

Winter 2025

The
VINTAGE
Spirit

VSCDA
VINTAGE SPORTS-CAR DRIVERS ASSOCIATION



The VSCDA Questionnaire
50 Years of the VSCDA
Getting **Buff**
Drivers Committee

Annual Awards
Meet Sierra
Victory Lane Coverage
President's Message
66 Page Issue



Winter 2025
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Editor
Chris Bonk

Editor's Note:

Cover Photo: Chauncey Moran

We'd like to thank thank Dan Davis of Victory Lane for supplying us with the race report content and other work by their noted authors and photographers. Please support them whenever you can and check out the actual articles here [https://www.victorylane.com/!](https://www.victorylane.com/)

A Message from President
Alex Rorke

Stewardship - Part II

Last year's message touched on the remarkable stewardship provided by our membership and volunteers. In 2024 our members' sense of responsibility for the Club's well-being led to a tremendously successful year.

All of our events had commendable turnout and some, like Blackhawk with 180 cars, set a post pandemic record. (Thank you Marc Frost and Tom Wilcox.) Jim's Donato's chairing of Road America and perfectly choreographed Healey feature inspired an international event, bringing cars from England and Australia. In just its third year, the Ozarks Vintage Festival thrived due to co-operation with our partners at CVAR and RMVR. Thanks to stewardship by so many, including event chairs Dan Hayes, Sharon and Scott Hyatt, our Ozarks race is now established as a national destination race weekend.

Last year we talked about entering the 21st Century and stepping up our marketing/social media game. Thanks especially to Chris Bonk, Scott Hyatt and Sierra Walker, you and thousands of potential racers have seen new varieties of email blasts, event clips, etc. Our Eblast "open rate" metrics are quite good, roughly double what is usually achieved. The YouTube video from Grattan has been viewed 5,000 times and both Blackhawk and Grattan had highly favorable local TV coverage. We are learning and will get better.

So, after all the effort on new social media, why are you reading articles in Vintage Spirit instead of receiving 15 second video blasts? Vintage Spirit Editor Chris Bonk is extraordinarily adept at using new varieties of social media, but he puts so much into Vintage Spirit because this time of year (no racing and months prior to the racing season's starts) is perfect for reflecting on our sport and its community. In effect the longer articles in Vintage Spirit enhance that reflection and give us the opportunity to savor features like John Kleen Jr.'s article on the founding of VSCDA. It all helps to strengthen our identification with VSCDA and the vintage racing world.

I would be remiss to not mention we enter 2025 in very good financial position, as Treasurer Doug Bruce explained at our annual meeting. This adds to our confidence that with your racing participation and stewardship, 2025 will be another banner year for your club.

On behalf of the board and officers of VSCDA, we look forward to racing with you in the not very distant future. -- Alex



Meet Erik (Jake) Jacobsen

Erik(right) with Daughter Kristen (center) and wife Karen (left)

Erik Jacobsen answers...

The VSCDA QUESTIONNAIRE.

Q. How did you get into racing?

A: My family has been around sports car racing starting in the very early 50's with my father and his brother racing his brother's 1934 MG NA. I raced motorcy-

cles and off-road cars in the 70's and 80's, but didn't get into vintage until about 15 years ago. As an adult (sort of), I met my wife when we were both working for Skip Barber in Canaan, CT, so you can see that I haven't ever been that far from racing of one sort or another.

Q. Did you follow racing in your childhood?

A: I spent lots of time at So Cal tracks during my youth. Mostly at

Riverside. Dad and I watched a bunch of CanAm there, as well as SCCA events. We went to every Long Beach GP while it was an F1 event. The Bugeye I race was bought for \$75 by my dad when it pulled into our driveway in 1969 with a spun rod bearing. The intent was for he and I to race it in SCCA. Sadly, that didn't work out, but many years later, I finally put it together and started vintage racing it.

Q. Do you have a racing

hero or favorite racer who inspired you?

A: Probably my father. While his brother was always trying to make the NA go faster, he was always trying to get it to last through the race and drive it better.

Q. What is your favorite track? Event?

A: Blackhawktoberfest (wish it was still on the calendar)! For a Sprite, I can't think of a better track. It also has all of the elements of a proper vintage track; small, family owned, a little bit dangerous, scenic and friendly. Hallet would be a close second for all of the same reasons. RA is a lovely facility, and two miles from home, so it's hard to beat, but it doesn't check the emotional boxes nearly so well.

Q. What tracks are on your bucket list?

A: Would like to actually race at Lime Rock, since my wife and I lived in the apartment at the back gate when we worked for Skip. I'd also love to run at Spa and Le Mans, but that's pretty unlikely.

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

A: Not a single anecdote or event, but just the collective times and events of racing and hanging out with all the characters that are involved in this sport

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

A: While I love the Bugeye, I also really like my wife's TR6. Big tires, gobs of torque, hard to go wrong!

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

A: I'd to race a properly fast sports racer, (Lola, Chevron, etc. with BDA). Of course a Porsche 917.

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

A: Not in road racing cars. Been out doing agricultural work a few times, but never hit anything

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

A: Do it now! Even if it's racing a crappy old Sprite with a bone stock 1275 and cast-off tires, just get on with it. Don't worry about how slow you are, or who's going to beat you. It's way too easy to put it off for years (ask me how I know).



VSCDA HISTORY

On the 50th Anniversary of the Prairie Region
By John T. Kleen, Jr., Founding President, VSCDA



First US Bugatti GP
Elkhart Lake 1987

Fresh out of the University of Iowa's Math Department in 1963, I took on a small computer project for the federal government in Washington, DC. While in Washington, I was introduced to an interesting activity called sports car racing at an fascinating road racing course called Marlboro Motor Raceway. I had just acquired my first automobile, a 1963 Corvette roadster, and I was fascinated by the battles between the Corvettes and Cobras. Also of great interest was seeing the Porsches take the banked fast 180 degree left turn at full opposite lock.

In 1964, I headed up to Boston to begin a life insurance actuarial career. Now going back to my high school years, I was really a big fan of the Mercedes-Benz 300 SL Gullwing Coupe. In 1967, I happened to meet a graduate student from Harvard University by the name of Don Rubin. Don was from Chicagoland, and his parents had gifted him a nearly new 300 SL Roadster as a reward for graduating at the top of his class at Princeton. Don convinced me that life with a 300 SL was a piece of cake. Incredibly well engineered and built, and completely reliable. Therefore we set off together to find me a Gullwing. To make a long story short, through the NY Times Sunday classified section, I eventually bought my Gullwing from Edgar Jurist of the Vintage Car Store in Nyack, NY. Like some of you out there today, I can truthfully say that this transaction changed my life.

For the next few years, I used the Gullwing sparingly as I lived in the Back Bay of Boston and could walk to my office at New England Life. The Gullwing lived on the top floor of Danker and Donahue, a commercial garage also located in the Back Bay. Access to the upper levels was by elevator only. The car and I made it a point to attend sports car races at Thompson Speedway and Lime Rock Park with like-minded friends. Among those friends was Don Rubin, of course, who is today retired from the Chair of the Department of Statistics at Harvard. Don's Doctoral thesis had to do with missing data in statistical analysis, and

Founders of the VSCDA:

Tom Moore, Gerald Risner, Carl Vogel, Rick Maitzen, Ken Birchard, Frank Diaz, Art Bly, Hal Ullrich, Larry McCann, John Kleen and Paul Dauer.

as a humble actuary, I can only stand in amazement at that. Edward Knoll was another owner of a 300 SL Roadster that we met around Cambridge, Edward is a fellow mid-westerner (St. Louis) and is currently a member of the Board of Directors of the Gullwing Group.

In late 1970, I was going through the latest issue of Road and Track Magazine and came upon an article by Karl Ludvigsen about his 1953 Maserati A6GCS. At the end of the article Ludvigsen mentioned that he occasionally took his Maserati to low-keyed vintage racing events conducted by the Vintage Sports Car Club of America, and this club was based in Boston. Armed with this useful information, I eventually contacted Edgar Roy who was Chairman of VSCCA, and he invited me to attend the Vintage Sports Car Show at the Lars Anderson Car Museum in Brookline, Massachusetts. At that event, I was introduced to some interesting people, including Bill Leith and Gil Steward, as well as wonderful old cars.

It so happened that the VSCCA had a very precise list of eligible cars, but the good news was that they had just approved the 300 SL Coupe. This pleased me no end, and Edgar Roy got me into the club. In the spring of 1972 I ran the Gullwing in my first competitive event, the VSCCA Hill Climb at Larz Anderson. I finished second to Bill Leith in the Ex Phil Hill 1952 Ferrari 225 Barchetta. Later in 1972 I made the major decision to move back to the Chicago area, largely due to my father's health problems. However, having briefly sampled the wonders of the VSCCA, I really wanted a way to use my Vintage Sports Car in friendly, low-key competition. The subject of forming a midwest region of VSCCA seemed a logical choice. The assumption was that

VSCCA was going to become a national club with multiple regions around the country. Therefore the Prairie Region of VSCCA was formed in 1974 with yours truly as Director. We were gifted about ten members of VSCCA who were already members prior to 1974, but by the end of the year, the Prairie Region was up to 25 members. Initially the Prairie Region contented itself with solo driving events, most notably at Blackhawk farms Raceway and at the Alpine Valley Hill Climb, as well as social events.

In 1975, the President of the VSCCA was Robert Richer, a New Yorker who was originally from Kenilworth, Illinois. He had come east to prep at Lawrenceville and then went on to Cornell University. Robert was somehow involved with Riverside Records, a smaller label that specialized in Jazz. In any event, Riverside ended up producing a number of vintage race car audio recordings which were released in 33 rpm format. This included one album of all the the great Mercedes-Benz silver arrows. My personal favorite was the „Grand Prix du Rock“ (as in Gibraltar) in which Peter Ustinov did all the narration, characters and car noises. It is Priceless.

One day in 1975 I received a call from Robert Richer, and he offered me the position of being his Vice President of the VSCCA. I did not have to think about it too long before saying that I humbly accept his offer. Things were going reasonably well with the Pra-

rie Region, and the people back east recognized this. I had a good committee of people who took on most of responsibility to make things happen. None of us had much prior experience doing this sort of thing. If memory serves, Tom Moore was key, as were Ken Birchard, Rick Matizen, Carl Vogel, Gerry Risner, Hal Ullrich and Hugh Ruthven who served as our contact with Joe Marchetti and the Como Inn.

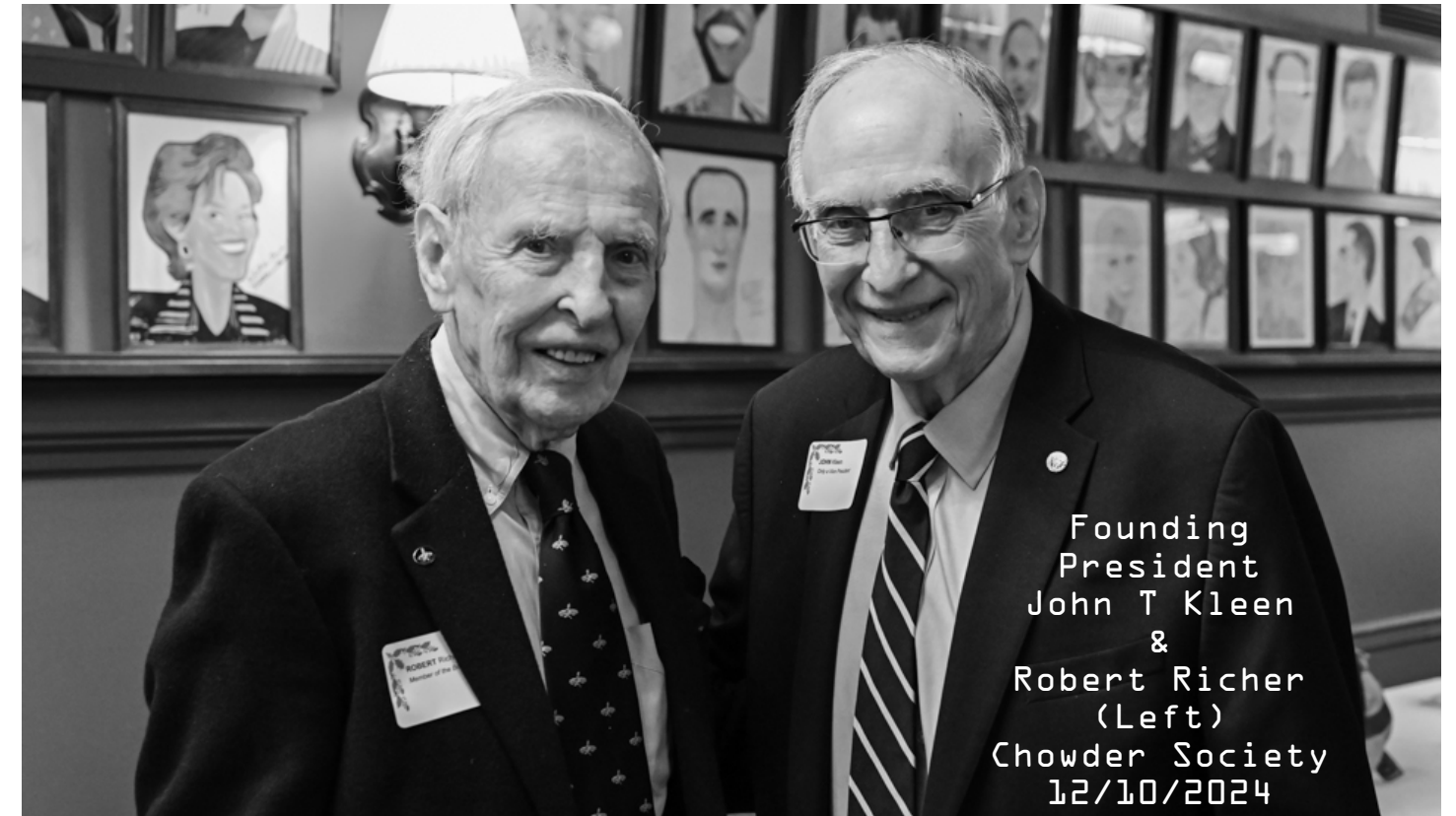
On January 31, 1979, the Vintage Sports Car Drivers Association was incorporated in the great state of Wisconsin with Tom MacArthur of Milwaukee as our Legal Representative in Wisconsin and John Kleen as President

I received some surprising news in early 1977. Robert Richer was retiring as President of VSCCA, and until a replacement could be found, as Vice President, I was now the highest ranking officer in the club. I was surprised by this turn of events, and was relieved that in just a few weeks a new president was appointed by the board. In 1978, the club provide the Prairie Region with the insurance to finally hold a full weekend of wheel-to-wheel vintage racing.

The result was that the Blackhawk Farms event that year was just the best ever. However about this same time it became obvious that there was a flaw in VSCCA organizational structure that prevented them succeeding as a national club. Our Prairie Region had the problem of restricted growth potential due to the club's list of Eligible Vintage Sports Cars. The eligible car density in the northeast US was at least three times that of the midwest. Therefore it soon became obvious to everyone that the cause of Vintage Sports Car racing in the US could best be served by autonomous regional organizations more responsive to the needs and demographics of local members.

Therefore, on January 31, 1979, the Vintage Sports Car Drivers Association was incorporated in the great state of Wisconsin with Tom MacArthur of Milwaukee as our Legal Representative in Wisconsin, John Kleen as President and Gerald Risner as our Legal Council. As I recall, the following eleven gentlemen were officially named as Founders of the VSCDA: Tom Moore, Gerald Risner, Carl Vogel, Rick Maitzen, Ken Birchard, Frank Diaz, Art Bly, Hal Ullrich Larry McCann, John Kleen and Paul Dauer. Please note the preponderance of T-series MG owners's among this list. We could not have done it without them. Thank you.

With five years of growth as the Prairie Region behind us, we were confident that we had a winning formula for the VSCDA's suc-



Founding President John T Kleen & Robert Richer (Left) Chowder Society 12/10/2024

cess: great events, enthusiastic volunteers and dedicated vintage sports car driving members. To encourage a strong membership right out of the gate, we created a category of membership called Charter Members of the VSCDA. Anyone who joined our club in the first year was automatically designated as a Charter Member. This campaign was very successful, and by year end we had just over one hundred dues paying Charter Members, a solid base for a viable organization.

The matter of eligible cars was streamlined for our VSCDA by not creating a defined list of cars at all. Instead, Eligible Vintage Sports Cars for VSCDA events were defined as all sports cars made on or before December 31, 1959. This also extended to other road racing

cars (mono-posto) of the period. (A few years later, this date was extended to December 31, 1963 in concert with the international committee, FIVA). This definition made a lot of sense for us as it suited our midwestern sports car demographic profile. It also was a logical extension of the widely recognized definition of eligible sports and racing cars related to the pre-WWII era.

And so it developed that we had a very successful organization. The annual schedule of events usually started with a spring garage tour, then the drivers school at Blackhawk Farms, a Concours somewhere grand, a Rally/Tour in the countryside, a solo time trial at a local airport, then back to Blackhawk Farms for a wheel-to-wheel race weekend and then

a film night featuring the old Shell movies. The Annual Dinner and Awards occurred on the calendar as close as possible to January 31, our official anniversary. This made for some iffy weather conditions for travelers, but the event was always well attended. Most of these in the early years were at Joe Marchetti's Como Inn with a wonderful Italian buffet and unlimited bottles of Lambrusco. Joe was a very generous person, especially with our group and the Ferrari Club. One year we ventured up to Long Grove for the annual dinner and the temperature was Fifteen Below Zero. Never-the-less, everyone showed up (they paid in advance), and we had a great time. The only concession to the weather was that between the entre and desert courses, we took a break so that the drivers could go outside



Mercedes 300SL GP, Elkhart Lake 1988

and warm up their cars for a little while.

