for a decade. Under Pete's leadership they have always looked out for our well being and are an important part of the VSCDA family. No matter the weather (including a tornado at Grattan), his activities have enhanced our safety.

The **Service Award** honors our tradition of being built by volunteers. No matter what the activity—registration, organizing banquet presentations, bringing joy to VSCDA at all events, encouraging beginners, this year's winner, **Debbie Maier** is always there to help. She leads by enthusiastically giving to our club and our members.

The **Perseverance Award** goes to members who refuse to give up, cope with unpleasant circumstances and still maintain a spectacular attitude. One of our most praised and appreciated Drivers School instructors, **Rick Gurolnick**, recipient of this year's Perseverance Award, maintained his extraordinary sense of humor and perspective throughout a very challenging year. Not even being hit twice—by the same car—in a race kept him from maintaining a positive outlook.

The **Vintage Spirit Award** goes annually to the member who personifies the best of VSCDA and uplifts all of us by their actions on and off the track. **Dan Hayes** is constantly helping people of all experience levels, sharing and taking on responsibilities, ranging from co-chairing OIR to lending his car to someone else. He is a role model for all of us in VSCDA.

SERVICE AWARD
Debbie Maier



PERSEVERANCE AWARD
Rick Gurolnick



AWARD FOR SAFETY
Pete Hansen



VINTAGE SPIRIT AWARD
Dan Hayes



Drivers' Committee

The primary objective of Vintage and Historic Automobile racing is to promote the preservation of these cars in a racing format for friendly wheel-to-wheel competition with vehicles prepared faithfully to their era. All racing is dangerous and only the proper attitude of the driver and careful preparation of cars will diminish the danger and enhance our appreciation of this sport. – VSCDA Board of Directors, Feb., 2019.

The VSCDA Drivers' Committee is tasked with investigating any contact, car to car or car to track, and any circumstance of "over driving" resulting in an unsafe situation or not within the "vintage spirit".

During the 2023 race season the DC observed numerous, repetitious, incidents of behavior "not in the vintage spirit".

Not attending the MANDATORY Driver's Meeting.

We acknowledge that each driver's meeting does have a certain amount of repetition. That is purposeful to remind those of us who haven't raced for some time or who only race periodically of important information – such as not passing under a yellow flag

However, at each event there is new or differing information provided: where a checkered may be displayed, a change in the pit-in procedure, notification of a split start, etc. If you do not attend the MANDATORY Driver's Meeting you will miss this information. Several events require a helmet sticker to prove that you were at the Driver's Meeting. If you miss the Driver's Meeting and later come to the DC to obtain a helmet sticker you will be required to review a video of the Driver's Meeting and, more likely than not, will miss a race session.

Flags, flags FLAGS !

DC is having more and more incidents – and sanctions to drivers – who ignore flags

Flags are the only way for Race Control to communicate with you. You MUST know which flag stations are manned and should glance at each flag station every lap. Failure to be aware of a flag may be deadly. A debris flag, a waiving yellow, a white safety car flag is there to alert you to a situation that you are racing toward.

Invariably not seeing, or ignoring, a flag may be the catalyst that leads to a racing incident. As a word of added caution when you see that you are approaching a yellow flag "lift and get your car under control". Driving

into a yellow flag situation at racing speed will probably aggravate an already difficult situation.

White flags, a "safety car on the track", also needs attention. Although technically still racing, lifting to give the safety crew added room is paramount. There have been too many complaints of drivers racing too close to safety vehicles. If the safety crew is threatened, they have the ability to radio the Race Director and

Tsk! Tsk!



Complaints of another driver's ability.

Even though the DC has jurisdiction to investigate driving ability that poses a risk to that driver or other racers on the track, the DC is not there to hear every "whine" about another driver – "he passed

request a "black flag all" and ruin your session. Show some consideration whenever there is a safety car on track.

DC CORNER

Go stand in the corner!

me under a white flag", "he's off line", "she's braking too early in turns", "he's a rolling chicane". In this type of instance, you should first find the driver and have a friendly discussion with him about your concern. "Coaching" better driving of fellow racers is in the vintage spirit and may lead to a more enjoyable "dice" during your next on-track session. If you can't or won't have this discussion then report the concern to the Black Flag steward. Black Flag and the Race Director will then observe and intervene as necessary.

Cheating

DC often receives complaints about "cheatin' dogs". "His tires are not legal", "she's running a 3.8 litre in group 2", "his car is not classed correctly", etc.

These types of complaints should be referred to the Technical Inspectors. DC does not have jurisdiction to reclassify cars from one group to a different group. DC does not have jurisdiction to investigate or "bench" a driver of an alleged "illegal" car.

Even though we are not racing for points, trophies or money, racing in the vintage spirit and within the rules makes our hobby much more enjoyable. Rules are there for a reason. Remember "don't be that guy".

What invokes a Drivers' Committee (DC) inquiry?

Any on track incident resulting in wheel-to-wheel contact, and car to track contact, no matter how minor and even if no damage results, or unsafe driving invokes the DC. Unsafe driving may be an overly aggressive pass, not driving the racing line, multiple spins or other exhibited lack of car control, including: repeated failure to follow flag directives, crossing the blend line, driving too slowly as to create a hazard to other drivers; and any other situation that creates a hazard to the driver or other drivers on the track.

Your VSCDA Drivers' Committee strives to gather complete factual information, and consistency of review leading to the safety of all of us. The DC consists of eight permanent members, with a minimum of three members at each VSCDA event.

When you see us in the paddock or at an event say "hi", we don't bite.

Contact us at:
driverscommittee@vscda.org

Gary Kropf, Roger Heil, Charlie Hall, John Kennelly, John Salisbury, Kelly Wittenauer, Tony Drews, Marc Frost, Clancy Schmidt





A Tribute to Garrett Van Camp

VSCDA Honors a Formula Vee Champion

– compiled by Chauncey Moran

I started driving at the age of 13 in a 1939 Ford that I purchased from my dad for \$300 in 1950.

We lived in an area with lots of gravel roads and I soon learned to broad slide that Ford through the turns. As soon as I got my driver's license, I started street drag racing.

In high school I stripped the paint off that Ford and my friend, Jerry Kiefer and I painted it. I played football and baseball for a couple of years in high school but I wasn't very good and drag racing was a lot more fun except for the tickets. Jerry Kiefer and I built a 1934 Ford Pickup hot rod with an Oldsmobile V8 engine and raced it at the MHRA drag strip in New Baltimore, Michigan.

After High School I worked at the phone company installing phones for 3 years and in 1958 Started College and had to sell the truck. I graduated from the University of Michigan with a degree in mechanical engineering in 1964. During my final 4 years I alternated semesters with the University of Michigan Dearborn and Ford Motor Product Development in a cooperative educational program.

Shortly after starting work at Ford Chassis engineering, I met Jim Herlinger who was preparing an old 356 Porsche Speedster for road racing. While helping Jim I found a similar race prepared 1958 356 Porsche speedster in Detroit and bought it for \$3000 from Bob Schiffer. (Wish I had it now). Jim and I went to the SCCA two-day driver's school at Waterford Hills in 1965. After the

first day I was hooked. I had finally found a sport I really enjoyed. I couldn't sleep a wink that night. The next step was Mid-Ohio SCCA driver's school. I raced that speedster at Waterford and in the SCCA E Production class in Central Division Races from 1965 to 1968.