There are many other highlights worth remembering from those early years. Board meetings were often held at Dan Bacin's Bacin's Pizza emporium on Lincoln Avenue in Chicago. Garage Tours were great social events, and we well remember Rich Newman's cave on Goose Island, as well as Ben and Fran Rose's car studio, and Sandy MacArthur's "Arabella and Friends." The favorite Con-

course venue was undoubtedly the Saddle and Cycle Club on Lake Shore Drive where we were guests of Lyssa Mashek Piette and Dottie Mashek Pattishall. For a couple of years of the Concours we were joined by our friends, the Vintage Sportscar Club. The Burlington, Wisconsin Airport hosted several years of Vintage Time Trials as well as a car show. However as the airport grew and prospered, we eventually had to find another event. The loss of Burlington led us to Grattan Raceway in Grattan,

Michigan. This event, of course, has become a permanent fixture on the VSCDA calendar of annual events thanks to the exciting track layout and the dedication of Judy and Phil Cull who brought it to the exalted position it holds today: The Vintage Grand Prix AuGrattan, where the big cheeses come to race their wonderful automobiles. In 1985 we created the Elkhart Lake Vintage Festival with a big assist from our friends in Minnesota, Vintage Sports Car Racing. To improve our communication with Road America management, I purchase two shares of Road America stock, courtesy of Mibs Hill. We held the inaugural ELVF as a two day gathering on the first weekend of October. It went off without a hitch. We had Rene Dreyfus come over from New York City and serve as the Grand Marshal, and he did an outstanding job of keeping us entertained all weekend long, especially at the Saturday's dinner at Siebkens. A wonderful gentleman, originally from Nice, France. Rene won the 1930 Monaco Grand Prix driving his privately entered Bugatti Type 35B Grand Prix car. In 1940 he came to Indianapolis for the 500 Mile race, and stayed due to the outbreak of WWII. He served in the US Army until after the war, became a US citizen, and with his brother, Maurice, became a successful French Restaurateur, opening Le Chantecler on 49th Street in Manhattan, just east of Fifth Avenue. The Elkhart Lake Vintage Festival had a profound effect on the VSCDA as it raised our profile in the vintage sports car

racing world. It became our most important event on the annual calendar, and it showcased what we could do as a non-profit all-volunteer organization.

With that event in our rear view mirror, we expected a smoothly run repeat success for the 1986 ELVF. We designated Allard as the featured marque, and named Fred Wacker as the Grand Marshal. Even Wally Mitchel, Art Bly and the Eight Ball would be in attendance. And then I got that phone call from the track. Due to a freak rain storm, the Indy Car race at Road America had to be red flagged and is being rescheduled for the Saturday of our ELVF weekend. A close review of our "contract" with Road America showed that there was little we could do about this development. However, ably assisted by our board members George Bruggenthies, Chuck Maranto and Henry Adamson, we ended up with the Friday being ours for practice and qualifying. So the three-day weekend was ours except that Indy cars had Saturday. We accepted this offer and hoped for the best. This would be the first vintage sports car weekend in the US with an Indy car support race.

Unfortunately the rain that disrupted the Indy car event just kept right on falling for the next two weeks. Things were really soggy to say the least (the word "mud" comes to mind), and it continued raining right through our weekend. Fortunately the track management had corrected a troublesome runoff

area so that the rain was no longer flooding the track back around Canada corner. The racing would go on. I will spare you the detail which have been fully recounted elsewhere. But I must say that Fred Wacker could not have been more gracious and understanding, and he gave a wonderful address at Saturday's dinner at Siebkens. A true gentleman.

For 1987, ELVF featured the First US Bugatti Grand Prix Race with Rene Dreyfus back as Grand Marshal. This was obviously a new

Right behind me was an outstanding group of Board members who would carry on: George Bruggenthies, Chuck Maranto, Tom Moore, Henry Adamson, John Golanty, Marv Primack and Bob Wismer.

thing in the Bugatti world, at least in the US, and it seemed that every important Bugatti owner or former owner was present. I raced my Type 37 which was down by 4 cylinders to the big cars, but we all had a great time. Rene was terrific and we kept him busy all weekend as he signed copies of his autobiography as well as the club's first official poster by Bill Baker. This was the event at which the Road

America Public Address system was raised to the highest possible level of communication as Henry Adamson went live and in person. We had discovered a new, permanent role in the club for our most serious Vintage Sports Car historian. Since 1987 the American Bugatti Club has had a total of eleven US Bugatti GPs plus one in Canada. Overall ELVF attendance in 1987 was strong, both in number of entries and spectators, although it was classified as a non-spectator event. Thanks also to the Milwaukee Region, SCCA who did a wonderful job and became regulars at ELVF.

The 1988 ELVF featured the Mercedes-Benz 300 SL Grand Prix, and we had John Fitch and Paul O'Shea as co-Grand Marshalls. John and Paul did an amazing job, especially at Siebkens dinner which on Saturday evening was the hottest ticket in the entire state of Wisconsin. The year 1986 marked the centennial of Mercedes-Benz, and the first of these US 300 SL races was held in Monterey that year. Ours was the second such event for 300SLs and we were pleased to have three alloy Gullwings in the field. Qualifying for the race was in the rain on Saturday, and by just letting my Gullwing do its thing, we ended up qualifying on the front row. In retrospect, this appears to be the last of these races in the US as nothing like it has happened since our event in 1988.

For 1989 George Bruggenthies and Chuck Maranto proposed featuring a Formula Junior Grand Prix in honor of the thirtieth anniversary of Formula Junior. After all the excellent work they had done for the club, how could we not accept their offer. Count Johnny Lurani came over from his home in northern Italy and he was joined by Elva (see McLaren) constructor Frank Nickols and driving champion Peter Arundell. Again a great event with the numbers to prove it and quality as well.

About a month after ELVF, I announced my retirement as President of VSCDA after eleven years plus five more with the Prairie Region, to be effective January 31, 1990. Like many of us in the organization, I had a lot to be thankful for, especially for like-minded friends and the satisfaction of our accomplishments. Retirement was not really that difficult a decision because right behind me was an outstanding group of Board members who would carry on: George Bruggenthies, Chuck Maranto, Tom Moore, Henry Adamson, John Golanty, Marv Primack and Bob Wismer. Our accomplishments extended beyond the calendar of events. We had a wonderful Newsletter, even if we never quite knew when it would be out. And we had Henry Adamson who was a truly gifted writer among a long list of his other personal contributions to the VSCDA. Although I was retiring, I proposed that the 1990 edition of ELVF feature "The British Vertical Grand Prix". Among my closest Vintage Sports

Car friends, I was nearly the only one who had never owned a British car. I hoped this GP would atone for that oversight. The Board accepted my suggestion.

One more thing. In 1988 we in the VSCDA were among the founders of a non-profit organization known as the Vintage Motorsports Council. This organization has quietly grown to become the indispensable national umbrella organization for virtually all of the vintage racing organizations in the US and Canada. Well! How about that!

POST SCRIPT

The year 1995 was a big one for me. While sitting on a boat in Lake Michigan on the evening of July 3, I met a young

Lithuania woman named Laima. She was rather amazing, trained in architecture and really understood restoring and using Vintage Sports Cars. She would later become my wife. Later that year I ran my Type 37 in the Second US Bugatti GP at Laguna Secca in Monterey. It was wonderful to reconnect with the Bugatti world. On Thanksgiving Day, I was part of the group that dedicated a marker in Jackson Park in Chicago commemorating the 100th Anniversary of the First Automobile Race in America. George Bovis and George Bruggenthies were part of that group which also organized a reenactment tour along the original course which ran from the Museum of Science and Industry up to Evanston and back. Let me take this opportunity to remind you to mark your calendar for the 200th



Laima Kleen 1995

anniversary on Thanksgiving Day in 2095.

As part of ELVF for 2005, I helped the American Bugatti Club present the 7th US Bugatti Grand Prix. We had a great turnout of entrants, and Peter Williamson provided his 1936 Type 57 Atlantic as our pace car. This edition of ELVF coincided almost to the day with the 50th Anniversary of Road America. We were honored to be a part of the festivities.

At about this same time, the ABC decided that I could be of use to them in helping to organize future Bugatti GP races, and so, after a discussion with their Chairman, Tom Clifford, I was added to their Board of Directors. I really enjoyed working for Tom over the next eleven year, and among other things, Laima and I established the club's annual Spring time Luncheon at Sardi's Restaurant in the Theatre

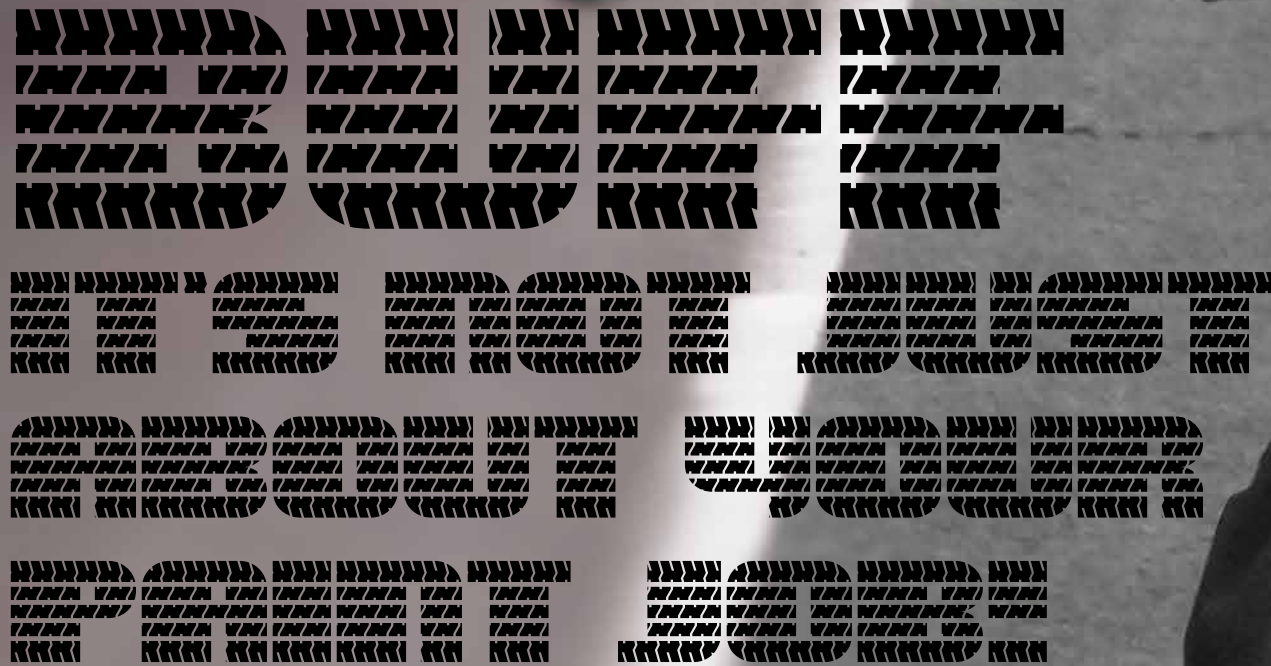
District of Times Square. Sardi's is actually on West 44th Street, and it happens to be right next to the Helen Hayes Theatre. Every time I go to Sardi's I am amazed by this coincidence. Helen Hayes was a famous actress who married the equally famous playwright Charles MacArthur. To certain members of the famous MacArthur clan back in Chicago, she was known as Aunt Helen. An additional development is that one of those MacArthurs back in Chicago, by the name Edward, sold me my first Bugatti, and I am reminded of this every time I go to Sardi's.

Going back for nearly a century, a small group of New York advertising people worked on Madison Avenue specializing in the automobile industry. In 1957 they formed a club that met for lunch once a month at Sardi's Restaurant, and that tradition continues to this day. The name of the club is the

Madison Avenue Sports Car Driving and Chowder Society. Their current President is Jim Donick, a wonderful fellow who used to be IBM's man in Moscow, and who is also a member of the VSCCA Board of Directors. For this years Chowder Society Christmas Party, Jim out did himself by not only arranged a visit from Santa Claus, but arranged for our friend Robert Richer to be the featured speaker. Robert is now 92 years old and is one of only two founders of the Chowder Society still with us. He did an outstanding job of keeping everyone in stitches. And so on December 10, 2024, he and I spoke about the Prairie Region of 1974, and I had a chance to personally thank him for choosing me as his Vice President those many long years ago. It was an honor.

Best,
John Kleen, December 30, 2024





Fitness Expert Troy Mork of THRiVE Imparts Some Wisdom in Regards to Getting the Most Out of One's Self Physically, for Each Race.



What wouldn't a racer do to go faster?
The answer, of course, is practically nothing.

The quest for every tenth of a second is never-ending. Racers are constantly seeking ways to improve vehicle performance. With countless man-hours devoted to every nut and bolt of a race car, one would think nothing was overlooked. Oftentimes, however, one of the most important elements in racing is not given much thought...driver fitness.

There is an absolute science in human performance. Be it professional Olympic athletes, body builders and yes, even race car drivers.

No matter what the sport, the best athletes usually win. Preparation, equipment, and desire play huge factors in winning, but ultimately, all things being equal, the advantage goes to the most highly skilled and trained competitor. On race day, everyone is an athlete.

The strategies employed by the professionals to improve human performance is the link between winning and losing...living and dying. Being physically fit isn't an option -- it's a must.

Driver fitness programs can be beneficial in all forms of racing, from the Weekend Warrior level on up. In close competition, the driver that is the most physically and mentally prepared to win probably will win.

Any number of critical factors are involved in developing a comprehensive health and fitness strategy to maximize a drivers performance. The human body; like a race car, are built differently and have different performance strengths and weaknesses. Identifying what those weaknesses are and working on correcting those while capitalizing on the individual's natural strengths will for sure send you flying through the checkered flag blowing all your previous records away.



FUEL Nutrition & Hydration

All the training in the world means nothing without the missing key: Nutrition & hydration. You spend double & triple the cost on your high octane race car fuel. Why wouldn't you take as much care of the most important engine, your body? Completing a race is a feat of strength, endurance, and stamina; and proper hydration, nutrition, and training are vital to a racer's success and survival. Racers, especially Vintage Racers, should consider guidance from a nutrition and sports professional.

Would you bring your race car to the starting line with no fuel? Of course not. Fuel your body **before you start**. Eating prior to exercise can be tricky. Racers should consume between 400 and 800 calories worth of foods high in healthy carbohydrate, low in fat, and with moderate protein content two to four hours before exercise and racing. However, depending on the training run or event's start time, this may be difficult to do. For example, a race starts at 8 AM. Many drivers have trouble waking up to eat at 5 AM or 6 AM. Drivers participating in a race that begins very early in the day may do best to eat a late dinner and/or an evening snack and consume an easily digestible carbohydrate food before the race (eg, sports drink, sports bar, energy gel, protein shake). I'd recommend BioTrust or Prograde protein shakes. For drivers who can eat breakfast before the race or who's stomach tolerates a meal closer to the start of exercise, steel cut oatmeal or brown rice with egg

whites. My ideal morning meal would look like this:

- 1) Wake up drink 1lt filtered water with one fresh lemon.
- 2) 20 minutes later drink one serving Athletic Greens Super Foods powder.
- 3) 30-60 min later eat 1 cup steel cut oatmeal with 4-6 eggwhites.

One of the biggest challenges some runners face when training for a marathon is teaching their belly to accept food during exercise. But for continuous endurance exercise lasting more than 45 minutes, eating during exercise is a must. Carbohydrate, fluid, and electrolyte balance is vital to a successful event and survival. It is important for runners and racers to experiment with various types of foods during exercise to determine which work best.

When eating during a race or event, a driver should consume a food item that is high in easily digestible carbohydrate and low in fat and protein. Since fat, protein, and fiber slow down the digestive process, drivers should avoid these nutrients to keep their stomach calm. Digestion during exercise is difficult enough since the blood supply is diverted to the working muscles at a time when it would normally be focused on the stomach and proper digestion.

Drivers should aim to consume at least 10 oz of water or a sports drink two hours before racing. Maintaining proper hydration before, during, and after driving and competition will help reduce fluid loss, maintain performance, lower submaximal exercise heart rate, maintain plasma volume, and reduce heat stress, heat exhaustion,





and possibly heat stroke. Heat Strokes are a risk during Summer race season.

Remember, starting a healthy eating program will not just help you perform better during the race; it will also be the key to weight loss. And we all know every ounce of additional weight in the car adds to your lap times. Loose body fat... shave seconds off your time.

ENGINE TUNING Endurance Training

Improving your cardiovascular fitness is a key if you're planning to drive in longer races. Increasing your aerobic health can lower your heart rate, improve your respiration and help keep you as strong as possible in those crucial final laps. As an added bonus, most cardio exercises also strengthen your legs, which are constantly moving during a race.

Incorporate HIIT (High Intensity Interval Training) to boost your endurance levels at those critical moments when you need your body to push into high gear. Mix HIIT

training with a steady state cardiovascular protocol to build your body's endurance levels for the long races (Imagine how this type of endurance could impact other parts of your private life).

Heat Strokes are a risk during Summer race season.

Upper Body Exercises

You don't need huge arms to shift gears and turn the steering wheel, but you do need strong arms to do so for a full race. Chest/shoulders/arms/neck/back are all critical components to staving off fatigue especially toward the final critical laps.