I met Maggie on a Ford Ski Trip to Aspen in 1966. We were married in 1968 and she took on the role of chief pit crew lady and we haven't looked back.

I met Bob Riley while he worked at Ford and John Mills soon after. Bob and John formed Lynx Car Company and were building formula vee race cars in Bob Riley's garage. Bob went on to start Riley Technologies in Mooresville,

North Carolina and began manufacturing Daytona Prototypes and an Indy car for AJ Foyt.

One week before our wedding, Maggie and I borrowed a Lynx B from Jim Purcell and took it to a SCCA race at Indianapolis Raceway Park. We had tow car problems and spent Friday night in a parking lot waiting to replace a water pump in the car the next morning. I didn't have any practice laps and the next day in qualifying I spun out and got in a crash and got t-boned. Sure is different from driving a fendered car, but it was exciting. My legs were black and blue for our entire honeymoon. After our wedding we decided to sell the Porsche and build a Lynx B formula vee. I wanted to



Garrett Van Camp

modify the frame so I lowered the front of the frame down 2 inches on the front axle assembly. This modification would make identifying the car easy later on.

We are fans of open wheel racing. Love Formula one and Indy Cars. But we know what can happen. Maggie was concerned about open wheel racing and after getting my car up on two wheels after getting tires mixed with another vee I decided to make rear wheel nerf bars which were allowed in the rules. The bar would attach to the Trailing arm to protect the rear tires. We are still running them in Vintage and have promoted them to all our VSCDA FV drivers (Lately our group has been 100% compliant). We call Them Maggie bars.

We raced the Lynx extensively in 1969, but our first race at Road American we blew an engine. From that bad start we went on to win the 1969 Waterford Hills Championship. We earned enough points to race in the 1970 SCCA American Road Race of Champions (ARRC) at Road Atlanta. We came in 4th (although Maggie feels we won the race – we will just leave it at that). In 1970 we raced from Mid-May to the first week in October with only very few weekends off. This is a very restricted class. You aren't allowed to do much with the engine. That VW Race Engine puts out a little over 50HP. I was talking with Maggie and said I would give anything for 1HP. We did some figuring and it appeared that if you lost 20 pounds that would be equivalent to adding 1HP. That was my goal and I achieved it prior to the Run Offs. Back then it was a total of points from 6 races and if you went out of Division you had to drop a lesser race to let that one count. I won the National Championship that year by 8 seconds. My car was totally torn down and found perfectly legal. It came home in boxes after the teardown.

After the championship race we sold the car to Tom Stephani in Chicago. He raced it from 1972-1979.



(76 races and had 16 wins, 11 seconds, 9 thirds plus other finishes) It is a great car!

I also was a driver for a 911 Porsche Trans Am Car owned by Erhard Dahm. We ran the car at Marlborough in Maryland and the Michigan International Speedway in Michigan.

In 1972 I spent most of my time with John Mills developing and updating a Lynx Air Cooled Super Vee. We finally got the oiling problem solved before the last race

at IRP and I won that race. The Super Vee qualified for the SCCA Runoffs in 1972. Don't know what happened to that Super Vee – sure wish I did!

Our son Jason was born in 1972 and we decided to stop full time racing. During the 1970's I occasionally borrowed Jerry Baker's Lynx Formula Vee to keep my racing license. The most memorable race was an SCCA National at Watkins Glen. I hadn't had time to set the car up before leaving and when we went out for the first practice the handling was not very good. I set the chassis up in the paddock and went out to qualify and put the car on the pole. Maggie and I just covered the car and left. It was a good day.

Sunday morning when we arrived at the track, we were told the car had been protested and the engine would be torn down after the race. National Formula Vees run slick tires and it started pouring rain on the first lap. I was a little too cautious and got passed by 2 or 3 cars. As the race progressed the cars that passed me spun off the wet track and I was back in the lead. The storm got worse and I assumed the race would be red flagged, but it wasn't. On my final lap I turned onto the front





Eric Coppock

straight and as I shifted into 4th gear my car started a slow spin! I locked the brakes but there was no reaction. The car was aquaplaning. The slow spin continued the length of the front straight. When I reached the 1st turn I was sliding backwards but going slow enough so that when I backed into the page wire fence I did no damage to the car. At that point they called the race.



I was declared the winner. After the race the other drivers decided I had about the same power as they did and the protest was eliminated.

Fast forward to 1999. I received a call saying that they might have my old Formula vee and would I be interested in buying it. We had always wondered where that little vee was. Now that was like asking a little kid if he would like an ice cream cone. Since there were no serial numbers on the chassis, I asked them to remove the body and take a picture from the front of the car and mail it to us (before cell phones). I was out of town for

Ford and Maggie received the pictures. I called that night and Maggie said: "It's our car!" Having lowered the front end when I built it was the identifying mark along with the mounts for the mirrors. I don't like vibrating mirrors and made permanent attachments to the chassis and there they were 30 years later. We drove to Tulsa, Oklahoma and picked her up.

She was in rough shape. The 2x4 inch square tube frame was full of dents. It took me hours to pull out all of the dents. The Zinks were built with round tube space framing and if they hit something hard the car could collapse and sometimes injure the driver's feet. Bob Riley built this car with 2 x 4 rails with 1/8th inch thick wall tubing

so the driver's feet were protected and he guaranteed it not to bend or break! The previous owners would let new drivers try out the formula vee in this car. They said it was bullet proof and the condition we got it in sure saw that this car had some very hard times. It took me about 10 months to get it back to the 1969 car it was. First shake down was Waterford Hills Raceway, where I started my racing. This is a very condensed track. Not a lot of high speed but it has everything you might have on a larger track. I have always said "If you can drive and succeed at Waterford you can race anywhere".

I went out to GingerMan and wanted to see what Vintage Sports Car Driver Association (VSCDA) was all about. I watched the vee race and it was populated mostly with Zinks. I had my first opportunity to meet with Frank Newton and his lovely wife, Kathy. (Who would become lifelong friends). This racing was so much "calmer" than racing SCCA Nationals. We joined and started our Vintage career. Just like 1969 when we started racing the Lynx in SCCA races, Zink was the vee of choice. In 2000 at VSCDA the vee of choice was also the Zink and by 2006 the Lynx was the most popular vee. We were very successful. Won the VSCDA Vintage Championships several times, won the 40th Anniversary Vintage Vee Race in 2003 at the June Sprints and the 60th at Road America in 2013.

During this time, we acquired a rusty hulk that sat in a junk yard for 25 years, The Davis Special. It was a champion of several hill climbs in North Carolina. Built by a gentleman named Bob Davis of Boone, North Carolina. Seventeen years later it is totally restored and we have raced it at Waterford, BlackHawk, Schenley Park in Pittsburgh, PA and Lime Rock Park in Salisbury, Connecticut. In 2013 the Davis Special finished second in class at the Detroit Autorama and in 2022 it won its class at the Eyes on Design Car Show in Detroit.

I am 85 years young and I love racing now as much as I did when I was younger. I have been very successful. I have had 263 starts in this vee and 191 wins. VSCDA is like family and we have many wonderful friends. I love helping my fellow drivers whenever I can. I like making things that I think will help a person with his car. I don't mind sharing what I know but sometimes Maggie will tell me not to give away all my secrets.

– Garrett Van Camp

Tributes From Garrett Van Camp's Competitors

Garrett Van Camp needs no introduction to the Formula Vee community. A former national champion, fierce competitor, instructor, and great friend, Garrett stands out in a crowd.