Using the most effective exercises to build upper body is a no brainer. Chest press, Bicep curls, Dumbbell Shoulder Raises, Tricep Extensions, Back Rows.. The list goes on and on. However, the real science comes in to play when choosing the order of the exercises, the weight (load) and the rep range. Each muscle has multiple muscle

fiber types and knowing how to activate the Endurance Fibers and stimulate the strength fibers is the difference between pulling out in front of your competition or being left in the dust.

Core and Leg Exercises

Building a strong core is critical to eliminating lower back pain during those long races. Incorporate Sit Ups and Leg Raises in a superset protocol to teach the abdominal muscles how to work non-stop. To make sure those all-important legs can still help you brake on time and put the pedal to the metal when you need it most incorporate Leg Press, Extensions and Hamstring Curls to isolate the individual leg muscles while implementing full Body Squats, Lunges and Dead Lifts to build power and strength. Use slow and controlled movement to maximize the exercise and to develop your machine from every angle.

The biggest muscles in your body are your legs and the key to the health of the most important muscle in your body...your heart.

Your body is your machine. Treat it better than you treat your car.

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Class starts on Thursday afternoon followed by an all-day on-track instruction on Friday. We conclude with the award of your driving priviledges and wheel to wheel racing Saturday and Sunday.

2025 DRIVERS SCHOOL
May 1st - May 2nd

WHEEL TO WHEEL RACING
May 3rd - May 4th



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South Haven, MI

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ORIGINAL TRACK LENGTH - 1.88 MILES
REVISED TRACK LENGTH - 2.14 MILES
WIDTH - 34'
DIRECTION - CLOCKWISE
SURFACE - MINIMUM 2000'
TRACK SURFACE - POLYMERIZED ASPHALT
ELEVATIONS ARE WITHIN 1'

VSCDA Spring Brake and Drivers School

Gingerman Raceway, Michigan

May 2-5, 2024
- story by Chauncey Moran



#25 Ron. Soave, 1968 Austin Healey Sprite;
#34 John Salisbury, 1962 Austin Healey Sprite;
#757 Gabrielle Lynch, 1961 Austin Healey Sprite;
#004x August Schmitz, 1972 MG Midget; #8
Nathan Burress, 1959 Austin Healey Sprite; #110
Charles. Hall, 1964 Austin Healey Sprite; 511 Buzz
Merchlewitz, 1959 Austin Healey Sprite



photo by Chauncey Moran

#12 Tim Holland, 1967 Lotus 41B; #22 Alec Maranto, 1972 March 722; #29 Don. Carone, 1969 Brabham BT-21; #51 Debbie Maier, 1969 Lotus 51

VSCDA has a history of choosing race tracks that are rural in nature, not only for the challenging experience of a track's technical aspects, but also for the family-friendly nature of the location. While many racers have motor homes and trailers, others prefer the rustic opportunities of camping at the track, or staying in a bargain-price hotel before Memorial Weekend. Gingerman Raceway's located a mere eight miles from beautiful Lake Michigan in the diverse community of South Haven. From fine dining to pizza and bar burgers, the cuisine can satisfy the most discerning of palates. With spring in full bloom, the south shore community of South Haven lures the visitor with a sense of possibility away from the track.

Traveling to the area can involve either one of the expressways or the old, two-lane, state highways passing through the

wine country vineyards of southwest Michigan.

Gingerman boasts viewing of nearly the entire track from several locations; the most coverage for photo ops are at the hill plateau situated between Turns 3 and 7, offering a view of ten different turns (the hairpin at 10B's blocked by a forested berm), and the Starter's flag station can readily be photographed with a high-powered lens.

For more uprnt and personal viewing, the bleachers on the hillside near the false grid and north paddock are gives you an adrenaline rush with the acceleration as the green flag waves and the racers come thundering up a slight incline into Turn 1, at the first change in direction to the left on the 2.2-mile journey around the race course in full view. There's always plenty of jostling for position, and squeezing into the

narrower track on Turn 2 sets the tone for driver etiquette.



photo by John Lacka

#9 Erik Wood, 1966 Alfa Romeo GTV; #96 Victor Edgar, 1983 Porsche 944

The early morning started with warmups and practice, followed by qualifications after lunch, with 126 drivers participating including 24 newly graduated students now licensed to drive in vintage

motorsport events. VSCDA saw a total of 375 entries for 14 events during the weekend. What follows in this report are events from Saturday, followed by highlights from certain outstanding individuals on Sunday.

Saturday

The grid for the Formula Vees in **GROUP 1** was led by #7 John Kennelly, blue 1969 Lynx B, and #86 David Crosby, orange 1974 Zink Z-12. Behind then was #92 Eric Coppock, white 1969 Lynx B, and #78 Mike Kitzmiller, green 1969 Lynx B. As

Gingerman is a rolling start, when the starter approves the 2x2 lineup, the 4-cylinder, air cooled VW engines roar to life. With hand on the shifter, the racers throttle and shift to Turn 1. All close quarters here, with 17 racers arriving mere inches apart without incident. Durning Lap 1, Kitzmiller passes the three before him, with Coppock moving into second. Coppock revealed his considerable driving prowess on Lap 2, passing Kitzmiller, who was then passed by Kennelly in Lap 5. Shortly thereafter, amid some shuffling, an entanglement between Kitzmiller and Crosby put both of them out of the race.

#21 Bill Styczynski, purple 1972 Lynx B, moved into 3rd at that point with #63 Doug Obermeyer, red & white 1969 Lynx B, slipping into 4th. Coppock gained some space on the others in the pack on Lap 6, and the top four maintained status quo until the end, with Kennelly able to cut Coppock's lead by a few seconds before Coppock took the checkered flag. Other than one incident without physical injury, the quick, close racing ended safe and fun for most.

On the pole for **GROUP 2** was #471 Tom Walega, white 1966 Ford Mustang GT 350, with #99 Larry Lunda, blue Porsche 914 alongside him. They were followed by #41 Victor Avigliano, white 1978 Porsche 924, and #08 Gary Beresford, lime green 1972 Datsun 510. Starting fifth was #9 Eric Wood, yellow 1966 Alfa Romeo GTV, next to #28 Isaac Keeler, red 1972 Datsun 510. You could hear the roar of Walega's Mustang when the green flag waved. Walega maintained the lead on Lap 1, followed closely by Avigliano, with Wood moving up to third and Keeler to fourth. Keeler overtook Wood for third on



photo by Chauncey Moran

#62 Alex Rorke, 1965 Lotus Elan; #28 Issac Keeler, 1972 Datsun 510; #25 Paul Joyaux, 1967 BMW 2002; #185 Marshall Moore, 1972 Datsun 510

Lap 3, and on Lap 5, Avigliano's Porsche outflanked Walega's Mustang to take over the lead. Beresford then rallied, to overtake Wood for fourth with three laps to go. By this point, Avigliano was clearly out front of all, taking the checkered flag after 12 laps with Walega finishing second, 24 seconds behind. Keeler's Datsun wound up third with Wood rallying late to finish fourth. The race saw some minor off-roading, but no serious incidents.

Leading the grid for **GROUP 4** was #77 Mark Coombs, white 1989 Lola T-89/90, and #81 Mark D'Ambrosio, black 1989 Tiga SC-85. They were followed by #15 Patrick McRee, 1994 Van Diemen FC, and #22 Alec Maranto, 1972 March

722 F2. When the green goes waving, these high-RPM 4-bangers really make some noise, and Turn 1, with the S2s and Formula racers, becomes quite a spectacle. It's amazing how they fit together like



photo by John Lacka

#202 Eileen Wetzel, 1966 Austin Healey 3000

a puzzle over the first lap. Coombs led after Lap 1, with #1 Maxwell Whitaker, black 1984 Tiga S2, accelerating at every opportunity and moving into second with #7 Tom Pixley, Red 1978 Wheeler Super Vee, running a close third. The top four positions remained static for the next four laps, but Coombs slowed and retired from the competition on Lap 6, vaulting Whitaker into the lead, followed by Pixley, D'Ambrosio, and McRee. Whitaker smoothly piloted his black, well-maintained Tiga S2 in the closing laps, winning by 34 seconds over the hard-charging Pixley. D'Ambrosio came in third ahead of McRee.

Leading the 29-strong grid in **GROUP 5** was #25 Ron Soave, white 1968 Austin Healey Sprite. Beside him was #34 John Salisbury, greet 1962 Austin Healey Sprite.



photo by Chauncey Moran

#28 Craig Marcacci, 1969 Lynx



photo by John Lacka

#7 Tom Pixley, 1978 Wheeler Super Vee; #81 Mark D'Ambrosio, 1985 Tiga SC-85



photo by John Lacko

#12x Richard Fried, 1963 Lotus Elan; #317 Ryan Murphy, 1961 Triumph TR-4; #004x August Schmitz, 1972 MG Midget

Row 2 consisted of #12 Richard Fried, black 1963 Lotus Elan, and #11 Allan Thom, Alfa Romeo. This group coming into 2x2 alignment for the green made for quite an excellent photo-op, with the starters holding their respective positions after the quarter mile drag race to the first corner. In the exit of Turn 2, Salisbury accelerated side-by-side with his long-time competitor Soave, outmaneuvering him to take over the lead, with Fried remaining in third while Thom dropped back into 11th and eventually retiring to the paddock. Soave overtook Salisbury for the lead on Lap 2, Soave took it back on Lap 4, Soave said "no way" and retook it again on Lap 5. The race ended with Salisbury running just .8 seconds ahead of Salisbury, with Fried's right-hand drive Elan in third and #60 Ron Gurolnick, 1960 Porsche 356, coming in fourth while #202 Eileen Wetzal, green 1986 Austin Healey 3000, won her class and showed off her suburb driving prowess.

Enduros are often a surprise, combining the tenacity of the driver, reliability of car,

and the team preparation. A total of 28 cars, representing 12 classes, entered the 45-minute, closed-wheel **ENDURO** at Gingerman, an event requiring a 5-minute rest stop. The best strategy is to make your pit in-and-out smooth, safe, and effective, hydrating and checking what needs to be done on the car. The grid positions: #99 Larry Lunda, Porsche 914, and #41 Victor Avigliano, 1978 Porsche 924 in Row 1; #08 Gary Beresford, 1972 Datsun 510, and #26 Kurt Marquardt, 1986 Swift 2000 in Row 2; and #28 Issac Keeler, 1972 Datsun 510, and #117 Steve Montgomery, blue/silver 1972 Mallock 11B in Row 3. Drivers settled in at the start, strategizing for the grueling 45 minutes to come. Avigliano screamed into the lead on Lap 1 with Lunda dropping all the way back to ninth. Keeler moved up to second and Beresford held onto third. By Lap 4, #1 Marshall Whitaker, 1984 Tiga, had moved himself from his 25th starting

position up through the pack and passed Keeler to move into second. Whitaker then overtook Avigliano for the lead on Lap 5. By Lap 8, #77 Mark Coombs, 1989 Lola T-89/90, who'd started 24th, had moved all the way to the second spot and pushed Avigliano down to third. Avigliano then outmaneuvered Coombs to regain second on Lap 11, by which point some of the competitors were taking their mandatory pit stops. Coombs pitted during Lap 12 and Whitaker during Lap 14, with Avigliano ascending into the lead ahead of Marquard and #96 Victor Edar, 1983 Porsche 944, who'd systematically moved through the pack. By Lap 18, Coombs had retired while Whitaker had dropped back to 13th after his stop. The race concluded with Avigliano, Marquard,



photo by Chauncey Moran

#63 Doug Obermeyer, 1969 Lynx B

and Edar all completing 22 laps. Race winner Avigliano was jubilant, waving as he passed. Marquardt, in his second season driving his blue Swift, was equally joyful with his 2nd-place finish, while Edar's tenacity and steadfast effort paid off with the third podium spot. Congrats to the class winners as well for a fun, nearly incident-free event.

Sunday

Spridget races are a VSCDA tradition, revealing the rivalry, as well as camaraderie, among the drivers of the Austin Healey Sprite and MG Midget. Years ago, I was awakened from a sound sleep in the bed of my truck located in the paddock. With flashlight in hand, I walked downhill towards the metallic sound, and I encountered five older fellows, in various

positions, wrenching away at a Spridget so that the owner would be able to compete in their time-honored, gentlemanly vintage competition. Their mission was to aid anyone worthy of at least one green flag during the days of the event. Just one example from my experience as a photo historian of the true spirit amongst the drivers of the Sprites and the Midgets.

Sunday's **SPRIDGET** race consisted of 16 starts with #25 Ron Soave, 1968 Austin Healey Sprite, and #34 John Salisbury, 1962 Austin Healey Sprite in Row 1. Behind them was #188 Tom Cole, green 1967 Austin Healey Sprite, and #757 Gabrielle Lynch, 1961 Austin Healey Bugeye Sprite. So homologous in size, these cars race close, almost like Formula racers. During Laps 1-4, they looked like train cars hooked together. On Lap 5, Gabrielle Lynch passed Cole to take over third, only to then be passed Cole again on Lap 6. She then faded and retired on Lap 7 while #182 Brian Lynch, orange 1961 Austin Healey Sprite, moved into the fourth spot. On Lap 10, #004 August Schmitz, 1972 MG Midget, passed Brian Lynch to claim fourth overall and the top spot among the Midgets, with

ENTRANTS LIST

RACE A

DRIVER/CAR

R. Blaney/1964 Formcar
R. Buckley/1969 Zink C4
J. Buysse/1969 Lynx B
E. Coppock/1969 Lynx B
D. Crosby/1974 Zink Z-12
G. Dennehy/1968 Lynx B
J. Dobis/1954 Zink
W. Gill/1965 Zink



photo by John Lacko

#88 Stephen Maslen, 1967 Lotus 51A

J. Kennelly/1969 Lynx B
M. Kitzmiller/1969 Lynx B
M. Leto/1971 Lynx B
C. Maracchi/1969 Lynx
D. Obermeyer/1969 Lynx B
K. Seeman/1967 Zink
M. Silverberg/1969 Lynx B
L. Staver/1969 Lynx B
B. Styczynski/1972 Lynx B
D. Styczynski/1971 Lynx B
S. Theobald/1969 Lynx B
J. Todd/1969 Lynx B
M. Westerfield/1975 Caldwell D-13

RACE B

DRIVER/CAR

V. Avigliano/1978 Porsche 924
B. Dredge/1965 Ford Falcon
V. Edgar/1983 Porsche 944
J. Jarvis/1999 Mazda Miata
J. Jemmens/1984 Porsche 944
J. Koktavy/1965 TVR Griffith
A. Maranto/1984 Porsche 944
A. Miller/1999 Mazda Miata
M. Nuesser/1987 Porsche 924

T. Rorke/1990 Mazda Miata
T. Walega/1966 Ford Mustang
C. White/1990 Mazda Miata

RACE C

DRIVER/CAR

S. Albers/1971 Datsun 240Z
G. Beresford/1972 Datsun 510
M. Besic/1969 Alfa Romeo Duetto
B. Bullock/1971 MGB
J. Butzer/1975 Porsche 914/4
D. Dietzler/1974 Alfa Romeo GTV 2000
J. Dietzler/1967 Alfa Romeo GTV 2000
D. Escauriza/1984 Alfa Romeo Spider Graduate
J. Heideman/1977 Triumph TR-7
G. Herr/1972 Porsche 914
J. Horner/1971 Triumph TR-6
T. Jongen/1967 Volvo 142S
G. Joyaux/1988 Porsche 924
P. Joyaux/1967 BMW 2002
I. Keeler/1972 Datsun 510
J. Kjoller/1971 Porsche 914
L. Lunda/1970 Porsche 914



photo by John Lacko

#117 Steve Montgomery, 1972 Mallock 11B.

G. Michele/1971 Alfa Romeo GTV
T. Miller/1972 Datsun 240Z
A. Mitchell/1987 Porsche 924S
S. Montgomery/1972 Mallock 11B
M. Moore/1972 Datsun 510
F. Pasta/1967 Alfa Romeo GTV 2000
M. Pranka/1974 Alfa Romeo Spider
A. Rorke/1965 Lotus Elan
A. Schlesinger/1977 Triumph TR-7
G. Taft/1977 Toyota Corolla
M. Tews/1972 Datsun 240Z
E. Thom/1965 Alfa Romeo Giulia TI



photo by John Lacko

#511 Buzz Merchlewitz, 1959 Austin Healey Sprite; #8 Nathan Burress, 1959 Austin Healey Sprite

the top three positions going to the Sprites: Soave in first, Salisbury second, and Cole in third, the three having charged hard throughout the 10-lap race.

While the bulk of these tales records the frontrunners of each event and their individual racing prowess, the other classes participating are equally engaging in their respective competitions – the races with a

race – for bragging rights in their assigned classes. Several racers courteously waved at the photographers as they past. We are all extremely grateful for the passionate volunteers who created an environment of camaraderie leading to a positive, memorable event. See you in the paddock, on the track, or in the lens. Drive with your eyes and heart for safety of others.

E. Wood/1966 Alfa Romeo GTV
RACE D
DRIVER/CAR

J. Busch/1967 Brabham BT-21A
D. Carone/1969 Brabham BT-21
M. Coombs/1989 Lola T-89/90
M. D'Ambrosio/1985 Tiga SC-85



photo by Chauncey Moran

#128 Mike Pranka, 1974 Alfa Romeo Spider.