There are very few racers still campaigning the same car after so many years. On the track, the yellow and Black #49 Lynx B and Garrett are one. In the paddock, when a new driver asks "who is that?" a reply of, "that's Garrett, he drives the Yellow 49," always elicits that wide-eyed response of "Oh! That's him!" – meaning that Garrett had passed them like they were tied to a post!

I've frequently heard the phrase, "never meet your hero's as you will be

disappointed." At the risk of sounding sappy, Garrett became my hero over the years, and he has never disappointed. He has set the bar for our Vee group by always sharing driving techniques, car prep, and encouraging everyone to race faster, race up front, and challenge him for the win.

When Chauncey asked me to contribute to this article about Garrett, I immediately thought of the "Roast & Toast" format. After racking my brain, almost everything I could think of are toasts. I don't think Garrett every really understood why the throttle return spring I loaned him came from a mid-1980s R-Model Mack Truck, but when he returned it the spring, it was labeled "The Mack Daddy of Springs." He beat the pants off us that weekend. The surprised look on his face when I explained that I torque the main trailing arms bolts to 80% of yield, since they tend to come loose, then watched him casually wander over to his car to torque his trailing arm bolts.

Several years ago, Garrett and I gapped the field at Road America mainly by bump drafting – that was until the starter, laughing and smiling, wagged his finger in that "no no no" fashion while shaking the black flag. Afterwards Garrett and I couldn't stop laughing and talking about the speeds. Maggie and Laura could only exclaim we were acting like children. Garrett won that day too. Excellent drives all of them. You would think he would cut us some slack? Nope, go as hard and as fast as you can flag to flag, that's Garrett's style and a style I am proud to say I have adopted.

– Eric Coppock

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In my first race season with VSCDA I was told about "the old guy," Garrett Van Camp: "He wins every race, damnit!"



Mike Kitzmiller pursues Garrett Van Camp.

www.victorylane.com



Ron Preiss

He's also one of the nicest guys you'll ever meet – unless you're trying to take his corner. Then he can be pretty tough on you, but hey, it's racing, and only a few Vee drivers are good enough to go toe-to-toe with this guy. Three circumstances I was advised to always remember: 1. Watch just about everything he did with that Vee, from the condition he kept it in to the prep before each session on the track. 2. Notice how he doesn't just take the corners, but manipulates that Vee around them. 3. Get him as your instructor.

I was not lucky enough to get him as my instructor for drivers school, but he did take a few of us around the track to show us the line. I'm positive it wasn't his car, with the way he took some corners, but he was very informative on how to drive the track.

The next race weekend was at Blackhawk Farms. There were at least 25 Vees starting,

and I found myself in last place. Probably seven laps into the race, Garrett – who started in pole position – came up behind me all alone at Turn 6, pulled around me, matched my speed tapped on top of his helmet and pointed forward. I followed as he showed me the line at a speed that I could handle for one whole lap. As we came back to Turn 7, I noticed other Vees were finally catching up to us, and that's when he waved goodbye. After the race, I thanked him for showing me the line and he responded, "I would've showed you more but I wasn't about to lose the race."

Wishing for half of your driving skills, Garrett.

– Ron Preis

++++++

23 years ago, Y2K came and all was normal, or so we thought. In the May of 2000 at Gingerman Drivers School and Races, all changed for our Formula Vee group when a SCCA National Champion from the previous century, arrived with his winning #49 Lynx Formula Vee. Since then, we've learned many memorable Garrettisms and stories. Garrett always has a cold Sam Adams on hand for bench racing, recalling the time he talked his way into a Porsche 911 for a Trans-Am event. It rained for qualifying. (A favorite of Garrett's race equalizer). During the race, he was in the company of A. J. Foyt, Parnelli Jones, Mark Donahue and other notable racers of the day. Garrett always has an adventure tale to liven the gathering around the fire.

He was even featured on Champion Spark Plug box after winning the 1971 Nationals.

– Mike Kitzmiller

VSCDA Ariens Art on Wheels Road America, Wisconsin

September 15-17, 2023
- stoeey and photos by Pete Gorski



#76 Henry Vicioso, 1965 Ford Mustang; #82 Damon DeSantis, 1974 Porsche 911 RSR ; #41 John Spiers, 1974 Porsche 911



#868 Ron Preiss, 1972 Lynx; #86 David Crosby, 1974 Zink Z-12

For the past six or seven years, the vintage racing world has been flush with anniversary celebrations — this series, that car, that manufacturer — and the VSCDA's Ariens Art on Wheels Weekend at Road America continued the trend, committing multiple parts of the race schedule and the Saturday dinner to celebrating 60 years of Formula Vee racing. A remarkable number of Vees came out for their big moment, flooding the 4.048 miles of Road America for each of their sessions, queuing up between turns 13 and 14 for their family portrait, with Formula Vee legend Garrett Van Camp the honored guest at the aforementioned dinner.

This year is also the club's 45th year of existence, something club President Alex Rorke was excited to discuss. "All the pieces for celebrating VSCDA's 45th anniversary came together at Road America. VSCDA VP and Event Chair Jim Donato, our officers, board, and Office Manager Stacey Donato looked at this as a way to celebrate our history, honor the achievements of

our membership and position the Club for further growth and racing in the vintage spirit. For example, the 60th anniversary of Formula Vee — led by Don Carone with assists from Bob Shedd — was a way to celebrate and honor the extraordinary race winning history of Garrett Van Camp, the GOAT of Formula Vee. No one comes close to matching his success racing."

And while racing is a serious business, it's also supposed to be fun, something the club expresses often through clever names for its events, like the Spring Brake race that opens the season or the Blackhawktoberfest event, complete with a bracket-style "Witch Hunt" to close the weekend. In addition to the standard Elkhart Lake, Sheldon, and Kimberly Cup races, the weekend's schedule featured a session dedicated to John Weinberger.

"From scratch, John built an extraordinary network of automotive dealerships, Continental Motors Group, which included a Ferrari dealership. John raced

many cars but his best known vintage car was an immaculate Lotus 23 which



#91 James Morris, 1951 Morgan +4 Flat Rad

was often the most admired race car at VSCDA's Road America events," said Rorke. "He was an industry statesman." The schedule also included an all-Vee race, a Founders Tribute race, an all-Formula B session, and an enduro benefitting the Disabled American Veterans charity.

After a morning of practice, that Enduro closed out Friday's on-track action, with 38 cars from five groups rushing into turn one, their laps a flickering streak of sunlight shining through their visors mixed with shaded sections as the sun sank behind Road America's treed landscape. Jonathon Klein completed just over 80 miles in 52 minutes in his 1988 Lola T88-90 as the S2000 gang (and Lolas) dominated the overall top five — third through fifth were filled by the Payne family, with Awais Siddique's 2010 B10/90 landing in second.



#291 Kim Madrid, 1978 Crosslé 32; #50 Steve Beeler, 1979 Lola T-540

Frank Boucher picked up the B2 title in his 1969 911 over the 1972 Alfa GTVs of Terry Stahly and Rob Cowen.

Qualifying made up Saturday morning's sessions, with the afternoon filled with sprint/qualifying races. While there were plenty of fast S2000s and prototypes in the field for the Weinberger tribute race, it should come as no surprise that the overall winner was Kyle Tilley in a 1974 Shadow DN4, because there's no replacement for displacement. John Ricci picked up second in his 1972 Chevron B21, with Jeff Miller taking third in his 1977 Lola T496.

By now in the story there's usually been a weather report of sorts, but in this case, no news is definitely good news. Sure there were some cloudy stretches, but "mostly sunny" would be a good way to describe the conditions, and for the "fall" vintage event, temperatures never really dipped into the grille-taping range. "Big" was the default setting for grid size the entire weekend, ensuring that everybody on track had somebody to race with and the fans along the fence had somebody to root for.

Sunday morning open to the sound of 36 1.2-liter Volkswagen engines bursting to life for the **GROUP 10** race. For a detailed rundown of this session, check out Chauncey Moran's story on p. 58 in this edition.

GROUP 9 replaced the humming tenor of the Vees with the baritone rumble of big engines, high compression, and unburned hydrocarbons flaring from exhaust pipes. It was a Mustang reunion at the sharp end, with four TA-class ponies locking out the two front rows, led by Adam Rupp's 1995 GT1 and Colin Comer's 1994 edition. Lance Wiskirchen's 2000 model joined Randy Rupp's 2009 in row two. Behind them was a mix of Porsches, Audis, more Mustangs of various vintages, and a few prototypes for flavor.



#72 Martin Potasnik, 1978 Lola T-440; #123 Helmut Friedrich, 1969 Caldwell D-9; #95 Rich Stadther, 1970 Dulon LD-9

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#5 Travis Pfrang, 1969 Corvette; #969 Michael Origer, 1969 Corvette

Sounding more like the Judds in Brian and James French's F1 cars than you'd

While the gaps fluctuated from lap to lap, the top three stayed in close contact for the

expect, the sound of Adam Rupp's Mustang arrived in Turn 12 a few seconds before the car did, pursued by Comer and Wiskirchen, fire billowing from their pipes as they lifted briefly before getting back on the power for the long run uphill. The biggest change at the front came when Randy Rupp retired his Mustang after three laps, allowing Jon DeGaynor in his ... you guessed it ... 1992 Mustang to rise to fourth.



#142 Rich Friman, 1990 BMW 325i; #12 Jeff Jagusch, 1970 Datsun 240Z

entire session. And when the checkered flag dropped, Adam Rupp saw it first, but only 1.1sec before Comer did, he himself with mirrors full of Wiskirchen .391sec back. DeGaynor maintained fourth. Thomas Gruber, who had started in fifth in his 2016 911 GT3, slipped to sixth, but ended the day back where he started, completing the top five.

GROUPS 4 and 11 didn't need no stinkin' fenders or roofs, the two open-wheel groups flowing 45 cars through Turn 12 on Lap 1. And while the FB-only race was later in the day, the front of the field provided a preview of what was to come — a quartet of Brabhams, a lone Chevron, and pole-sitter Pearce Raeder piloting one of two Lotuses, with a few others sprinkled throughout the field. Club and Formula Fords made up the majority of the field, with four sub-classes fighting their own battles.



#117 Damon Bosell, 1965 Ford Falcon

If you were looking for stability and straight lap traces, you had to wait until the end of Lap 3, and even then that predictability was short-lived. Raeder (1971 Lotus 69B), Steve Grundahl (1969 Brabham BT29), and Geoff Brabham (1971 Brabham BT35) switched positions on each of the first three circuits. After two laps of relative calm, changes rippled through the front of the field. Raeder retired his Lotus after Lap 6; Grundahl jumped from third to first, with Brabham dropping from the lead to third. Travis Engen (1970 Chevron B17b), Matt Primack (1969 Lotus 59/69), and Marc Giroux (1969 Brabham BT29), running fourth through sixth, cut traces that were ruler straight until the last lap. Engen moved into second, with Giroux and Primack completing the top five.

The Club/Formula field produced the close racing and constant position changes it's known for. Jesse Jurgenson (1979 Dulon MP21), Wally Butler (1982 Lola T640), and Bob Hatle (1989 Swift) traded places

on seemingly every lap. Jurgenson would come out on top ahead of Kim Madrid (1978 Crossle 32) and Tom Stephani in CF, with Wally Butler besting Bob Hatle and Leo Ahern (1986 Swift DB1) in FF. Jacques Dresang (1973 Elden PH10B) crossed the line one second sooner than Helmut Friedrich (1969 Caldwell D9) in VF, while Bill Styczynski (2002 Vortech) grabbed FV honors over Mark Richardson (1992 Mysterian M2).

If you've seen a **GROUP 1** race in the past decade

plus, you've seen Rex Barrett and his 1933 Ford Indy car. It's big and more importantly, fast, with Barrett usually out front. Brad Tank and Sanford Silverberg are frequent dance partners with Barrett, but neither was on hand Sunday morning to mix it up with the rumbling Ford. Which is not to say Barrett had a walk-over kind of race. Thomas Atlas flanked Barrett on

row one in his 1960 Lola Mk 2, and the Lola is fast as well, and also slippery. Atlas put almost three seconds between his Lola and the Ford during Saturday's qualifying race. Sunday was a different story.

After a restrained first lap, the duo's lap times dropped substantially, with Atlas eating into lead Barrett built. The Lola slipped into first at the end of four laps, with Barrett in pursuit punching a big hole in the air. That hole may have been just a little too big. Atlas took the win in a photo finish, a scant .029sec separating the pair. Theirs wasn't the only tight finish. Behind third-place finisher Edson McCord (1952 MGTD), Christopher Holloway (1952 MGTF) pipped Avery Reed (1949 MGTC) for fourth by .023sec, with Robert Weinstein (1955 MGTF 1500) eye-blinking Patrick Morse (1953 MGTD) by .002sec!

And then it was time for the Cup races. Unlike previous years when two of the three Cup races were bracket-style



#82 John Busch, 1967 Brabham BT-21A

competitions, with a fixed time and the dreaded DQ awaiting any driver who went faster than, this year all three were go-as-fast-as-you-like affairs.

Road America is one of the longest tracks in North America, so it's rare to get within sight of the "how many cars can we fit?" limit. But that's just what the **SHELDON CUP** field did, with 65 cars drawn from 25 classes taking the green. Group 9 cars filled the first few rows, with a slight break back to the rest of the field.

From my perch just past the exit to The Kink, it took over a minute and 20 seconds for the entire field to hurtle past on their way to Canada Corner, and a glorious sound it was. But with leaders Colin Comer and Adam Rupp turning laps as fast as 2:06 and the MX-5s of Pat O'Hara and Rich Firman in the 3:00 vicinity, it didn't take long for the leaders to start lapping through the field.

Which is just what Comer, Rupp, Lee Milazzo (2009 Daytona Prototype), Randy Rosenmerkel (1982 Pontiac Trans Am), and Brad Dahmer (2005 Chevy Monte Carlo) did, putting everybody from 14th back down at least one lap. The B2 class drew the most entries, 15, with Frank Boucher taking the win over Peter Mika (1970 Lotus Europa), the battle for third in class decided by .107sec in favor of Kimberly Meyer (2003 BMW 330ci) over Gary Beresford (1972 Datsun 510).

The **ELKHART LAKE CUP** attracted a more manageable field, with 31 cars from Groups 4, 10, and 11 taking the green.

Jeff Jorgenson and Kim Madrid made up the front row, Jorgenson's metallic-purple 1991 Phantom Mk1 sparkling in the sunlight next to the Good-and-Plenty colors of Madrid's Crossle. Tom Stephani returned in his Crossle, with Kenny Baum beside him in a 1988 Euroswift SE-1.