E. Dean/1967 Lotus 51C
A. Handley/1990 Lola T-90/90
D. Hayes/1967 Lotus FF
T. Holland/1967 Lotus 41B
D. Maier/1969 Lotus 51
A. Maranto/1972 March 722
A. Maranto/1997 Van Diemen RF-97
K. Marquardt/1986 Swift S2000
S. Maslen/1967 Lotus 51A
R. Maurer/1986 Ralt RT-5
P. McRee/1994 Van Diemen FC
M. Pixley/1996 Van Diemen RF-96
T. Pixley/1978 Wheeler Super Vee
D. Satterley/1982 Prs 82F
W. Schmitt/1980 Lola T-540E
T. Schulke/1967 Lotus 51
C. Smith/1981 Tiga FFA-81
M. Whitaker/1984 Tiga S2000

RACE E

DRIVER/CAR

M. Atkins/1969 Austin Healey Sprite
J. Buckley/1967 Austin Healey Sprite
N. Burress/1959 Austin Healey Sprite
T. Cole/1967 Austin Healey Sprite
J. Donato/1967 NSU 1200 TTS
T. Evans/1965 MG Midget
M. Fisher/1969 Triumph Spitfire
R. Fink/1960 Austin Healey Sprite

R. Fried/1963 Lotus Elan
M. Frost/1979 Honda Civic 1200
R. Gurolnick/1960 Porsche 356
C. Hall/1964 Austin Healey Sprite
J. Hall/1972 MG Midget
M. Hoffman/1962 Lotus S7
A. Kremzar/1974 MGB
R. Lane/1953 MG TD
B. Lynch/1961 Austin Healey Bugeye Sprite
G. Lynch/1961 Austin Healey Sprite
R. Malgioglio/1964 Volvo 1800
S. Mason/1960 Austin Healey Sprite
R. Meldrum/1968 MGB Roadster
B. Merchlewitz/1959 Austin Healey Sprite



photo by Chauncey Moran

#833 Russell Lane, 1953 MG TD

R. Michalek/1968 Saab Soneett V4
R. Murphy/1961 Triumph TR-4
B. Newcomer/1965 MG Midget
G. Newcomer/1958 Austin Healey Sprite
J. Pancrazio/1964 Volvo P1800
D. Parsons/1955 Austin Healey Mk1 Sprite
T. Parvin/1972 BMW 2002
J. Porada/1964 Austin Healey Sprite
J. Salisbury/1962 Austin Healey Sprite
A. Schmitz/1972 MG Midget
R. Soave/1968 Austin Healey Sprite
R. Stadther/1963 Elva Courier
A. Thom/1965 Alfa Romeo Giulia TI
F. Tirkala/1971 Triumph Spitfire
E. Wetzal/1966 Austin Healey 3000
T. Wilcox/1966 MG Midget
D. Wittenauer/1964 Morris Cooper S
K. Wittenauer/1968 Unipower GT



photo by Chauncey Moran

#00 Justin Pancrazio, 1961 Volvo P1800; #471 Tom Walega, 1966 Ford Mustang



#78 Allen Letterly, 1982 Citation/Zink 16; #98 Jeffrey Garrett, 1975 LeGrand Club Ford

in a 1967 Datsun roadster (instead of the hard top Datsun 510 he won the wet race in). Donnie was followed by Jose Miguel Iturbe in a red and white striped Porsche 911. The third-place finisher was Scott Conrad driver a personal favorite car of mine, a 1968 Alfa Romeo GT.

After the lunch break, the last bought of races for the weekend began. Dubbed the "blue flag special" the afternoon was comprised of an inverted - Timed Grid Release race for each class. This produced spectacular racing for each class with

dozens of overtakes within each class. I personally could not do the number of lead changes Justice in a single paragraph form. But I will say that if you are ever at a CVAR race that has an inverted field release; you need to see it! The results for each class and number of overtakes each person had is listed below:

- Group 6: P1) #50 John Taphorn, 1988 Reynard SF878 (0 passes); P2) Scott Clark, 1985 Swift DB-1 (11 passes); P3) Tom Dalrymple, 1981 Van Diemen RF8 (9 passes)

- Group 4: P1) Gary Perser, 1965 Ginetta G4 (11 passes); P2) Tom Taff, 1962 Miller Special (11 passes); P3) Scott Barrett, 1965 Koch Chevy Special (11 passes)
- Group 3: P1) Steven Hild, 1971 Formula V RCA (18 passes); P2) Jason White, 1965 Zink C4 (5 passes); P3) John Williamson, 1972 Caldwell D-13 (9 passes)
- Group 2: P1) Mike Bond, 1965 MG B (14 passes); P2) Trevor Bond, 1964 MG B (2 passes); P3) Doug Hilton, 1972 MG Midget (5 passes)
- Group 1: P1) David Fershtand, 1968 Ford Mustang (8 passes); P2) Paul Hagggar, 1973 Chevron B23 (20 passes); P3) Skip Duplissey, 1973 Porsche RSR (18 passes)
- Group 7: P1) Chris Beckwith, 1972 BMW 2002 (4 passes); P2) Donnie Cluck, 1967 Datsun Roadster (5 passes); P3) Jose Miguel Iturbe, Porsche 911 (1 pass)

With that dizzying display of overtakes for position CVAR called it a weekend and everyone headed home. I packed up my wet tent (to be dried later) and headed back south to prepare for the staunch summer Texas heat. CVAR will return in September to ECR once that heat dissipates; I hope to see you there!

GROUP 1

PL CL DRIVER/CAR

- 1 AS D. Fershtand/1968 Ford Mustang
- 1 FIA P. Hagggar/1973 Chevron B23 2:06.462
- 2 FIA S. Duplissey/1973 Porsche RSR
- 1 AS H.J. Nearbery/1966 Ford Mustang 2:14.204



#33 Jeffrey Walker, 1959 Austin Healey Sprite

- 1 AP J.P. Griffith/1968 Corvette 2:13.160
- 2 AP M. McIlyar/1971 Corvette
- 1 BP J. Bergendahl/1965 Ford GT 350 Fastback 2:13.194
- 3 AP J. Sandberg/1969 Corvette
- 2 AS K. Davidson/1962 Ford Falcon 2-door
- 3 FIA M. Gohlke/Porsche 914/6
- 4 AP L. Guerra/1968 Corvette
- 2 BP W. Vaughn/1966 Ford GT350 Mustang
- 3 BP G. Reynolds/1967 Shelby Mustang
- 3 AS R. Mahan/1965 Ford Mustang
- 4 BP T. Cramm/1965 Ford GT 350
- 5 BP D. Fauchoux/1966 Ford Mustang GT
- 6 BP M. Baker/1969 Corvette
- 4 AS R. Williams/1968 Chevrolet Camaro
- 5 AS H. Hilton/1967 Ford Mustang

GROUP 2

PL CL DRIVER/CAR

- 1 EP M. Bond/1965 MGB
- 2 EP T. Bond/1964 MGB

GROUP 3

PL CL DRIVER/CAR

- 1 FP D. Hilton/1972 MG Midget 2:18.058
- 1 CS C. Lemmons/1966 Austin Mini Cooper 2:23.6 98
- 2 FP M. Coleman/1972 MG Midget
- 3 FP S. Coleman/1972 MG Midget
- 3 EP W. Pollard/1974 Porsche 914
- 4 FP D. Long/1967 Sprite Sprite
- 5 FP K. Keiger/1966 MG Midget
- 6 FP T. Searls/1967 Datsun 1600 Roadster
- 4 EP M. Jones/1965 MGB



#71 Mark Domiteaux, 1975 Titan Mk 9B

- 1 FP S. Hild/1971 RCA
- 2 FV J. White/1965 Zink C4
- 3 FV J. Williamson/1972 Caldwell D-13
- 4 FV D. McDowell/1969 Zeider ZRD-06
- 5 FV B. Schwarzlose/1968 Zink FV
- 6 FV E.O. Barron/1969 Autodynamics
- 7 FV D. McMasters/1965 Zink FV
- 8 FV J. Puermer/1972 Caldwell D-13
- 9 FV D. Bevan/1970 Zink Z-5
- 10 FV D. Haldeman/RCA Mk 2
- 11 FV S. Hughes/1968 Lynx B
- 12 FV B. Binion/1971 Autodynamics
- 13 FV R. VanLiew/1963 Formcar Vee
- 14 FV R. Schwarzlose/1965 Autodynamics
- 15 FV A. Hamilton/1969 Zink

GROUP 4

PL CL DRIVER/CAR

- 1 T-2 G. Perser/1965 Ginetta G4

GROUP 5

PL CL DRIVER/CAR

- 1 CSR T. Taff/1962 Miller 2:22.9 37
- 1 CM S. Barrett/1965 Koch Chevy Special 2:20.2 49
- 2 T-2 R. Pinkston/1966 VW
- 1 T-1 G. Valdes/1966 Sunbeam Tiger 2:25.2 16
- 3 T-2 T. Hasse/1962 Volkswagen Bug
- 1 VB L. Marchant/MGA 2:33.6 37
- 1 VC G. Black/1959 Morris Minor 2:37.663
- 1 VA D. Iturbe/1962 Austin Healey 300 2:27.574



#74 Ricardo Price, 1964 Corvette

GROUP 6

PL CL DRIVER/CAR

- 1 Student D. Fauchoux/1966 Ford Mustang GT
- 2 Student A. Hamilton/1969 Zink
- 3 Student R. VanLiew/1963 Formcar Vee
- 4 Student R. Mahan/1965 Ford Mustang

GROUP 7

PL CL DRIVER/CAR

- 1 FC J. Taphorn/1988 Reynard SF-88
- 1 FF3 S. Clark/1985 Swift DB-1 2:04.761
- 1 FF2 T. Dalrymple/1981 Van Diemen RF--81 2:04.561
- 1 FB P. Hagggar/1969 Brabham BT-29 2:04.943
- 1 FF1 J. Stiehr/1969 Winkelmann 2:06.079
- 2 FF3 T. Smith/1982 Van Diemen
- 2 FF1 L. Romine/1968 Lotus 51
- 2 FF2 S. Mercer/1973 Crosslé 25F

GROUP 8

PL CL DRIVER/CAR

- 3 FF1 J. Langham/1972 Marilyn Mk 20
- 3 FF2 T. Blakeley/1977 Crosslé 32F
- 1 FJ-3 R. Hoemke/1962 Cooper T-59 2:13.007
- 4 FF1 A. Acemyan/1969 Beach T11F
- 4 FF2 A. Letterly/1982 Citation/Zink 16
- 5 FF1 C. Jones/1972 Ford Titan Mk 6
- 5 FF2 J. Garrett/1975 LeGrand Club Ford
- 6 FF1 N. Baldauff/1969 Beach T11F
- 6 FF2 M. Swensen/1977 Royale RP-24
- 2 FC W. Trimburt/1988 Van Diemen RF--88
- 2 FJ-3 B. Revenaugh/1962 Lotus 22
- 3 FF3 W. Murphey/1984 Swift DB-1
- 4 FF3 J. Lee/1984 Swift DB-1
- 7 FF2 M. Domiteaux/1975 Titan Mk 9B
- 8 FF2 C. Bamford/1981 Zink Z-16



#116 Diego Iturbe, 1963 Cooper Monaco

- 7 FF1 J. Mihalich/1969 Lotus Type 61
- 8 FF1 E. Ziegler/1969 Beach T11F
- 9 FF2 P. Flynn/1981 Van Diemen RF-81

GROUP 9

PL CL DRIVER/CAR

- 1 BS-C C. Beckwith/1972 BMW 2002
- 1 CP D. Cluck/1967 Datsun Roadster 2:19.262
- 2 CP J.M. Iturbe/Porsche 911
- 3 CP J. Bunton/1966 Lotus Elan
- 4 CP S. Conrad/1968 Alfa Romeo GT Jr.
- 1 BS R. Soucy/1971 Datsun 510 2:40.215



VSCDA Spring Brake Driving School

— story by Charlie Hall
— photos by Chauncey Moran

The 2024 Spring Brake Driver's School recently concluded with roaring success, attracting seasoned racers and eager newcomers alike. It was held on May 2-3, followed by a weekend of racing at Gingerman Raceway in South Haven, Michigan.

Gingerman raceway a 2.1-mile challenging track with a national reputation. Featuring generous run offs, two long straights and lots of compound, complex turns, built with camber changes, it challenges and elevates students' technical skills. At the same time, due to its layout, the track is a very safe place to learn.

In 2025, consider joining the VSCDA for an adrenaline-fueled weekend at Gingerman Raceway in South Haven, Michigan, where vintage racing meets modern excitement.

Do I really need to go to school?

Yeah, you probably do. For those questioning the necessity of attending a driver's school, whether you're a veteran racer or a rookie enthusiast, the school provides essential training to safely navigate the complexities of vintage racing. VSCDA requires any experienced racing driver who has not had "on track," "wheel-to-wheel" competition for two years to attend the school. This year's school

attracted drivers ranging from experienced racers returning to vintage class racing to "newbies" getting their first on track exposure. Registration includes a car preparation sheet giving details on your car and its level of preparation for vintage racing, a medical release from your family physician affirming that you are physically able to withstand the rigors of driving a vintage race car along with a modest entry fee.

What should I expect?

The curriculum is robust and dynamic, covering everything from flag signals to race-craft fundamentals. Classroom sessions kick off the action, supplemented by trackside walks to familiarize students with Gingerman's twists and turns. But it's not all lectures and notes: Thursday's pizza dinner keeps minds sharp and energy levels high.

Thursday afternoon begins with classroom instruction. Class starts promptly since there is a great amount of material to cover, including communications - flags and hand signals, how to communicate with the manned flag

stations, and the race control in the tower, car dynamics, how to maneuver in traffic, the essentials of safe passing, and the fundamentals of racing. One-on-one instruction from experienced racing drivers, and a well vetted PowerPoint presentation, "schools" the students in the basics of race craft, to be predictable, to drive the racing line, and to be safe in wheel-to-wheel competition. Classroom instruction, is supplemented by physically walking the track to discuss the false grid, properly entering and exiting the racing surface, locating manned flag stations - while also getting the basics of turn entrance, apex, turn exit and tracking out. The focus of the VSCDA Driver's School is to get our graduates safely on track in wheel-to-wheel vintage competition. All student racers must learn and become proficient in a large variety of skills, details and etiquette in order to safely compete in the "vintage spirit." The classroom





is not the best place to first encounter flags, hand signals, behaviors in traffic, race starts and emergency situations. So, upon registration students are provided with an "open book" as a study guide, and reading materials are posted on the

On-Track Thrills

Friday is where the rubber meets the road. Divided into closed and open-wheel groups, students embark on a day packed with on-track sessions tailored to their skill levels. Mentors provide invaluable guidance, ensuring each lap is a lesson in precision and performance. From mastering race starts to navigating unexpected challenges, students emerge equipped and empowered to race.

What kind of cars are in the school?

School entrants are divided into three run groups - two closed-wheel and one open-wheel. The closed-wheel cars

are separated into "small bore" under 2-liter engines and "big bore" 3 liters and up. 2024 included an eclectic mix, including a V8 TVR, Datsun Z cars, Formula Vees, Formula Fords, Austin Healey Sprites, Triumph Spitfire and TR6, even a race prepared Alfa Romeo former taxicab (!?); and for those who either do not have a car or whose car was not finished, race prep'd Mazda Miata are available for rent from JRM located at Gingerman Raceway.

Friday is an all-day, on-track school. We

try to have a one-to-one ratio of mentors to instructors for each student, matching the experiences of the instructor closely with the student's experience level and car classification. When a particular run group is on track, the other two groups are being debriefed and counseled on their on-track session and assisted in getting their cars on grid for the next session - a very busy, very educational, and very fun day! When students are on track, all of that group's instructors observe the session from various turns and bring that information back to the debrief to share with the group. This allows more information to be shared in a brief period of time, and a sense of a group community begins to form, just as it does within specific vintage race groups in the larger vintage community.

We cycle through multiple sessions for each run group: conga line with on-track instructors leading and following on the racing line, then speeds increase with passing on the straights, then faster session with passing when safely accomplished. By then a mid-day break is needed and the VSCDA provided brown bag lunch is served. After lunch, an optional (highly recommended) street car rides with



instructors, to review the racing line and further driving critique, and then we are back on the track.

The afternoon session just after lunch, has Race Control showing different flags - to gauge the student's comprehension and reaction to each flag presented. In addition to learning specific skills, students are learning to respond safely in race traffic, what is expected of a driver when surprises occur such as, emergency flags shown, wreckers and emergency equipment on track and even an emergency crash situation.

Each race group then participates in three practice starts. The first with a pace car. When the green flag is dropped the students race to turn seven, then the double-yellow flags slow the students to form a new "side by side" grouping and to then come back around to start finish looking for the next green flag. After the debriefing of this session there is an actual four lap race to complete the days on track sessions.

Graduation and Beyond

By the close of school on Friday, students are informed, aware of what they need to know, how much there is to know, and very, very tired! I am always amazed at how far students' progress in one overstuffed day. 2024's school graduated 24 racers a certificate granting racing privileges recognized by VSCDA, and other vintage groups under the Vintage Motorsports Council umbrella

Friday evening, driving privileges are awarded and students' accomplishments celebrated at a great celebratory barbecue dinner. Graduates proudly display a beginner's "X" on their car for their next three races, and are now eligible to vintage race and continue learning at tracks all around the country.

Looking Ahead

The excitement doesn't stop with the school - graduates are invited to join VSCDA's race weekend immediately following. Qualifying races on Saturday lead to feature races on Sunday, offering ample opportunities to put newfound skills to the test. Novices and seasoned racers alike gather for shared experiences and unforgettable moments on and off the track.

Post-school student-evaluations of every mentor-instructor, the class materials and presentation are seriously considered and every effort is made to improve the following years school. A significant improvement for 2024 is having the group lead instructors and several of the one-on-one volunteer instructors qualified as Level One, High Performance Driving Instructors by the Motorsport Safety Foundation. While recognizing that certification does not replace experience,



VSCDA will still strive to have all of its volunteer instructors become certified HPDE, Level One for 2025.

Now we're racing!

The VSCDA race weekend begins the next day, Saturday May 4. School graduates can participate in two days of full competition, on track with our regular racers, with plenty of seat time. Qualifying races are on Saturday with feature races on Sunday. Sharing another delicious barbecue Saturday evening with novice and experienced racers tops off a great day.

VSCDA graduates have a reputation as safe, quick and steadily improving drivers who understand and race in the vintage spirit that has made this sport grow so quickly. The Gingerman Drivers School preceding our first VSCDA

race weekend of the season is a great opportunity to get started in and become part of the community of vintage racing, so dust off that race car and let's go!

Whether you are an experienced sports car racing driver, have open-track day experience, have been through other driving schools, or are a complete novice to sports car racing you will learn something new during the two days of this school.

Join the Vintage Racing Community

Whether you're a seasoned pro or a curious newcomer, the VSCDA Spring Brake Driver's School promises an unforgettable experience.

Embrace the vintage spirit, ignite your racing passion, and become part of a vibrant community dedicated to the thrill of the track. Mark your calendars for the first weekend in May 2025 and gear up for an adventure like no other.

VSCDA Blackhawk Vintage Classic

Blackhawk Farms, Illinois

June 14-16, 2024
- story and photos by David Lambert

Blackhawk Farms Raceway
Road racing the way it's meant to be!

Blackhawk Farms Raceway
50 Years of Racing
1968 - 2018





#96 Daniel Parr, 1994 Van Diemen FC; #3 Bill Wallschlaeger, 1997 Van Diemen RF-97

I've been remiss in getting out to Blackhawk for VSCDA's Vintage Classic. This is the busy part of the season here in the upper midwest, and conflicts have kept me from making the seven-hour jaunt to the Illinois-Wisconsin border. But enough about my excuses - I made it to Blackhawk this year, and I left with an ear-to-ear grin on my face.

comfortably warm, mostly cloudy, and ready for some noise. Run group A was first on-track for their second qualifying session. Group A was composed of cars from several VSCDA classes - mostly open-wheel formula cars with a couple of \$2000 cars thrown in for good measure. Lap times varied by almost 30 seconds, so the field opened up quickly and then started eating its tail. Bill Wallschlaeger was quickest in this session at 1:15.073 in a 1997 Van Diemen.

Group B was packed this weekend. Thirty-plus sixties and seventies historic production cars filled the grid nicely. Lap times were a little more consistent in this group, and with that many cars on the narrow track, there was plenty of action. There's always been a strong Datsun contingent in VSCDA, and close to half this group were Z's and

510's, but nobody had the answer for Erik Wood in his '66 Alfa GTV. Erik was only a second faster than Jeff Jagusch's '70 Datsun Z, but that was enough to build a comfortable gap and earn the pole for the upcoming sprint race.

Next up, Group C gridded half the cars and twice the noise of Group B, led by Robert May in a ground-

pounding Dodge Challenger. Lap times in this group were close top-to-bottom - only eight seconds separated May's Challenger from Philip Taxman's stunning '64 E-type Jag.

The Sprigets, Alfas, Triumphs and Lotuses of Group D packed over 40 entrants on-track. In addition to the more common little British cars, this deep field was packed with variety - a couple of Elva's, a couple Volvos, a Saab Sonett, and a BMW 700 and more. Ron Soave and John Salisbury led this session in a couple of Sprites, followed by John & Dylan Wittenauer's Mini Cooper S.

Fifteen Formula Vees in run group E qualified next. These cars were evenly-matched - lap times for the top half of the field were within a second of Joseph Stiefel's pole time of 1:27.965. Bigger Hammer Racing brought a healthy contingent of Texans in this group - traveling north to get a race in while CVAR is on a summer hiatus.



#833 Russell Lane, 1953 MG TD

The last run group of the weekend was far from least. Run group F corresponded to VSCDA's Group 1 - the pre-war and early post-war classics. The showing for this group was truly impressive - 20 cars registered. I've not seen a collection of group-1 cars this large in a long time, and they were a treat to watch. Sanford Silverberg paced the group in a 1929 Ford Model A - hustling around in just over 1:34. Deeper in the field, there were some magnificent-looking cars, including Indy roadsters and several Morgans. Keith Pickard's '49 Bentley Boat Tail was pure poetry in its debut event after a 2 1/2-year restoration.

Sprint races were next, with the same run groups in the same order. The Group A cars managed 12 laps flag-to-flag in the time allotted, with six cars finishing on the lead lap. Front-runners Bill Wallschlaeger and Daniel Parr were a blast to watch. These two Van Diemens swapped places a couple of times in this sprint. Just when I thought one of them had built up a solid lead, the gap would close and we'd have a lead change. Charles Duncan did his best to keep up, but was giving away at least a couple seconds a lap.

(who won??)

The Group B cars managed to squeeze eleven laps into their Sprint window. Erik Wood started on pole in a yellow '66 Alfa GTV. He was tough to beat all weekend, but Jeff Jagusch Sr stuck to Wood's bumper for a few laps in his '70 Datsun Z. By mid-race, though, Jagusch dropped a few spots, giving Wood control of the race. Marshall Moore's consistent speed resulted in a runner-up spot in a '70 Datsun 510, and three more Datsuns finished in the top 10. Fourth-place Larry Lunda also did well, improving four spots from the start.

Once again, the Group C cars brought the thunder, but not as much passing as prior groups. The big muscle out front sorted out lap times in qualifying and just kept laying down laps in that order. Daniel Parr started out front in his '69 Camaro Z28, with Victor Avigliano's white winged '78 Porsche 924 and a '70 Challenger looking like a green monster with Robert May behind the wheel. Sadly, Philip Taxman's stunning '64 E-type drove into turn one a bit too far, and collected the #21 Porsche 944 of Art Mitchell while re-entering the track. The damage to Taxman's Jag looked worse than it actually was, according to a crew member I spoke with, and we hope to see him back in action soon.

Despite a couple mechanical casualties from qualifying, Group D still lined up 42 cars strong for its sprint. Ron Soave liked the view out front well enough that he just stayed there for the duration. He'd



#9 Erik Wood, 1966 Alfa Romeo GTV; #12 Jeff Jagusch, 1970 Datsun 240Z

encounter some lap traffic, of course, but most of the field was extremely competitive; almost two-dozen cars finished on the lead lap with Soave. Runner-up Allan Thom climbed two spots to get on the podium in his '65 Alfa Giulia Ti, and John Salisbury wrapped up the bronze spot in his '62 Sprite. There was endless wheel-to-wheel sparring deeper in the field - entertaining to watch and doubtless a hoot to drive.

The lunch break allowed spectators and competitors to get in some track touring. There were quite a few big 'ol grins in the passenger seats of some race cars along with the drivers in street cars who took advantage of this chance to get a better look at the track.

The Vees of Group E kicked off the afternoon's activities with their sprint race. Fifteen entrants were led by the #71 Lynx of Joseph Stiefel. Although nobody would get by Stiefel in this race, almost the entire field finished on the lead lap. Tom Stephani and Bill Styczynski rounded out the top three.

Sanford Silverberg's Model A led the Group F sprint flag-to-flag, and as before, the rest of the field was great to watch at-speed. Russell Lane drove his wheels off to move up from the back of the grid to finish second in a 1953 MG TD, and Brad Tank finished third in another TD.

Back to the top of the order for heat races, twenty-two Group A monopostos ran the first heat. Bill Wallschlaeger and Daniel Parr diced back & forth again and finished in that order, with Jesse Jurgenson third in a 1979 Dulon MP21. The big mover in this heat was #22 Alec

Maranto, who drove from twentieth on the grid to a seventh-place finish.

Thirty-two Group B cars took the green for the heat race. Once again, Erik Wood started in front, and fifteen lap later, nobody had found a way to get by his yellow Alfa. Jeff Jagusch Sr grabbed second, but didn't manage a serious threat to Wood. Gary Beresford was one of the big movers in this heat, working his way up from seventeenth on the grid to finish fifth behind Larry Lunda and Marshall Moore.

Daniel Parr's black Camaro Z/28 and Robert May's green Challenger started on the front row for the Group C heat. They'd finish in that order, but Parr build a healthy gap early and grew it over the course of 15 laps. Brian Garcia represented the rest of the classic V8 muscle in this group, earning third in a '67 Plymouth Barracuda. Further back, competition among the smaller-displacement cars belied the displacement they lacked. Three BMW 325's in this field held their own against the larger cars, and while two Miatas looked like a clerical error in the lineup next to a Camaro and Challenger, but they raced like they owned the place, and the sparring deep in the field was great fun to watch.



#185 Marshall Moore, 1972 Datsun 510; #08 Gary Beresford, 1972 Datsun 510



#34 John Salisbury, 1962 Austin Healey Sprite; #11 Allan Thom, 1965 Alfa Romeo Giulia TI

Group D was back to a big field again with better than three dozen cars strong. The top of the time chart was familiar – Ron Soave leading the way in his Sprite, followed by Allan Thom's Giulia and John Salisbury's Sprite – these two contesting second place fiercely. Russell Lane drove his Lotus 7 up from sixteenth on the grid to claim eighth.

In group E, Joseph Stiefel remained on top in his '69 Lynx for the 14-lap heat. Behind him, Mike Rogers in a '68 Bobsy Vega and Bill Griffith in a '69 Vee Warrior represented the Texas contingent quite well. Rogers' second place was an impressive climb from 9th on the grid to start.

Finally, the Group I / Group F cars entered 14 cars for their twelve-lap heat race. Sanford Silverberg picked up from a first-place finish in the Sprint race to control this heat race, too. Russell Lane and Brad Tank were second and third again.

No VSCDA weekend would be complete without a Trans Am / B Sedan feature, and we'd reached that part of the weekend. Unfortunately for the rest of the twelve-car field, Erik Wood started on pole for this

race, and as in his other races, he owned the track for the fifteen laps of this event. Gary Beresford in second place kept a little drama in the race, posting fast lap in his '72 Datsun 510 on his way to the podium. Behind him, Rob Davenport in a '72 Alfa GTV managed third.

Saturday wrapped up with a banquet at the track. With a record attendance, dinner was a leisurely affair, but nobody minded a bit. The weather was outstanding, a few adult beverages were shared, and the conversations everywhere were lively and welcoming. VSCDA has a way of pulling its members into the family and keeping them a good long time, so this gathering really had the feel of an extended family reunion. I got a chance to meet Gary Kropf before dinner, too. Gary heads the drivers committee for VSCDA, and he reviewed the club's ongoing efforts to balance the fun of competition with safety and preservation of these beautiful cars. Along with their educational programs (from driver's school to a mentorship program), there's a lot of self-policing going on and a little more by the committee when needed, but it's clear they're managing driver conduct

After dinner, I left the track and caught an hour or so of the pace cars leading a rain-caused caution at LeMans. Little did I know I'd wake to the same weather Sunday

morning. Although most of these groups will race in the rain, Sunday's weather brought some lightning, which is a full-stop indicator for the track. The rain just nicked us, though, and we were able to get cars lined up only about 45-minutes late. First-up, Group F was represented by one brave soul – John Diciurcio. It wasn't too surprising to see most of these guys wave off, as some had packed already and at least one entrant planned to drive home in his MG and wanted to be sure his ride was intact!

The remaining feature races were a bit lighter in the grid, so to speak, relative to Saturday. The open-wheelers of Group A found six runners, led by Jesse Jurgenson in a '79 Dulon MP21 and Robert Ablard in an '85 Spec Racer Ford. These six managed to work most of the dampness out of the track, and conditions were improving a lot at this point.

Group B's giant field shrank to a bakers' dozen for their Sunday feature race. Erik Wood hung around to pick up one more win, with Mike Pranka's blue Alfa and Joe



#19 Sanford Silverberg, 1929 Ford Model A

Ziltener's '72 Datsun Z rounding out the podium.

Most of the Group C group stayed for their feature. The top three were Parr, May, and Garcia again. Victor Avigliano was on a tear early, moving up eleven spots before breaking late in the race, and again, this group had some great racing deep in the pack.

The Group D feature – known as the Ray Freiwald Memorial Race – was another packed grid. Ray Freiwald raced vintage cars for fifty years, and he founded the VSCDA Blackhawk Classic, so the club takes a lot of pride in this race. Podium finishers Allan Thom, David Amys, and Mason Hoepfer were thrilled to represent VSCDA in this great race. Tom Cole just missed the podium, but drove well to move up from ninth to fourth.

The Vees of Group E ran their feature next. They managed 14 laps in the slightly

Blackhawk Blackjack

The VSCDA Blackhawk Classic XXXII debuted a new race for the final race of the weekend, the Blackhawk Blackjack Race. For this race, luck of the draw would play a bigger role than raw horsepower and driving skill. The rules were simple: as each entrant came to the grid, a playing card would be drawn for them to start a game of blackjack. A second card would be drawn as they finished. If necessary to break a tie, a runoff would take place between only the top scorers by drawing additional cards. Just the first 21 to the grid would be eligible for the prize, an Amazon e-gift card.

Another twist to the race was a first come, first served approach to gridding. It is said in vintage racing that one can't win practice. But in this race, one could win the grid by being the first to show up! Rookie Justin Pancrazio in his 1961 Volvo P1800 did just that, and earned the pole by arriving just seconds before a gaggle of 70s-80s Porsches and 60s-70s British iron. In on-track action, Scott Fohman finished first in his 1974 Porsche 924. But for the game of blackjack, when the second card was drawn for the finishers, there was initially a four way tie with a score of 18. It took two rounds of runoffs to break the ties, but when it was over, pole sitter Justin Pancrazio was declared the winner in just his second vintage race ever! Adding to the sweet taste of victory was the coincidence that Justin had just installed a cylinder head he obtained from the late Ray Freiwald, Volvo P1800 driver and the founder of the first VSCDA Blackhawk Classic. Lady luck was truly smiling down on Justin for this race.

– Marc Frost



From left: co-chair Tom Wilcox, runner-up David Amys, winner Allan Thom, 3rd-place finisher Mason Hoepfer, co-chair Marc Frost

compressed schedule, owing to the late start. Joseph Stiefel hung onto his pole starting position to bring home first. The '72 Lynx of Ron Preiss moved up from fifth in the grid to take the runner-up position, and Tom Stephani drove all the way from tenth to secure third place. All but one entrant would finish on the lead lap – a testament to the tight racing by these drivers.

Taking us up to lunch was the V8 Challenge. Unlike some of the other events, this one was sparse – only Brian Garcia's Barracuda and Art Mitchell's Porsche 944 ran in this one.

Given my long drive home, I needed to hit the road after lunch, but VSCDA President Alex Rorke insisted I try track touring before I left, and I owe him a big thanks for the recommendation. Alex explained that touring has been both a big recruiting tool for the club. According to Rorke, not a small number of drivers have been hooked on racing through touring. Touring has also been a bit of a challenge to keep around for liability reasons. For this reason, track touring is also carefully supervised and guided – all touring participants go through a short clinic on what to expect and how to behave. Alex also recruited Victor Avigliano to ride along and talk me through the track from the drivers' perspective.

Having run a few laps of Blackhawk, I was impressed at how much different the track appears from "out there." Features that were inconsequential or invisible from the side of the track were very different in the windshield, but boy was it fun!

After my departure, a few more events remained. A Spridgets-only event was first, with fourteen of the little brits running. John Salisbury's '62 Sprite was first across the line, followed by Brian Lynch's '61 and Tom Cole's '67 Sprites.

A pair of bonus races followed – closed-wheel first. Ten entrants ran ten laps, and it was an active event for passing. First-place finisher Scott Fohman drove from sixth on the grid in his '74 Porsche 924, and second-place Alex Rorke moved up from fifth in his 1965 Lotus Elan. Rounding out the top three was Jason Ostrowski in a 1969 Triumph GT6+. The open-wheel bonus race featured four cars and twelve laps. Charles Duncan was on top in this one in his 1990 Lola S2000, followed by Jeffrey Sime in a 1974 Lola T-340. Robert Blanchard and Danny Neuhaus were the remaining two entrants.

Last, but not least, the Blackhawk Blackjack Race is an interesting Blackhawk special event. Marc Frost, Co-Chair of the VSCDA Classic, was kind enough to write a brief synopsis of that event..