With the two-cylinder two-stroke engine howling away behind him, Jorgenson took off early, with much of the field going two wide through turn six. Baum, Stephani and Madrid were second through Turn 12 on Lap 1 in a tight cluster, with fellow F500 pilot Darrel Greening (1990 Zink Z22) in fifth. The two F500s bookended the battling Fords, as Baum and Stephani traded positions over the first three laps.

But as the laps wound down, Jorgenson's times started to slip, while the cluster of FFs improved. Jorgenson fell to second before succumbing to the Club Ford onslaught, ending the session in fourth ahead of Greening. Stephani took the

win by a blink-and-you'll-miss-it margin of just .244 over Baum, with Madrid an additional .172sec back in third.

Some 26 cars from Groups 1, 2, and 3 answered the call to the **KIMBERLY CUP** grid, led by George F. Balbach and his 1960 356. Scott McQueen's 1957 Austin-Healey 100-6 flanked the Porsche, with the 356s of Robert Van Zelst (1955) and Matt Goetzinger (1961) in row two.

Balbach led through turn three on Lap 1, but found himself behind McQueen as the pair entered the turn

the Mechanical Issue monster wasn't done feeding; Perry's pace slowed, allowing



#99 Jerry Buysse, 1969 Lynx B; #81 James Gaffney, 1969 RCA

five braking zone. Balbach reclaimed the lead with a strong move under braking, but his time in front was short. Experiencing some kind of mechanical issue, the 356 limped through Canada Corner before retiring. His departure moved Eileen Wetzel (1966 Austin-Healey 3000) into fourth with Jim Perry's 1962 Volvo P1800 in fifth. But

John Salisbury (1962 Austin-Healey Sprite) and Frank Boucher (1965 356C) entry into the lead pack.

Two contentious battles raged on either side of Goetzinger and Wetzel as they circulated in third and fourth. McQueen and Van Zelst traded quicker laps and the lead as well, and while Van Zelst was scored in first at the end of Lap 4, the big Healey pulled ahead on the last lap, taking the checkers by .997sec. Just outside the top five, Salisbury and Boucher staged the other, with the pair going two-wide through Turn 12 multiple times. But it was Kurt Marquardt and his 1972 Mallock Mk11b, streaking through the field from 22nd on the grid to claim the final spot in the Top 5.

GROUP 5/7 contested the final race of the morning, the two groups given the spilt-start treatment. The unmistakable whirl of Judd V-10s made it clear who



#13 Michael Thomae, 1994 Mazda Miata



#101 Jason Miller, 1972 Shadow Mk III



#331 Dan Powell, 1961 Austin Healey 300; #317 Ryan Murphy, 1961 Triumph TR-4; #06 Skott Burkland, 1969 Porsche 911

was on the front row on the Gp 7 side of field — Brian and James French, in their 1997 Benetton and Jordan F1 cars respectively. Marc Giroux and Travis Engen's Lolas locked out row two in a Indy Lights reunion, while row three could not have had two more disparate engine configurations — Jason Miller's big displacement V-8-powered 1972 Shadow Mk3 and Rob Radmann's rotary-powered 2004 Pro Mazda.

As reliable as the sun rising in the east, the Frenches howled away into the distance, with James pulling a slight gap over Brian. Miller slotted the Shadow into third ahead of Giroux and Engen. James French set the fastest lap of the session on his second trip through the 14 turns, a 1min 51.5sec. Back in the Group 5 half, things were significantly less stable. Jonathon Klein has his Lola out front, second through sixth a jockeying pile behind him.

While the front of the field seemed pretty established, the S2000 group had a lot of potential for excitement. Unfortunately

a full course yellow brought everybody under the control of the Elkhart Lake Blue Corvette safety car. Klein took the win, with Henry Payne V and Kevin Leparski competing the S2 podium in their 1989 Lola T90) and (2004 Carbir S2000). In VS2, it was Peter Eskuche (1986 Swift DB2) over Mark D'Ambrosio (1985 Tina SC85) and Mike Kaske (1986 Lola T88).

What better way to kick off the second half of the day than with 30 **GROUP 8** cars rushing into the turn five braking zone? Packed with familiar drivers and cars — Porsches 911, 914, and 924, Datsuns both Z and 510, and Alfas GTVs — the field also featured a 1971 Saab Sonett (Mark School), a 1974 Opel Manta (Kevin McNiff), and a 1964 Volvo Amazon 122S (David Hueppchen).

George F. Balbach sat on pole in his 1966 911 with the bright yellow 1970 240Z of Jeff Jagusch Sr. gridded beside him. Brian Davis (1962 Elva Courier) and Jeff

Werth (1972 Datsun 510) formed row two ahead of Peter Mika's Europa and Frank Boucher 1969 911. Balbach, whose Saturday session was complicated by a flagging misunderstanding, was clearly motivated to hold on to P1. He powered out of turn five with a decent gap back to Jagusch Sr. already established. Lisa Hansen (1969 911), caught up in the same Saturday misunderstanding, showed her pace as well, jumping from ninth on the grid to fourth by the end of Lap 1.

Much like the Group 5/7 race, there was abundant potential for some close clean racing as Hansen continued her charge to the front and the midfielders waged their own battles. However, while all ICE cars need oil to operate, it's better if that oil is inside the engine, not spread around the racing surface. A major oiling incident ended the session after only three laps. Balbach landed on the top step, with Hansen and Jagusch Sr. in second and



#120 John Jarvis, 1999 Mazda Miata; #143 Pat O'Hara, 1991 Mazda Miata

third. Davis and Boucher completed the top five.

If you've seen the 1981 film *Excalibur*, you may recall the dramatic scene near the end of the film when King Arthur and his knights charge out of the fog to battle Mordred's army. While not exactly like that, the opening lap of the **GROUP 2/3/4** race had some similarities with that scene — shiny metal, close quarters action, and because of the truly epic amount of oil dry applied, a cloud hanging in the air through which only the brave proceeded.

Robert Van Zelst did his best Lancelot, bravely pitching his 1955 356 onto the line of oil dry. And like the saying goes, fortune favors the bold. Van Zelst found enough grip to make the move work, sweeping around Scott McQueen, Kurt Marquardt, and David Brown (1975 MG Midget), with only pole-sitter Denny Wilson's 1962 Lotus



#32 Terry Stahly, 1972 Alfa Romeo GTV 2000; #05 Jeffrey Cohen, 1973 BMW 2002

Super 7 in front. He enjoyed the fruits of that move for one more lap, which is when the shuffling began.

Van Zelst dropped as low as fourth and rebounded to third before settling back in fourth. Marquardt's trace was equally wavy; he rose to second from fifth, fell to fourth, but took the checkers from second. Similarly, McQueen slipped fourth and charged to second before landing in third .318sec behind Marquardt. Bookending all this excitement were David Brown, a steady presence in fifth, and Wilson, a 17-second gap between his Lotus and the drama behind him.

Some days you feel like everything is going to go your way. And for six laps during the **GROUPS 3A/B/6** race, Brian Garcia probably felt that way. He sat on pole in his 1965 BTM Cheetah, and ran consistent low 2:20s (fast lap of the session was his, a 2:20.3.) on his way to a substantial lead. But as the saying goes, to finish first, first you must finish. In a stunning development, Garcia ran slightly wide in turn five but gathered up the car. But even before he

crested the hill leading to turn six, he was moving offline and toward the grass, where he parked the Cheetah.

His retirement promoted Fritz Seidel to first, his 1973 Porsche RSR having been in close contact for several laps with the 1969 Corvette of Michael Origer. Black Tie Racing teammates Dan Parr and Tim Cornelius' 1969 Z/28s had been circulating in fourth and fifth, only for Cornelius to retire on the same lap at Garcia. Origer's teammate Robert Gee (1969 Corvette) happily moved into fourth. Erik Pylpichuk (2007 BMW 335i) emerged from a snarl of cars battling just behind the lead group to take fifth, the traces of Henry Vicioso, Scott Graham, Tom Bleecker, Damon DeSantis, and John Spiers resembling a drawing made on a moving rollercoaster.

The penultimate session of the weekend, the **FOUNDERS TRIBUTE** race, was dedicated to Bob Wismer and Bill Dentinger. "We celebrated Bob Wismer and Bill Dentinger as two of the most important past leaders of VSCDA who are no longer with us. Both served as officers of the club. Bob was quiet and introspective. Bill was outgoing with an outrageous sense of humor. Great friends, they campaigned rare cars like a Tornado Talisman and Peerless GT2. It was Jim Donato's idea that they be remembered through the Founders Tribute Race for Groups 2,3,8. Vintage racing is built around cars and racers from the past. They and their stories are the foundation of our future," reflected Rorke.

Considering its position near the end of the day, a



#921 John Ricci, 1972 Chevron B-21

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#47 Tim Cornelius, 1969 Camaro; #851 Fritz Seidel, 1973 Porsche 911 RSR

remarkable number of driver suited up one last time for another blast around the 4.048 miles. Chris Candee sat on pole in his (1968 911), joined by Scott McQueen's Healey, Lisa Hansen's 911, David Brown's Midget, and Gary Beresford's 510. With fewer cars

on track, everybody had a little more room to maneuver. Lisa Hansen wasted no time in getting to the front. Candee arrived in turn five first on Lap 1, but with mirrors full of Hansen, she having worked around McQueen on the opening portion of the

lap. And when the pack flashed into view as they cleared Turn 13, it was Hansen in front. She quickly opened up a comfortable lead, Candee and McQueen settling into second and third.

Fourth place went to David Brown, who logged five laps all within a second of each other. If the session had been a lap longer, it might have been him on the final step of the podium; he missed out on third by just half a second. Fifth place? At various points in the race, fifth was occupied by Beresford and Rob Cowen. But Larry Lunda (1970 914) was steadily rising through the pack, debuting in the top five at the end of Lap 5, which is where he would finish one lap later.

The final race of the day, the event, and the Road America spectator season was the latest installment of the **CONTINENTAL SERIES** for Formula B. For the specifics of that session, check out Chauncey Moran's story on p. 64 in this issue.



#39 Tom Miller, 1972 Datsun 240Z

ENTRANTS LIST GROUP 1

DRIVER/CAR
T. Atlas/1960 Lola Mk 2
R. Barrett/1933 Ford Indy Racer
J. Diciurcio/1954 MG TF
R. Heiner/1947 MG TC
C. Holloway/1952 MG TF
D. Holloway/1951 MG TD
A. Joseph/1952 MG TD
C. Klingler/1951 MG TD Roadster
W. Lane/1947 MG TC
E. McCord/1952 MG TD
J. Morris/1951 Morgan +4 Flat Rad
P. Morse/1953 MG TD
L. Neidell/1933 Plymouth Speedster
A. Reed/1929 Bugatti 37A
A. Reed/1949 MG TC
R. Ritholz/1953 Morgan +4
E. Russ/1953 MG TDC Mk II
S. Silverberg/1929 Ford Model A
R. Weinstein/1955 MG TF
GROUP 2
DRIVER/CAR
B. Alexander/1966 Triumph TR-4 Ambro
M. Alexander/1962 Triumph TR-4
S. Alexander/1966 Triumph TR-4 Ambro
D. Amys/1963 Triumph Spitfire
G. Balbach/1960 Porsche 356B
J. Bauer/1959 Austin Healey Bugeye Sprite
L. Bauer/1962 MG Midget
F. Boucher/1965 Porsche 356C
J. Brabender/1965 Volvo 122S
D. Brown/1975 MG Midget
T. Daly/1960 Austin Healey Bugeye
T. Drews/1963 Triumph TR-4
V. Frazzelli/1968 VW Beetle
M. Goetzinger/1961 Porsche Roadster
R. Gurolnick/1960 Porsche 356
E. Hoobchaak/1974 Morris Mini 100

R. Lane/1965 Lotus Super 7
J. Lumbard/1962 Austin Healey 3000 Mk II
R. Malgioglio/1964 Volvo 1800
S. McQueen/1957 Austin Healey BN4 100-6
R. Michalek/1968 Saab Sonett V4
R. Murphy/1961 Triumph TR-4
J. Perry/1962 Volvo P1800
J. Pickard/1974 MGB
N. Pirner/1959 Bugeye Sprite
D. Powell/1961 Austin Healey 300
D. Reynolds/1962 Volvo P1800
S. Rixen/1957 Austin Healey 100-6
J. Salisbury/1962 Austin Healey Sprite
P. Schaefer/1959 Austin Healey Bugeye
G. Thompson/1963 Triumph TR-4
R. Van Zelst/1955 Porsche 356
R. Wagner/1960 Austin Healey 3000
E. Wetzel/1966 Austin Healey 3000
D. Wilson/1962 Lotus Super 7



#73 Matthew Goetzinger, 1961 Porsche Roadster

GROUP 3

DRIVER/CAR
J. Bolter/1963 Lotus 23
W. Demarest/1960 Falcon Competition II Sport
C. Halverson/1976 Chevron B-36
K. Marquardt/1972 Mallock Mk 11b
J. Pauly/1965 VRC Porsche
T. Stuckart/1959 Demar Devin Mk
GROUP 4
DRIVER/CAR
L. Ahearn/1986 Swift DB-1
M. Bagby/1970 Lola T-200
K. Baum/1988 Euroswift SE-1
S. Beeler/1979 Lola T-540
R. Blanchard/1979 Crosslé 35f
G. Brabham/1971 Brabham BT-35/26
J. Buchanan/1969 Merlyn Mk 11a
D. Burkett/1978 Van Diemen RS-78
M. Burkett/1969 Chinook Mk 9

R. Burnside/1969 Brabham BT-29
J. Busch/1967 Brabham BT-21A
W. Butler/1982 Lola T-640
D. Carone/1969 Brabham BT-21
J. Dresang/1973 Elden PH 10B
G. Eastwood/1969 Chinook Mk 9
T. Engen/1970 Chevron B-17B
K. Fay/1973 Dulon MP-15
M. Fay/1973 Dulon MP-15
H. Friedrich/1969 Caldwell D-9
J. Fritz/1972 Lola T-204
M. Giroux/1969 Brabham BT-29