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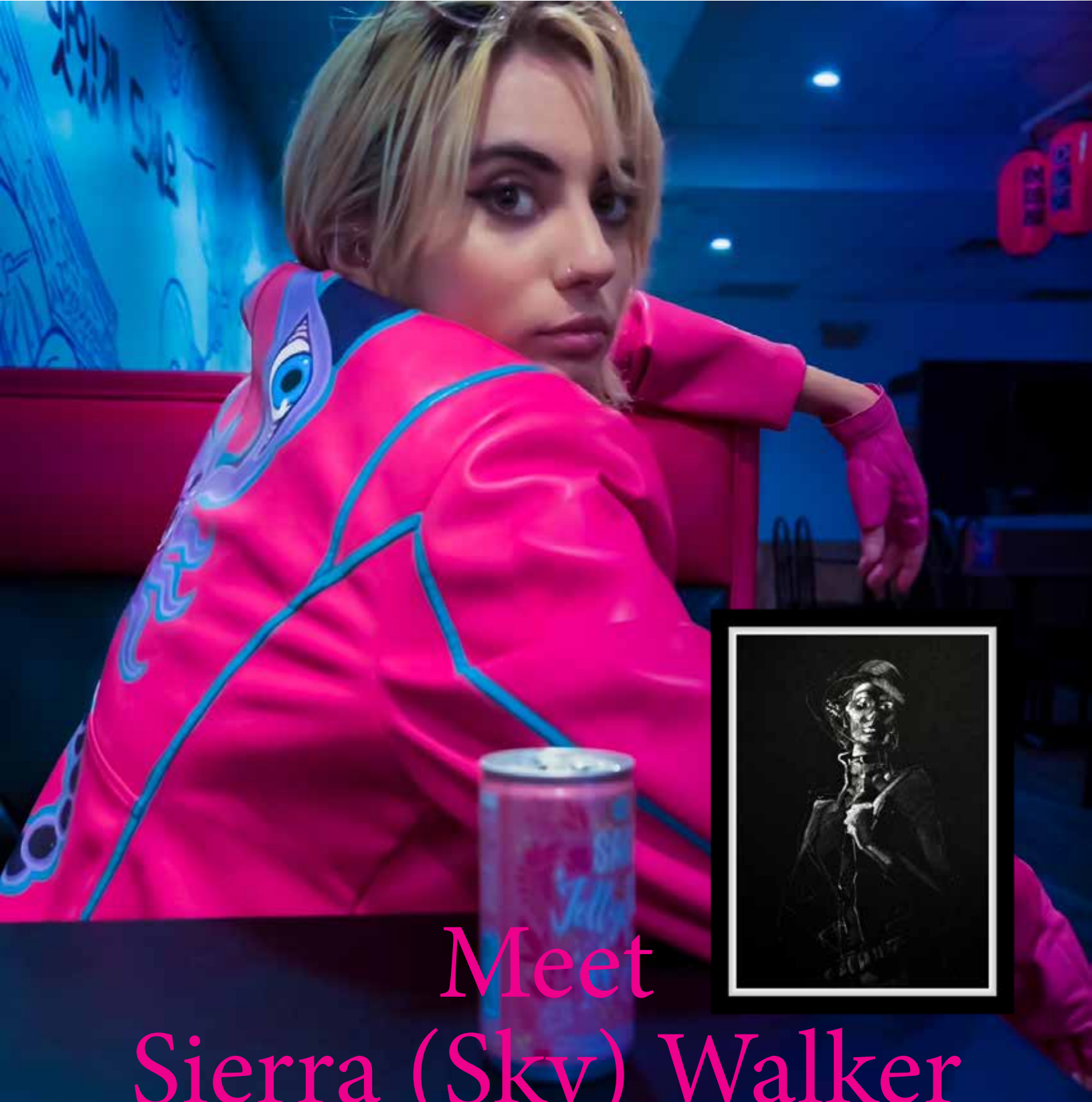
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Meet Sierra (Sky) Walker

In November of 2023 the Board of Directors voted to hire a professional graphic designer to help with raising the club's profile in a competitive arena. Most of

you have seen Sierra's works on our social media pages along with ads in Victory Lane and various other publications. After a year working with the club we sat down

with Sierra and asked her about her impressions of the club, what her generation thinks of our sport and what the future brings for her.



Q. What was your understanding of the club before getting involved with the VSCDA?

A. Oh goodness, I knew nothing about vintage racing or racing in general before VSCDA. My only experience was riding with my brother and father in our dad's 1969 El Camino and occasionally watching my brother fix up cars in our parent's garage, but he's more of a show car kind of guy.

Q. After attending two race events this past year how has your perception changed of the sport?

A. It's exciting to see how well these beautiful classics are kept. Recently I found myself drawn more to the style of these classic vehicles, love the angles and structure. I've noticed current design trends favoring soft curvature and rounded shapes and a lot of them look too similar to one another. Losing a lot of the personality that you see in the classics.



I always considered racing and cars to be a "Boys Club" and was happily surprised to see that there

are women out there who also want to drive fast!



Q. What would you say were a couple of highlights in attending the VSCDA races?

A. The biggest highlight for me was the welcoming spirit and camaraderie. Everyone is just there for the love of the sport and showing off all their hard work.

Q. If you had to describe to your friends, what it is our club does, how would you explain it

A. Showcasing a love of classic cars, going fast, and having a good time. Living "life in the fast lane", but respectfully with a love of the sport, vehicles, and other racers.

Q. Do you think younger people would be interested in a sport like ours or do you think it's specifically to an older demographic?

A. It's a niche for sure. You wouldn't

want to see anything bad happen to a vehicle you poured your heart, soul, blood, sweat, and tears into and there is the possibility something could happen. But I could see younger generations getting into it. Just last week I was with my friend and we stopped by a local coffee and cars meetup. Sure there were younger people there showing off their modern sports cars with vibrant colors and spoilers that could be mistaken for airplane wings. But the one that took all the attention was the Lotus Elan in British Racing Green.

Q. When you're not designing for the VSCDA what type of assignments do you usually have?



A. When I'm not working on VSCDA stuff you'll most likely find me in my studio or absorbed in a computer screen. Painting, drawing, editing videos and photos, and designing graphics. If you can't find me there I'm walking on the beach, hiking in the mountains, or getting lost in the desert but never without my camera.



The VSCDA Annual Awards



By Alex Rorke
&
Chris Bonk

The **Leadership Award** is a new award to recognize individuals who've shown vision and fortitude in guiding our club through the chicanes of circumstance and in keeping our club running. **Marv Primak**. In recognition of his constant efforts on behalf of VSDCA, ranging from the work he did as a past President of VSCDA to lead our club out of financial difficulties from the Great Recession, to growing our Pre-War class into a vibrant and growing group, Marv has always personified the Vintage Spirit. He leads by example.

Driver of the Year goes to the racer whose skills are used to make competition safe and emotionally rewarding. **Steve Beeler**, for the fine example he sets for us when racing his Formula Ford, and giving back to the club by taking on so many other important responsibilities, like chairing the hugely successful Formula Ford 50th Anniversary Reunion at Road America, serving as an instructor at our Drivers School and reviving the Formula Ford East/West Challenge, Steve personifies all that a VSCDA Driver of the Year should be.

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. **Wayne Rogers**. While our members are racing, unsung heroes keep us safe. As Course Marshal at Grattan and GingerMan, among other responsibilities, Wayne is the person who keeps racers (and safety vehicle drivers) safe while they are towed back to the pits. His knowledge and passion is a great assist to Race Control in protecting all our constituents.

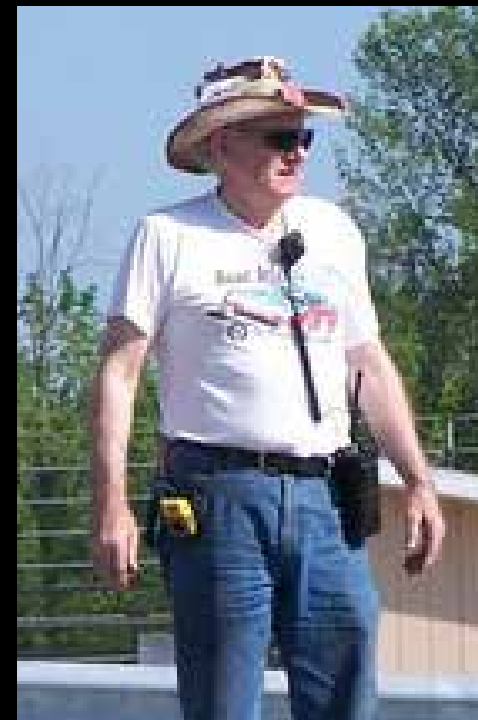
The **Vintage Spirit Award** goes annually to the member who personifies the best of VSCDA and uplifts all of us by their actions on and off the track. **Ed Hinsa**, our Chief Technology Officer, keeps all the behind the scenes systems, like our website and registration functioning. His volunteer work for VSCDA materially lowers costs to our club. When he isn't solving a technology issue, you can see him racing in his yellow 1972 Datsun 510. His giving back to the club and style of racing show he has the Vintage Spirit.

Leadership Award
Marv Primak

Driver of the Year
Steve Beeler

AWARD FOR SAFETY
Wayne Rogers

VINTAGE SPIRIT AWARD
Ed Hinsa





DC CORNER

Go stand in the corner!

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. 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".

Notes about the 2024 Season:

- 1) 2024 was our 2nd best Road America event in 10 years since 2014 bettered only by 2018.
- 2) Our increased penalty stance on passing under yellow is working. We had multiple drivers come to us and apologize for an inappropriate pass under yellow.

3) We are having a serious problem with drivers not bothering to report to the DC and leaving track - penalties are & will be doubled if they do not comply/report

4) Slowing under yellow needs to be addressed. Our speeds are just too high when a yellow flag is displayed.

Grattan - 109
Average - 125

Road America - 329
Average - 340

Ozarks - 113
Average - 84 (3 years)

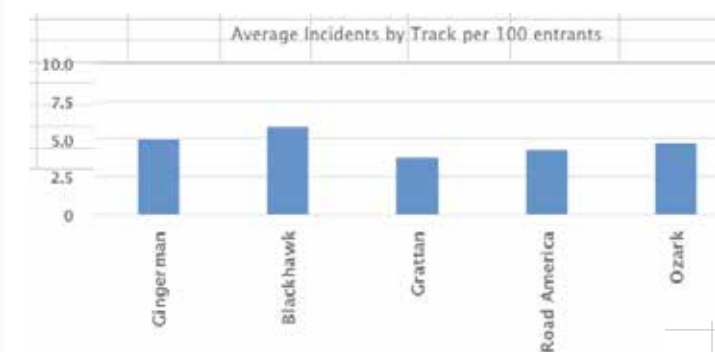
Contact us at:
driverscommittee@vscda.org

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

2024 Event Car Counts

GingerMan - 125
Average 143

Blackhawk - 180
Average 144



| | Summary by Track | | | | | |
|--------------|-------------------------|--------------------------|--------------------------|----------------------------|-----------------------------|-----------------------------|
| | 9 yr avg # of Incidents | 9 yr avg # of Probations | 9 yr avg Verbal Warnings | 9 yr avg Mechanical Issues | 9 yr avg # of cars Involved | 9 yr avg Cars in Car to Car |
| | Per 100 Ent | Per 100 Ent | Per 100 Ent | Per 100 Ent | Per 100 Ent | Per 100 Ent |
| Gingerman | 5.0 | 3.3 | 1.3 | 0.3 | 10.1 | 5.9 |
| Blackhawk | 5.8 | 3.6 | 2.2 | 0.4 | 10.5 | 5.5 |
| Grattan | 3.8 | 2.7 | 1.1 | 0.4 | 7.6 | 4.6 |
| Road America | 4.3 | 2.8 | 1.4 | 0.4 | 7.4 | 4.1 |
| Ozark | 4.8 | 3.2 | 0.4 | 0.8 | 7.1 | 2.4 |





VSCDA Vintage Grand Prix Au Grattan Grattan Raceway, Michigan

August 9-11, 2024
- story by Chauncey Moran

#78 Mike Kitzmiller, 1969 Lynx B;
#31 Anthony Olisoff, 1960 Emeryson
Experimental Elfin; #23 Jeff Janus, 1968 Lynx B

photo by Chauncey Moran



photo by Chauncey Moran

#27 Jason Ostrowski, 1969 Triumph GT6; #62 Alex Rorke, 1965 Lotus Elan

With the weather forecast being sunny and partly cloudy with winds aloft, it seems like the ideal track conditions for a fun filled race weekend as it's the Grand Prix Au Grattan XXXIII. Accommodations are what you require with any of the following if you're a registered racer: In the paddock area, motor homes, car trailer with mattresses, tenting, camping trailer, or sleeping under the stars. You may also choose as an attendee the Air B&B within walking distance of the track, tenting, camping trailer, and motor home as well. There is also a swimming pool for guests. Whatever you may desire for food and refreshments is available nearby in the track center during the day for breakfast and lunch. At FRIDAY night dinner that was sponsored by Victorylane Magazine tickets included for racer and one crew. While additional tickets were available. For those desire to sample local cuisine, the Grattan Irish Pub less than 10 minutes away has a plethora of fine choices on their menu, including steaks, fish, ribs and the usual Irish Pub fine foods.

Driving there is mostly unencumbered with little road work from most directions. Located approximately 25 miles

Northeast of Grand Rapids, Michigan. With the last miles can be navigated on 2 lane paved roadways through rolling hills and inviting greenery along the roadway.

The track itself was opened in 1960, with layout determined by topography of rolling hills, ponds, and surrounding wetlands. The results were outstanding with 13 changes in direction, 3200 ft straight away (originally for drag racing) challenging turns that include esses, negative camber, blind apexes, jump, (unless you slow down) hairpin, carousel, and several other challenges within the 2 miles course. If you can drive here you can probably maneuver elsewhere effectively. Let's go racing.

The calendar of events was quite full with 15 special races Special Races that will be covered in the next issue of Victory Lane as well as special coverage of the Genius Garage. The A,B,C,D,E races that had the most entries will be covered here, as many of the original participants leave early on Sunday leaving the field of entry reduced.

RACE A

Starting grid P1 #881 Jonathan Lane, Blue, 1949 MG TC, P2 #915 Edison McCord, Black, 1952 MG TD, P3 #35 Patrick Norton, Red, 1935 Chevrolet Sprint Car. P4 #4 Robert Weinstein, Black, 1955 MG TF, P5 #776 Manley Ford, Blue, 1952 MG TD, P6

#237 David Watts, Silver, 1923 Amilcar CC Special. As the pace car guided the the true vintage racers around the track the hum and reverberation unique to that class of racers, although not speedy as others, the nostalgia of days gone by brings smiles to most all who hear and see their approaching the waving green of



photo by John Lacko

#881 Jonathan Lane, 1949 MG TC

the reason for attending this event. They accelerate the remainder of the 3200 ft to turn 1 with the attendees in paddock and on the hillside perch clapping and yelling jubilant start of racing calls... Beginning lap 2 #881 remains steadfast in P1, #35 Norton bends his 1935 Sprint into 2nd, displacing #915 Mc Cord into 3rd, and #776 Manley Ford coming into 4th like he's aiming higher. Lap 2 Racers spreading out #776 Manley Ford overtakes #915 Mc Cord for 3rd. Lap 3 #881 Jonathan Lane maintains a bit of a lead, as #776 Manley Ford peers across corners and slips by #35 Patrick Norton for 2nd. Lap 4 Status quo, Lap 5 #776 Manley senses something about the racers condition and catches #881 Jonathan Lane. On Lap 6 he gains considerable lead only to slow down later while still maintaining the lead. At the Checkered, Lap 8, it's podium finishers

P1 #776 Manley Ford, P2 #881 Jonathan Lane, P3 #35 Patrick Norton.

RACE B

While majority of VSCDA members are racing under 2 liter racers. The sound of V8 power and 3 liter 6 cylinder engines emit a reverberated roar especially in hill country race track like Grattan Raceway. It relates to the sound of freedom as revealed in the expressions on some folks faces as they accelerate down the long straight and downshift approaching the first turn.

Starting grid P1 #7 Casey Putsch, Yellow, 1988, Chevrolet, Riggins C, P2, #16 William DeBoer, Yellow 1973 Chevrolet Corvette, P3 #35 Richard Riley, Black, 1971 Porsche 911 ST, P4, #991, Del Bruce, 1971, Yellow Black Chevrolet Corvette, P5 #70 Jay Kjoller, White, 1971 Porsche 914, P6 #28 Issac Keller, Red, 1972 Datsun 510. Rounding the turn 10 at the bottom of the hill behind pace car, the sound of the nearly 30 racers tightening the ranks for a clean start with waving green. As they round turn 11 approaching turn 12 and the front straight the corvette pace car pulls off signaling the starter, looking good from here, just stay together for waving green. I took the shot with several racers anticipating the waving flag. The sound of the V-8's acceleration is almost deafening as the roar off to turn one. With sounds awaking the mid morning the first lap is underway. On Lap 1 #991 Bruce slip his yellow Corvette passed #35 Riley black Porsche 911. Lap 2 #7 Putsch and #16 De Boer begin pulling away from the pack. Lap 7 #28 Issac Keller's red Datsun retires to the paddock. Throughout the rest of the race jostling in the pack moves some of the other racers up in their particular group. Lap 11 with 28 of the 29 starters, the OA podium finishers are P1 #7 Casey Putsch, Yellow 1988 Corvette, P2 #16 William DeBoer 1971 Yellow Corvette, P3 #991 Del Bruce Yellow 1971 Corvette Roadster. Smooth racing with several traffic passes without incident. That's the mantra of VSCDA racing. Diversity



photo by Chauncey Moran

#35 Richard Riley, 1971 Porsche 911 ST; #99 Larry Lunda, 1970 Porsche 914

without negative incident. Excellent driver etiquette!

3rd OA. Excellent maneuvering in traffic by #34 in his green 1962 Vintage AH Sprite.

RACE C

The under 2L group seem to have some of the most fun always with surprises and friendly wheel to wheel competition without touching (almost every time). The most sincere bonding witnessed has been with the under 2 liter groups. These races were no exception.

Starting grid P1 #78 Jim Donato, Red/White/Blue 1962 AH Sprite, P2 #28, David Amys, Red, 1963 Triumph Spitfire, P3 #95 Tony Drews, Red 1963. Triumph TR4, P4 #66 Kurt Marquardt, Silver blue 1986 Swift 2000. P5 #757 Gabrielle Lynch, Purple, 1961 AH Sprite, P6 #60 Rick Gurolnick, white 1960 Porsche 356.

This group, although quite diverse seems to line up 2X2 during the pace lap. As the green falls they accelerate down the front straight ganging up at turn one. At the end of Lap 1 #66 Marquardt has maneuvered his S2 from 3rd to 1st passing #28 David Amy's, and #78 Jim Donato. Lap 2, 44 Pete Passion, white 1973 Triumph Spitfire slipped into 6th from 8th. Lap 3 Kurt Marquardt goes off track between Turns 11 and

RACE D

Formula Vees are a close knit family of racers. While the number on this occasion is slightly down, the enthusiasm bar seemed to be raised with the addition of a



photo by John Lacko

#72 Martin Potasnik, 1978 Lola T-440; #77 Eric Coppock, 1975 Dulon MP-15A

singular entry from New Zealand driving a one off front wheel drive Formula Junior designed and built by Peter Emery of Emeryson Engineering of England. While Formula Junior usually race with FF, FC, and even FB's. The Formula Vees were elated to welcome Anthony Olisoff into their fold for this event. It seems to have improved their driving prowess. Watch for feature article about #31 Formula Junior in future issues of Victory Lane as well as Anthony's successes racing on F1 Tracks in Europe with #31.