#86 David Bliese, 1970 Datsun 510

G. Good/1966 Brabham BT-21B
D. Greening/1990 Zink Z22
S. Grundahl/1969 Brabham BT-29
D. Handy/1968 Brabham BT-29
B. Hatle/1989 Swift FF
R. Hoemke/1962 Cooper T-59
J. Hogdal/1980 Citation-Zink Z-16
A. Holverson/1976 Hawke DL12
R. Hornig/1971 Brabham BT-35/32
J. Jorgenson/1991 Phantom Mk 1
J. Jurgenson/1979 Dulon MP-21
R. Karnopp/1972 Titan Mk 6
A. Lewis/1972 Titan Mk 6
T. Lopez-Rocha/1977 Crosslé
K. Madrid/1978 Crosslé 32
A. Maranto/1960 Lotus 18
S. Maslen/1967 Lotus 51a
W. McGehee/1980 Crosslé 40f
J. McMurray/1972 Royale RP-3
T. O'Grady/1962 Cooper T-59
M. Potasnik/1978 Lola T-440
M. Primack/1969 Lotus 59/69
P. Raeder/1971 Lotus 69B
B. Revennaugh/1962 Lotus 22
P. Sabeff/1972 Ensign
C. Smith/1981 Tiga FFA81
R. Stadther/1970 Dulon LD-9
A. Stanton/1977 Crosslé 32F
T. Stephani/1978 Crosslé 35f



#106 Scott McQueen, 1957 A-H BN4 100-6

GROUP 5

DRIVER/CAR
R. Alexander/1981 March S2000
R. Blain/1975 March 75 S
M. D'Ambrosio/1985 Tiga SC85
M. Daniels/1979 Tiga SC80
C. Duncan/1990 Lola S2000
P. Eskuche/1986 Swift DB-2
S. Frey/1993 Van Diemen FC
M. Goetzinger/20 Carbir
B. Julian/1985 Lola T-598
M. Kaske/1986 Lola T-88
J. Klein/1988 Lola 88/90
C. Leaverton/2000 Carbir CS2
K. Leparski/2004 Carbir S2
J. Miller/1977 Lola T-496
J. Miller/1972 Shadow Mk III
A. Myers/2001 Carbir CS2
B. Myers/2001 Carbir S2000
R. Pace/1979 Lola 492/496
H. Payne/1989 Lola T-90
S. Payne/1989 Lola T-90
H. Payne/1989 Lola T-90
M. Plotz/1985 Swift DB-2
J. Porasik/1986 Lola S2000
J. Ricci/1972 Chevron B-21
F. Sable/1965 Genie Mk 10
F. Seidel/2004 Carbir S2000
J. Selmants/2001 Lola Fox
J. Shanel/1989 Lola 89/90
A. Siddique/2014 Norma MM20 FC
K. Tilley/1974 Shadow DM4
C. Vance/1987 Lola 87/90
W. Vollrath/1973 Chevron B-23
M. Whitaker/1984 Tiga S2000
M. White/1985 Chevron B-63
B. Wolf/2000 Carbir CS2
GROUP 6
DRIVER/CAR
J. Dahmer/1999 Mazda Miata
T. Gruber/2016 Porsche GT3R
A. Jarvis/1992 Mazda Miata

J. Jarvis/1999 Mazda Miata
A. Maranto/1989 Porsche 924
A. Meudt/1985 BMW 635 CSI
C. Meudt/1985 Jaguar XJS G70
K. Meyer/2003 BMW 330ci
P. O'Hara/1991 Mazda Miata
D. Oesterle/1991 Mazda Miata NA6
J.M. Paredes/1990 Mazda Miata
E. Pylypchuk/2007 BMW 335i
J. Spiers/1974 Porsche 911
M. Stagi/1999 Mazda Miata
W. Swoboda/2003 BMW 330ci
J. Thom/1990 Mazda Miata
M. Thoma/1994 Mazda Miata
GROUP 6A
DRIVER/CAR
R. Alexander/2003 BMW M3
R. Blain/1975 Ford RS3100 Capri
T. Blecker/1965 Ford Mustang Fastback
C. Boatright/1969 Chevy Roadster
D. Bosell/1964 Corvette
D. Bosell/1965 Ford Falcon
T. Cornelius/1969 Camaro
J. DeGaynor/1960 Devin Special
D. DeSantis/1974 Porsche 911 RSR
D. DeSantis/1969 Porsche 911 RSR
B. Garcia/1965 BTM Cheetah Roadster
R. Gee/1969 Corvette
S. Graham/1969 Pontiac Firebird
J. Groose/1963 Corvette
A. Julian/2009 Holden Commodore
S. Lane/1963 Corvette
M. Lawson/1987 Porsche 944 Turbo
M. Origer/1969 Corvette
S. Papalas/1993 Chevy Lumina



#151 Frank Boucher, 1965 Porsche 356C

D. Parr/1969 Camaro Z28
T. Pfirang/1969 Corvette
K. Pickard/1997 BMW E46
F. Seidel/1973 Porsche 911 RSR
Z. Tenorio/1995 Ford Mustang
B. Treffert/1960 Corvette
H. Vicioso/1965 Ford Mustang
T. Walega/1966 Ford Mustang
C. Ward/1969 Corvette
GROUP 7
DRIVER/CAR
F. Belt/1979 March 79V
J. Bolter/1975 Chevron B-29
D. Cain/1994 Van Diemen FC
J. Conway/1993 Van Diemen FC
M. Dillon/1972 Chevron B-20
P. Donnelly/2001 Mygale SJ-01
E. Dulski/1990 Swift DB-4
T. Engen/2001 Lola 97/20
B. French/1997 Benetton B197
J. French/1997 Jordan 197
M. Giroux/1997 Lola 97/20
G. Greenfield/2002 Spreads F1000
A. Maranto/1972 March 722 F2
A. Maranto/1997 Van Diemen RF-97
J. Miller/1994 Van Diemen RF-94
M. Mudjer/1999 Carbir DS3
D. Otte/1987 Renard
M. Popp/1997 Van Diemen FC
R. Radmann/2004 Elan Pro Formula Mazda
T. Simpson/1972 McKee Mk 18
T. Smith/1974 Chevron B-27
B. Wallschlaeger/1997 Van Diemen RF-97
GROUP 8
DRIVER/CAR
R. Alexander/1994 Datsun 510



#29 Ben Robertaccio, 1971 Porsche 914/6; #67 Christopher Candee, 1968 Porsche 911

A. Amys/1970 Triumph GT6
G. Balbach/1966 Porsche 911
G. Beresford/1972 Datsun 510
D. Bliese/1970 Datsun 510
F. Boucher/1969 Porsche 911
G. Buckley/1973 Porsche 914
S. Burkland/1969 Porsche 911
C. Candee/1968 Porsche 911
J. Cohen/1973 BMW 2002
R. Cowen/1972 Alfa Romeo GTV
J. Coyle/2004 Caterham 400
B. Davis/1962 Elva Courier
T. DeSantis/1976 BMW 2002
E. Dieterle/1969 BMW 2002
D. Dietzler/1974 Alfa Romeo GTV 2000
J. Dohrwardt/1976 Porsche 914S
D. Farnsworth/1988 BMW ME
F. Florido/1986 Porsche 911
R. Friman/1990 BMW 325i



#159 Marc Giroux, 1969 Brabham BT-29

M. Gerdisch/1972 Datsun 240Z
J. Highland/1971 Lotus Elan S-4
L. Hansen/1969 Porsche 911
E. Hinsa/1972 Datsun 510
D. Hueppchen/1964 Volvo Amazon 122S
S. Hyatt/1974 Datsun 260Z
J. Jagusch/1970 Datsun 240Z
I. Keeler/1969 Datsun 510
L. Lunda/1970 Porsche 914
C. McGrath/1969 MGC
P. McManus/1969 MGC GT
K. McNiff/1974 Opel Manta
P. Mika/1970 Lotus Europa
T. Miller/1972 Datsun 240Z
W. Oakes/1973 Datsun 240Z
J. Ostrowski/1969 Triumph GT6+
J. Parnell/1970 Datsun 510
F. Pasta/1967 Alfa Romeo GTV 2000
L. Pinkerton/1972 Opel Manta
R. Rao/1987 Porsche 924
M. Recine/1969 Alfa Romeo GTV
B. Robertaccio/1971 Porsche 914/6