Starting Grid P1 #31 Anthony Olisoff 1960 Emeryson Experimental, P2 #78 Mike Kitzmiller, green, 1969 Lynx B, P3 #49 Tom Stephani yellow 1967 LYNXB FV, P4, #70 Chuck Buysee, yellow white 1967 Kellison FV, P5 #82 Ricky Del Rosario blue 1974 Zink C4, P6 #868 Ron Preiss. It seem like these FV naturally line up during the pace lap for clean start as well as the photo shot of the start. As the green goes waving, the little #31 Formula Junior comes to life racing to



photo by John Lacko

#86 David Bliese, 1970 Datsun 510; #125 John Wheeler, 1974 Alfa Romeo GTV



photo by Chauncey Moran

#88 Stephen Maslen, 1967 Lotus 51A



photo by John Lacko

#314 Jessica Hall, 1972 MG Midget; #671 John Donato, 1967 NSU 1200 TTS.

turn one side by side with #78 Kitzmiller. Lap 2 #49 Tom Stephani is in 4th spot. For the next 6 laps some back field moves are attempted and some are successful. #78 Mike Kitzmiller in 2nd seems to be waiting for the moment to pass #31 Tony for the win. Still drafting close in each lap as we near the checkered lap. The white flag is out, last lap, Mike keeps getting closer. Time to draft pass like the big boys Mike! On the back straight #78 Mike Kitzmiller managed to slip by #31 close at the bottom of hill at turn 5 to complete the pass. At the checkered on the podium it was #78 Mike Kitzmiller FV by 1 second over #31 Tony Olisoff FJ who finished 2nd #49

Tom Stephani 3rd, #70 Chuck Buysee was 4th. Quite tense on those last laps Mike was consistently turning in the 134's However #31 Tony FJ turned a 133+ on lap 9, however Mike caught him on the last lap. Wow! Got the shots!

RACE E

Comprised of the formula racers, basically all open wheels not in FV or FJ. One notices the evenly matched groups are racing amongst their peers for bragging rights. Always fun around the campfire in the evenings race events playback.

Starting Grid P1 #41 RScott Durbin, yellow, 1990 Van Diemen RF 90, P2 #771

blue/yellow 1998 Star Cars Formula, P3 #27 Phil Kingman, white Yellow. 1976 Zink Z10C P4, #67 Mark Kingman 1976 Zink Z10C, P5, Tom Pixley, Red 1978 Wheeler Super Vee. P6 #10 Dave Harmison 1976 ROYALE RP-21 Appreciation to the Kingman team for their aligning the pace lap for a great capture.

As the green went waving 26 formula racers begin acceleration with their high pitched tuned exhaust. Lap 1 revealed Veteran #7 Tom Pixley maneuvering into 3rd from 5th spot. Lap 2 recorded #10 Dave Harmison from 6th to 4th. Plethora of shuffling in the ranks, however on the last lap #10 Dave Harmison slipped into 3rd spot on the podium with #771 Paul Subject takes 2nd and RScott ran away with 1st place on the podium. With several open wheel classes in one race, plenty of bragging rights to go around.

Special appreciation for all the volunteers who helped make this event possible: Registration, Tech, food preparation, corner workers, safety personal. Timing and scoring, drivers committee, event chairs, track owners, event security, chief stewards and pace car drivers, See you on the track, in the paddock, on in the lens. Drive with your eyes!

ENTRANTS LIST

GROUP 1

DRIVER/CAR

M. Ford/1952 MG TD
J. Lane/1949 MG TC
E. McCord/1952 MG TD
P. Norton/1935 Chevy Sprint Car
D. Watts/1923 Amilcar CC Special
R. Weinstein/1955 MG TF 1500



#16 William DeBoer, 1973 Corvette

GROUP 2

DRIVER/CAR

D. Amys/1963 Triumph Spitfire
D. Anderson/1963 Sunbeam Alpine
M. Atkins/1969 Austin Healey Sprite
G. Ballantine/1967 MGB
J. Carloss/1959 Austin Healey Sprite
D. Cutter/1964 Triumph Spitfire
M. Deweerd/1962 Triumph TR-4
J. Donato/1964 Austin Healey Sprite
J. Donato/1967 NSU 1200 TTS
T. Drews/1963 Triumph TR-4
M. Fisher/1969 Triumph Spitfire
R. Fisk/1960 Austin Healey Sprite
M. Frost/1979 Honda Civic 1200
R. Gurolnick/1960 Porsche 356
J. Hall/1972 MG Midget
R. Kansas/1960 Austin Healey Sebring Sprite
D. Lee/1959 Austin Healey Sprite
G. Lynch/1961 Austin Healey Sprite
S. Mason/1960 Austin Healey Sprite
B. Merchlewitz/1959 Austin Healey Sprite

P. Passon/1973 Triumph Spitfire
J. Salisbury/1962 Austin Healey Sprite
T. Slater/1962 Triumph Spitfire
R. Smit/1969 Lotus Westlake II
R. Soave/1968 Austin Healey Sprite
R. Stadther/1963 Turner Mk 3
M. Sukey/1964 Triumph Spitfire
T. Wilcox/1966 MG Midget

GROUP 3

DRIVER/CAR

K. Marquardt/1972 Mallock Mk II

GROUP 4

DRIVER/CAR

T. Adcock/1984 Swift DBI
G. Barrows/1979 Crosslé 79FF
S. Beeler/1979 Lola T-540
R. Blanchard/1979 Crosslé 35F
R. Burnside/1970 Titan Mk 6
J. Busch/1967 Brabham BT-21A
C. Buysse/1967 Kellison
J. Buysse/1969 Lynx B
E. Coppock/1975 Dulon MP-15A
R. Del Rosario/1974 Zink C-4
G. Dennehy/1968 Lynx B
S. Frey/1970 Caldwell



#49 Tom Stephani, 1969 Lynx B

G. Godula/1988 Reynard FF88
G. Good/1969 Winkelmann WDF-1
D. Harmison/1976 Royale RP-21
D. Hayes/1967 Lotus
T. Holland/1967 Lotus 41B
J. Janus/1968 Lynx B

M. Kingham/1976 Zink Z-10C
P. Kingham/1976 Zink Z-10C
M. Kitzmiller/1969 Lynx B
S. Maslen/1967 Lotus 51A



#98 Daniel Hayes, 1967 Lotus

A. Olisoff/1960 Emeryson Experimental Elin
M. Potasnik/1978 Lola T-440
R. Preiss/1972 Lynx
W. Schmitt/1980 Lola T-540E
T. Schulke/1967 Lotus 51
B. Shedd/1968 Zink Z-4
M. Silverberg/1969 Lynx B
J. Sime/1974 Lola T-340
R. Smit/1969 Lynx B
C. Smith/1981 TIGA FFA-81
T. Stephani/1969 Lynx B
S. Theobald/1969 Lynx B
M. Westerfield/1975 Caldwell D-13
R. Zimmerman/1983 PRS FF

GROUP 6

DRIVER/CAR

S. Bachenberg/1975 GMW 320i
D. Bruce/1971 Corvette Roadster
W. DeBoer/1973 Corvette
V. Edgar/1983 Porsche 944
D. Farnsworth/1988 BMW ME
J. Jarvis/1999 Mazda Miata
J. Jennis/1986 Porsche 944
D. Oesterle/1991 Mazda Miata NA6
C. Putsch/1989 Riggins Corvette
R. Riley/1971 Porsche 911ST

T. Rorke/1990 Mazda Miata
K. Wasenko/1988 Corvette C-4
GROUP 7
DRIVER/CAR
R.S. Durbin/1990 Van Diemen RF-90
R. Maurer/1974 Lola T-322 FSV
T. Pixley/1978 Wheeler Super Vee
R. Smit/1971 Royale RP-9 FSV
P. Subject/1998 Formula Mazda

GROUP 8

DRIVER/CAR

S. Albers/1971 Datsun 240Z
M. Besic/1969 Alfa Romeo Duetto
D. Bliese/1970 Datsun 510
J. Butzer/1975 Porsche 914/4
J. Cohen/1973 BMW 2002
S. Cummings/1965 Alfa Romeo GTA
D. Denison/1969 Datsun 510
D. Escarizra/1982 Alfa Romeo Spider



#776 Manley Ford, 1952 MG TD

I. Keeler/1972 Datsun 510
J. Kjoller/1971 Porsche 914
L. Lunda/1970 Porsche 914
B. Martinez/1968 Alfa Romeo GTA Juniot
W. Oakes/1973 Datsun 240Z
J. Ostrowski/1969 Triumph GT6
A. Rorke/1965 Lotus Elan
S. Saroukhanian/1972 Datsun 240Z
A. Schlesinger/1977 Triumph TR7
J. Sukey/1971 Triumph GT6 Mk 3
R. Tucker/1969 Alfa Romeo GTA
J. Wheeler/1974 Alfa Romeo GTV

VSCDA

VINTAGE SPORTS CAR DRIVERS ASSOCIATION



GingerMan

Spring 8 Brake & Driver's School



GINGERMAN RACEWAY
SOUTH HAVEN, MICHIGAN
MAY 1ST - 4TH, 2025

BLACKHAWK FARMS RACEWAY

SOUTH BELOIT, ILLINOIS
JUNE 13TH - 15TH, 2025



BLACKHAWK CLASSIC

VINTAGE GRAND PRIX AU GRATAN



GRATTAN RACEWAY
BELDING, MICHIGAN
AUGUST 15TH - 17TH, 2025

ROAD AMERICA

PLYMOUTH, WISCONSIN
SEPTEMBER 12TH - 14TH, 2025



ARIENS Art on WHEELS
VINTAGE FALL FESTIVAL

THUNDER IN THE OZARKS



OZARKS INTERNATIONAL RACEWAY
GRAVOIS MILLS, MISSOURI
OCTOBER 10TH - 12TH, 2025



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Spring Brake Instructors

To all current, former and prospective VSCDA Driving Instructors:

An opportunity for Instructors to become a Certified High Performance Driving Instructor and to join us at the 2025 VSCDA Drivers School

The hallmark of our school - the fact that makes it respected within the vintage racing community- is you! Our volunteer member/instructors are renowned for their knowledge, personal involvement with students and their enthusiasm for the sport. We have always maintained a one-to-one instructor to student ratio as an integral part of education demonstrating for our students the proper methods to race in the "vintage spirit" and to become safe, mindful and fast vintage racers.

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As an instructor you should have asked yourself, "What do I know that qualifies me to instruct racing?"

More than you realize. The VSCDA school is about safely bringing new students to vintage wheel-to-wheel racing, while assuring their, and their fellow racers, safety. Teaching the ethics and spirit that makes vintage racing unique is a primary focus of the school. The school curriculum, both classroom and "on track", seeks to instill fundamental skills and practices that serve both new vintage racers and those returning to the sport.

This year (2025) VSCDA's lead instructors, group instructors and several of the VSCDA's other volunteer instructors have become certified as High Performance Driving Instructors, Level One, by the Motorsport Safety Foundation.

The cost to become HPDE, Level One, certified through the Motorsport Safety Foundation, Motorsport Safety Academy, is Fifty Dollars (\$50.00). We are asking all VSCDA instructors to become HPDE, Level One for the 2025 VSCDA Driver's School

<https://www.motorsportreg.com/events/hpde-driver-coach-instructor-certification-motorsport-safety-foundation-831058>

Our goal is to enhance the quality and reputation of the VSCDA Drivers School in 2025 and insure its continuation into the future.

The Board of Trustees approved a credit to offset the cost to you to become HPDE, Level One, certified. Upon receiving your HPDE, Level One, Certification you are eligible for a credit of Fifty Dollars (\$50.00) against the

registration fee for a future VSCDA event.

If you are volunteered to instruct in 2024 I thank you. If you have instructed in the past, or are interested in instructing in 2025, and becoming a Motorsport Safety Foundation, High Performance Driving Instructor, Level One, please contact me by email or mobile phone:

Charlie Hall
2024 VSCDA Drivers School Chief Instructor

charlie@charles-hall.com
Telephone (330) 495-8489

VSCDA DRIVER'S SCHOOL
MAY 1-2, 2025
LIST OF DRIVING INSTRUCTORS:
[Current as of January 24, 2025]

Lead Instructor

Charlie Hall - charlie@charles-hall.com; (MSF LEVEL 1)
Gabrielle Lynch - esolynch@gmail.com; (MSF LEVEL 1)
Brian Lynch - brian@griffinspeedworks.com; (MSF LEVEL 1)

Group Lead Instructors:

Small Bore: Jim Donato - jdonato@donatoandsonsmotors.com; (MSF LEVEL 1)
Large Bore: Bob Maurer - maurerr@central.edu; (MSF LEVEL 1)
Open Wheel: John Kennelly - cirruswind@gmail.com; (MSF LEVEL 2)

Instructors with HPDE, Level 1, Certification, who expressed interest for 2025:

Small Bore:

Alex Rorke - arorke@icloud.com; (MSF LEVEL 1)
Tom Wilcox - tawilcox57@gmail.com; (MSF LEVEL 1)

Large Bore:

Open Wheel:

Glenn Lange - glennlange@ymail.com; (MSF LEVEL 1)
Mark Silverberg - masilverberg@sbcglobal.net; (MSF LEVEL 1)
Sharon Frey - sharon.frey@health.sluc.edu; (MSF LEVEL 1)
Eric Coppock - ericcoppick@yahoo.com; (MSF LEVEL 1)
Brian Styczynski - brian.styczynski@hushmail.com



VSCDA Ariens Art on Wheels

Road America, Wisconsin

September 13-15, 2024

- story by Pete Gorski



#13 John Daniels, 1960 Austin Healey Sprite; #33 Dan Powell, 1961 Austin Healey 300; #141 Tom Daly, 1960 Austin Healey Bugeye Sprite; #112 Loren Campbell, 1959 Austin Healey Sprite

photo by Pete Gorski



photo by Chauncey Moran

#317 Ryan Murphy, 1961 Triumph TR4

What's the best way to turn a good vintage event into a great vintage event? Well, nobody can control the weather, but having reasonable temperatures and no rain is a good start. Strong turnout helps. And how do you improve the odds that you'll get a strong turnout? Add a theme! Celebrate that series. How about country of origin? What about that make or model? Is it an anniversary of something?

VSCDA's Ariens Art on Wheels event held at Road America always showcases a solid field of cars, from open-wheelers to small bore racers to big rumbly ponies and Corvettes. But this year, the AAoW was also the site of the Healey World Challenge! A celebration of all things Donald Healey, drivers came from all over the country to race on Road America's 4.048 miles of still-smooth pavement. Big Healeys, small Healeys, Healeys I didn't know existed and hadn't seen before (looking at you Sebring Sprites)...a tremendous turnout. But the fun wasn't limited to just the track. Street cars were displayed at the top of the

main paddock hill, including a rare Healey Silverstone. As always, there were off-track activities as well, including a reenactment on the original public roads and Saturday dinner with Healey experts.

Most vintage events follow a regular schedule of practice and qualifying on Friday and part of Saturday, with races running from Saturday afternoon through Sunday. The VSCDA prides itself on providing abundant track time to its entrants, and they have a predilection for themed races too. Combine the two and you get racing on Friday in the form of the Formula Ford East—West Challenge and the Closed Wheel Enduro benefitting Disabled American Veterans.

The Formula Ford community came out in remarkable numbers for the **E/W CHALLENGE**, with 34 FFs split into three classes stretching in an unbroken strip from turn three to the Sargento Bridge on lap one. Reid Hazelton had an uncontested view of the racing line from the cockpit of his 1992 Van Diemen RF92. He hit the

Grand Slam, leading every lap from pole while setting the fastest lap, a 2:27.9, on his way to the overall and FF wins. Roberto Reina (1998 Van Diemen) came home second in class ahead of Rod Bolhous (1983 Lola T642). Things were a little tighter for Phil Kingham. He outlasted Jimmy Vasser's



photo by Pete Gorski

#67 Christopher Candee, 1968 Porsche 911; #412 Lee Giannone, 1978 Porsche 911

1978 Crossle 32F by a scant .15sec for second overall and first in his 1976 Zink Z10C CF, with Tom Stephani's 1978 Crossle 35F taking third. Jacques Dresang (1972 Elden PH10B) snagged the win in VFF over Roger Karnopp (1972 Titan Mk6) and Ben Holzem (1969 Alexis FF).

The **CLOSED WHEEL ENDURO** closed out Friday's action with an eclectic mix of cars — a few S2000s, a 1959 Austin-Healey 3000, a clutch of older Porsches, and a surprising number of Mazda MX-5s among the 25 cars taking the green. But it was the 2007 BMW 335i of Erik Pylypchuk that took the overall checkers, completing 72.864 miles in just over an hour. Befitting a race drawing from five different classes,



photo by Pete Gorski

#165 Tom Bleecker, 1965 Ford Mustang Fastback

second overall went to Mike Kaske and his Group 5 1986 Lola T88/90, with Lisa Hansen crossing the line third in her Group 8 1969 911.