A. Rorke/1965 Lotus Elan
P. Sabeff/1966 Sunbeam Tiger
J. Saccameno/1969 Alfa Romeo GTB
M. School/1971 Saab Sonett
T. Stahly/1972 Alfa Romeo GTV 2000

J. Werth/1972 Datsun 510
J. Wheeler/1974 Alfa Romeo GTV
J. Ziltener/1972 Datsun 240Z
GROUP 9
DRIVER/CAR
D. Bland/2017 Ligier JP 315
R. Carlson/2011 Camaro
J. Chamberlin/1999 Lola B2K 40
J. Chamberlin/2007 Porsche GT3
C. Comer/1994 Ford Mustang
B. Dahmer/2005 Chevy Monte Carlo
J. DeGaynor/1992 Ford Mustang
T. DePachter/2007 Elan DP 02
R. Dickey/2004 Trotnow Camaro GT1 TA
R. Dittman/2014 Corvette
T. Engen/2005 Audi R8 LMP
B. Fenech/1922 Porsche GT3
T. Gruber/2016 Porsche GT3R
C. Hall/1922 Porsche GT3
B. Heifner/2011 Cadillac CTS-VR
N. Heumann/2011 Porsche Cayman
D. Incantalupo/2014 Oreca FLMA LMPC
I. Keeler/2015 Ford Mustang
L. Milazzo/2009 Daytona Prototype Mk 22
C. Olson/2000 Ford Cobra
E. Pecore/2000 Ford Cobra
E. Pecore/2012 Ford Mustang GT
C. Pedersen/2004 Pontiac Grand Prix
D. Roberts/2013 Audi R8 LMS
R. Rosenmerkel/1982 Pontiac Trans Am
A. Rupp/1995 Ford Mustang
R. Rupp/2009 Ford Mustang
A. Soltys/2019 Porsche Cayman CS
T. Sullivan/2015 Porsche 981 Cayman GTR
R. Van Zelst/2017 Porsche 991 GT 3R
L. Wiskirchen/2000 Ford Mustang



#196 Daniel Parr, 1969 Camaro Z28



#165 Tom Blecker, 1965 Ford Mustang Fastback

GROUP 10

DRIVER/CAR
P. Bastyr/1969 McNamara Sebring Mk 1
R. Blaney/1964 Formcar
R. Buckley/1969 Zink C-4
J. Buysse/1969 Lynx B
J-P Carter/1968 Zink
E. Coppock/1969 Lynx B

D. Crosby/1974 Zink Z12
G. Dennehy/1968 Lynx B
R. Detrick/1973 DM Lilly
R. Evans/1965 Autodynamics
D. Fisher/1968 Zink
J. Gaffney/1969 RCA
T. Gill/1968 Zink C-5
W. Gill/1965 Zink C-4
B. Griffith/1969 Warrior
D. Hayes/1969 Van Diemen FV
J. Heideman/1968 Zink C-4
S. Hild/1971 RCA
E. Jacobsen/1968 Lynx B
J. Janus/1968 Lynx B
J. Kennelly/1969 Lynx B
G. Lange/1972 Lynx B
D. Maier/1969 Lynx B
D. O'Keefe/1969 Lynx B
D. Obermeyer/1969 Lynx B
C. Poncin/1972 Campbell
R. Preiss/1972 Lynx
M. Richardson/1992 Mysterian M2
M. Rogers/1968 Bobsy Vega
B. Schwarzlose/1968 Zink
R. Schwarzlose/1965 Autodynamics



#196 Daniel Parr, 1969 Camaro Z28

K. Seeman/1967 Zink
M. Silverberg/1969 Lynx B
E. Smith/1968 Zink Z-4
J. Stiefel/1968 Lynx B
B. Styczynski/1972 Lynx B
B. Styczynski/1970 Lynx B
C. Summerville/1968 Zink C-4
P. Summerville/1969 Kaimann
J. Todd/1969 Lynx B
M. Westerfield/1975 Caldwell D-13
M. Wolff/1969 Lynx B
W. Wolff/1965 Zink Z-5
GROUP 11
DRIVER/CAR
A. Deer/1981 Citation Zink Z-18A
E. Lecuyer/1979 Lambda 7
C. Poncin/2002 Formula First Crusader
M. Richardson/1992 Mysterian M2
B. Styczynski/2002 Vortech 204
B. Styczynski/1993 Citation 93V

Charted: Buyers aren't willing to pay what sellers are asking

Eddy Eckart and James Hewitt



Across the internet car world, memes abound depicting sellers who “know what they’ve got,” imploring any interested parties not to make low-ball offers. Of course, this is regardless of whether their vehicle is exceptional, or whether the asking price has any bearing in reality.

There’s more than a kernel of truth behind these jokes—we’ve all seen those ads, and during the boom, several consignors I interviewed stated that many sellers were insistent on setting very ambitious and sometimes overly ambitious asking prices. The tactic paid off for many, but one bit of data—the sell-through rate (STR)—shows how buyers have been slowly influencing reduced asking prices as far back as the beginning of 2022.

Sell-through rate is exactly what it sounds like: the percentage of lots that transact successfully in a given auction or time period. Hagerty analysts include both reserve (auctions that have a minimum bid threshold for the car to sell) and no-reserve auctions when tallying up this data, as doing so paints a more complete picture of public auction activity.

What does sell-through rate tell us? Take a look at the chart below. During the market’s ascendancy, buyers were eager to get in the game and willing to meet or exceed the reserve prices set by sellers. This meant more cars found new homes, driving up the sell-through rate. When buyers eagerly pay what sellers are asking, sellers are naturally emboldened to keep pushing prices upward.

Memes abound depicting sellers who “know what they’ve got.”

That can’t last forever, though, and the 84 percent sell-through rate in the first two months of 2022 would prove to be the highest percentage for combined online and in-person auctions in the last eight years. It was at that point that buyer behavior began slowly exerting a downward influence on prices.

When the buyers’ analysis of a vehicle’s value is less than the expectation of the seller, cars go unsold, reducing the sell-through rate. We see this in the data—the STR dropped quickly through

2022, and though its rate of decline slowed somewhat over 2023, it remains on an overall downward trajectory.

The effect of this dissonance between buyer and seller may be immediate for someone who fails to sell a car at their desired price, but the impact on the market is delayed. Sellers take time to reset their analysis of their car’s market value because they rely on backward-looking data and may be hopeful that their car can still fetch an ambitious price. Buyers, on the other hand, look forward to what might happen to the market and are far less willing to move upwards to a seller’s reserve when they know they can go elsewhere or wait for a deal.

When we observe a return to relative stability in the sell-through rate (like the slow movement shown on the graph from 2016 through 2019), we’ll know that the days of exuberant pricing are fully behind us. Till then, the buyers are truly the ones who know what the sellers have.



VSCDA

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GingerMan Raceway May 2-5

Blackhawk Classic
Blackhawk Farms June 14-16

Vintage Gran Prix Au Grattan
Grattan International Raceway August 9-11

Arien's Art on Wheels Presented by the VSCDA
Road America September 13-15

Thunder In The Ozarks
Ozark International Raceway October 11-13

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