Saturday's action followed standard schedule protocol, with the morning committed to additional qualifying heats. But the last session before lunch featured a formation lap, a mad dash into turn one, and a trip to the podium at the end — the John Winberg Group 5 Tribute Sprint. Lolas were a popular choice for the sports-racer-pilots along with a pair of Chevrons and a trio of Carbirs. Tommy Grunnah and his 2007 NuArt CanAm sat on pole, and considering the rumble it produces and the intake trumpets rising from the bodywork, you'd think he would have run away from the smaller-displacement sports racers on RA's long straights. Jeff Miller proved that assumption faulty. He put together three straight laps in his 1977 Lola T496 that ate into the lead Grunnah had built early, crossing the line first on lap six. Unfortunately it was a seven-lap race, and Grunnah took the win on the next lap by .954 seconds. Walter Vollrath completed the podium in his 1972 Lola T290.

As the sun poured down the front straight (for fall vintage, the weather was decidedly summer-like), it reflected off the brightwork of forty-two examples of Donald Healey's vision as they powered their way up the main straight hill for the first All Healey Race. In true vintage spirit, the A-Hers allowed several of their Midget cousins to join the fun. There was quite a bit of movement throughout the field as you might expect, although unexpectedly, the lead pack saw its fair share of changes too. Colin Comer (1958 Sprite) led early before withdrawing at the end of lap four. John Salisbury (1962 Sprite) dropped from second to fourth with David Brown (1959 Sprite) rising to second. Jack Rawles (1963 3000) claimed the lead at the end of three circuits, holding on for the win by .754sec over Brown. Salisbury rebounded to third, with Scott McQueen (1957 100-6) and



photo by Dave Drives

#187 William Gill, 1965 Zink C-4; #76 Robert Blaney, 1964 Formcar



photo by Pete Gorski

#71 Joseph Stiefel, 1968 Lynx B

Michael Manser (1959 3000) completing the top five.

The final "special" race of Saturday, the **CARL HAAS CUP** dispatched a mix of Group 5 and 7 racers into the setting sun. Honoring motorsports legend Carl Haas, the field, appropriately enough, featured a handful of Lolas. Much like the Healey race, drivers who started out front didn't necessarily finish there. Dan Parr (1997 Lola T97/20) took the green from pole but retired after two laps. Tony Smith (1974 Chevron B27) fared a little better — he dropped from third to the back of the field on lap one but recovered to finish one lap down. Dave Otte and Kevin Leparski were the beneficiaries of all that movement. Otte assumed the lead in his 1987 Reynard with Parr's departure, Leparski (2004 Carbir) slipping into second. Charles Duncan (1990 Lola S2000) worked his way into third, Jim Shanel (1989 Lola T89/90) advancing to fourth. Michael Popp (1997 Van Dieman) maneuvered steadily



photo by Pete Gorski

#13 Michael Popp, 1997 Van Diemen FC; #24 Daniel Cain, 1994 Van Diemen FC

the same time as the big power bruisers of **GROUP 9** rose out of Thunder Valley. Although to be fair, while not as ghostly-quiet as the succeeding Audi R10 diesel, Travis Engen's P2 R8 is quieter than many of its group mates. He was surrounded by a fair amount of loud; pole sitter Adam Rupp's 1995 Mustang flanked the Audi,

with Lance Wiskirchen's 2000 Mustang P3 behind Rupp. Tim Roberts acted as a prototype wingman from P4 in his 2010 Oreca FLM-09.

While conditions were still warm for fall vintage, Adam Rupp almost certainly would have preferred a little more heat, either in his slicks or his brakes. Having pressured Engen from the drop of the green, he arrived in Canada Corner carrying too much speed, his Hoosiers leaving long black streaks as the car slid through the runoff and into the tire barriers. Not too hard, but hard enough — his day was done.

Safety arrived quickly to extricate Rupp from his bent Mustang, and the session stayed green outside of the local yellow. Engen was unchallenged for the remainder of the race, taking the win over Wiskirchen and Roberts. Robert Blain and Jon DeGaynor fought the most contentious battle in their (2004 Corvette GT1) and

Traditionally, Sunday's final races are opened by the genteel cars of the PreWar/Early PostWar group, which is a nice relaxed way to start the day. Not this time. Instead, it was like 21 alarm clocks going off at



photo by Chauncey Moran

#110 Lisa Hansen, 1969 Porsche 911

(1992 Mustang) respectively, with Blain securing fourth by .308 seconds.

Can you blame the drivers of the PreWar/ Early PostWar **GROUP 1** for wanting to sleep in a little bit? Eight o'clock comes sooo early... An extra 30 minutes was apparently enough to get them ready to roll, the majority-MG field always a pleasure to see. Sanford Silverberg had his 1929 Ford Model A on pole joined by Chris Holloway's 1952 TD, with Edson McCord's 1952 TD and Matt Primack's 1947 Lester MG forming row two.

Silverberg powered away in his A, his best lap fifteen seconds faster than eventual second-place finisher Primack. The Lester ascended to second on lap three, while Holloway and McCord swapped third and fourth, McCord completing the podium. James Morris (1951 Morgan +4) filled out the top five.

And while they weren't at the front, let's take a moment to acknowledge the drivers whose cars are either in, or within sight of, the Century Club — David Watts (1923 Amilcar CC Special), Richard Morrison (1925 Bentley), and Avery Reed (1926 Bugatti 37A).

From state of the art for the mid 1930s to maybe not state of the art (but still

pretty sophisticated) for the 1990s and early 2000s, nearly two dozen **GROUP 5/7** racers returned for their second race of the weekend. That's not to neglect the contributions of the 1970s — there were several Chevrons and Lolas with "7s" in their model years out there too. As a matter of fact, they did pretty well. But first...

Travis Engen returned, this time in his 2001 Lola T97/20 Indy Lights mount, alongside Marc Giroux's 1997 Lights car. Daniel Parr, in a change of pace from his 1969 Camaro, piloted another 1997 Lights Lola, with Josh Boller's 1975 Chevron B29 joining him. The Group 5 portion was sprinkled throughout the starting grid, with Kevin Leparski and Jerry Edquist the highest placed S2000s.

The Lights trio stayed out front, with Giroux hounding Engen for the duration; even when traffic seemed like it had put an end to their fight, Giroux roared back into

Engen's mirrors. Engen held off Giroux, flashing across the line just .172sec sooner. Parr came home third overall ahead of Boller. There was a surprising amount of movement for fifth, and when the dust settled, the position went to Jeff Miller and his 1977 Lola T496. In S2000, Leparski

took the win over Edquist (2000 Carbir) and Jim Shanel.

Not only did **GROUPS 2 AND 3 D/E/ F/G** have the longest class title of the weekend, they had one of the largest number of participants as well. Forty-three cars queued up behind the Corvette pace car, and while it wasn't quite the second All Healey race, it would do until the All Healey race returned. Mixed in with the featured guests were a nice of variety of Volvos, Triumphs, and Porsches among others. The front of the field however was all 3D sports racers, led by the fraternal twin 1963 Lotus 23s of Josh Boller and Randall Green, and the 1964 LaBoa MkII of Matt Goetzinger. Denny Wilson kept the Lotus theme going from his 1962 Super 7, with Brian Davis' 1962 Elva Courier one spot back.

Those five quickly broke away from the rest of the field, with Boller and Green a sub-breakout at the front. Boller pulled



photo by Dave Drives

#234 Christopher Candee, 1961 Porsche 356 Roadster; #234 Christopher Candee, 1961 Porsche 356 Roadster

away from Green, taking the checkers by fifteen seconds. Goetzinger completed the podium, with Wilson and Davis in fourth and fifth. And the top Healey? That was the 1959 3000 of Jamie Horner in twelfth ahead of Doug Escriva's 1957 100-6 and Mike Fisher's 1960 3000 Mk1.

GROUPS 4 AND 10 brought a return to open wheels and cockpits, and if you like Formula Bs, this was the field for you. (Until the dedicated FB race later in the day.) Tonis Kasemets (1969 Brabham BT29) led six other FBs down the long front straight, with a few others further back in the pack. But when the leaders swept through turn 13, it was Geoff Brabham (1971 Brabham BT35) at the front, with Kasemets and Steve Grundahl (1969 BT29) nipping at his heels. Grundahl faded a bit as Kasemets and Brabham traded the lead, with many a bold move in turn 12.

As you might expect, many of the FF/CF/VFF drivers returned for this session. Along with a decent FV contingent, they made up a large part of the forty-seven car field, and their races were no less contentious than their bigger FB cousins. But forty-seven cars also means a lot of traffic, and while it's exciting watching drivers work their way through the pack, sometimes it doesn't go so well. Contact in turn 12 resulted in a lengthy recovery, and while everybody amazingly walked away, the session ended under yellow.

Theme races have long been a part of VSCDA events, and the Kimberly, Sheldon, and Elkhart Lake Cup events are a regular part of the fall vintage weekend. Honoring the town and early organizers of the first races in Elkhart, the Kimberly is a kind of bracket race with the potential to be DQed if a driver laps below the floor. The floor for the **KIMBERLY CUP** was three minutes.

An eclectic mix of 25 cars answered the call to the grid, featuring not one but two Opel Mantas, a pair of Volvo 142s, some Triumphs, and of course a 12-pack of Healeys among others. But it was the 1969 Datsun 510 of David Denison and the 1999 MX-5 of Julie Dahmer out front on the pace lap, with Dan Escauriza's 1982 Alfa Spider and Todd Jongen's Volvo 142S in Row 2. You might think that with everybody's lap times being in the same vicinity, the race might be a little processional. That was not the case. The lap traces resemble the first move in Pick-Up-Sticks, with lots of colorful lines going in many directions. Dahmer took the lead at the end of lap one and stayed out there for all seven laps. Anthony Maranto (1984 Porsche 944) and Leah Bauer (1962 Midget) worked their way up from way back in the pack to second and third respectively, with Greg Thompson (1963 TR4) and Brendan Alexander (1966 TR4 Ambro) entering the top five on the last lap. However...

Rug pull! Dahmer, Maranto, and Bauer all got the dreaded DQ, which may



photo by Chauncey Moran

#789 Jeffrey Tschiltch, 1969 Lotus 51; #8 Benjamin Holzem, 1969 Alexis; #189 Rod Bolhaus, 1983 Lola T-642

explain their rapid rise through the ranks. Thompson was declared the winner, with Alexander moving up to second. Loren Campbell (1959 Sprite) made the last step ahead of Escauriza and Jongen.

Earlier when I said Groups 2 and 3 had one of the largest grids at 43 cars, you might have thought, "That's a pretty big field. Somebody was bigger?" In the parlance of our times, the **SHELDON CUP** said "Hold my oil filter," or something like that. Fifty-two cars took the green for the Sheldon, and this group was for all the inner Ricky Bobbys who "wanna go fast!" — no floor to break through.

Sheldon was the epitome of mixed class racing, with the hottest shoes from Groups 10, 9, 8, and 6 firing their engines...like I said, 52 cars. It took only three laps for the leaders to catch the back of the field, with Tim Roberts and Colin Comer (1994 Mustang) picking their way through the traffic. Jon DeGaynor circled in third in his 1992 Mustang, with Randy Rosenmerkel (1982 Pontiac Trans Am) and Lee Milazzo (2009 Daytona Prototype) in contact for fourth and fifth.

The aforementioned traffic hampered Roberts exiting turn 12, which was all the opening Comer needed. The Mustang pulled away, with Roberts in second ahead of DeGaynor.

Turn 12 was also where Milazzo put the moves on Rosenmerkel, securing fourth.

The final **ALL HEALEY** race kicked off the second half of the schedule. Dave Brown and Jack Rawles formed the front row. Colin Comer and John Salisbury filled row two ahead of Scott McQueen and Michael Manser.



photo by Dave Drives

#19 Mike Kaske, 1986 Lola T-88/90

Rawles arrived in turn five on lap one first, with McQueen's 3000 in fifth the other slice of bread surrounding the Sprite filling of Comer, Brown, and Salisbury. It's always better to race with the lead (mostly), but the most exciting battle at the front was between Comer and Brown. Downhill into turn five, the pair vied for the Last of the Late Brakers title repeatedly, racing hard but clean. Comer eventually freed himself from Brown and set off after Rawles' BJ7.

And he almost caught him. Two tenths of second separated Rawles from Comer, although Comer scored the fastest lap on the final circuit. Brown took third, with McQueen and Salisbury completing the top five.

The **ELKHART LAKE CUP** completed the trilogy of Cup races, the field mostly monopostos but also a handful of S2000s. Two of those sports racers occupied the



photo by Pete Gorski

#477 Michael Tews, 1972 Datsun 240Z; #46 Scott Albers, 1971 Datsun 240Z



photo by Dave Drives

#155 Tony Smith, 1974 Chevron B-27



photo by Chauncey Moran

#106 Scott McQueen, 1957 Austin Healey BN4 100-6

front row — the Carbirs of Kevin Leparski and Jerry Edquist. The next two rows featured cars of the “wings and slicks” persuasion ahead of another pair of sports racers.

Leparski led the lead pack up the hill to turn six with mirrors full of Matt Daniel’s 1998 Tatuus, Edquist’s Carbir, and Grant Greenfield’s 2002 Speads F1000. Reid Hazelton lurked a few car lengths back followed by Dan Cain’s 1994 Van Diemen. If the overall leaders came through in a relatively ordered straight line, the CF/FF/VFF leaders behaved as you’d expect, inches apart, each trying to find a line through turn five. The good news is they all did!

Hitting 130mph in the speed zone leading into turn five, Leparski began building the gap, with Edquist and Daniel gapping Greenfield. Hazelton and Cain spent much of the session in close contact; unfortunately the battle ended when Cain suffered a mechanical exiting turn five. Out front, Leparski took the overall win with Edquist and Daniel P2 and P3. Greenfield took fourth ahead of Hazelton. Phil and Mark Kingham, having spent the entire session inches apart finished tenths apart,



photo by Pete Gorski

#139 John Jennens, 1986 Porsche 944; #88 Matthew Gerdisch, 1972 Datsun 240Z

the CF win going to Phil by .160 seconds, with Jeff Tschiltzsch winning VFF.

While a handful of Alfas, Volvos, BMWs, and Jack Rawles’ BJ7 Healey were spread throughout the field, the **GROUP 8** race was largely a battle between Porsches and Datsuns. Lisa Hansen and Kellan Weinberger had their 911s on the front row, Jeff Jagusch Sr. and Matt Gerdisch’s 240Zs bookending Lee Giannone’s 911.

That order didn’t last long. Jagusch parked his Z early, moving Giannone up, as Larry Lunda (1970 Porsche 914) charged past Gerdisch into fourth. Hansen reclaimed via the draft on the front straight whatever ground she lost on the back half of the circuit. But even that order didn’t last long. Hansen unexpectedly retired her 1969 911 after five laps, ending the fight with eventual-winner Weinberger. Giannone assumed second, with Lunda in third. Gerdisch came home fourth followed by Rawles.

And then it was time to get loud! Big motors and wide tires were the coins of the realm in the **GROUPS 3A/B/C AND 6** finale. Brian Garcia (1965 BTM Cheetah) had the pole, flanked by Fritz Seidel (1973 911 RSR). Rick Mooney (1968 Corvette), Scott

Graham (1969 Firebird), and Travis Pfrang (1969 Corvette) brought the late 1960’s flavor, with Eric Pylypchuk (2007 BMW 335i) adding a modern sensibility.

Not to diminish the other drivers in the field, but the story of this race centered on Jon DeGaynor. His 1959 Devin started way in the back, and his inevitable march forward had the potential to be very interesting. How far could he climb? Pretty far it turns out, but as is often the case, the competition grew stronger with each lap.

Garcia brought the field through the brake zone in turn five on lap one, his Cheetah rocketing up the hill to turn six. Mooney and Pfrang arced through in second and third, while behind them, Seidel had mirrors full of a power-sliding Graham, with Pylypchuk to his left and Tom Blecker (1965 Mustang) watching it all unfold.

As expected, DeGaynor moved upward with extreme pace. From lurking outside the top ten after only five corners, each 4.048-mile trip saw his position improve. He dispatched Graham, Pfrang, and



photo by Pete Gorski

#271 Matt Daniel, 1998 Tatuus RC-98

Moody, but ran out of time. Garcia was essentially unchallenged, while Seidel took advantage of a bobble in turn five by Mooney to take second. DeGaynor’s charge ended in third, with Mooney and Pfrang completing the top five.

The final three races of the weekend returned to the theme theme. First up, **FORMULA B!** An intimate field took the green, led by Tonis Kasemets and Geoff Brabham, with Steve Grundahl and Pearce Raeder (1971 Lotus 69B) tucked into the draft.

Brabham exited turn five in the lead on lap one, Kasemets’ right front tire inches from the BT35’s bodywork. Grundahl was a few lengths back, with Raeder right on his gearbox. The next time through five, Kasemets was in front, Brabham’s windscreen full of exhaust pipes. Grundahl had third to himself, while Raeder was

feeling pressure from Ron Hornig’s 1971 Braham BT35.

Unfortunately, Matt Primack’s 1969 Lotus suffered a major mechanical failure as he powered up the hill toward six, fluids and solids pouring from the bottom of the engine. He skillfully moved off the racing surface, but the damage had been done. After a few laps of trying to race around the long slick, the session was black-flagged. Kasemets took the win over Brabham, Grundahl, Raeder, and Hornig.

For the next-to-last session of the weekend, the **FOUNDERS TRIBUTE** race dispatched a pleasantly large number of cars out for one last go at Road America’s 14 turns. Twenty-two cars from Groups 2, 3, and 8 sprinted into turn one, and when they arrived in turn five, Mike Smith (1967 Datsun Roadster) and Jack Rawles were in front, with Michael Tews (1972 240Z) in third. The rest of the field swept through turn five nose to tail, Lotus-Alfa-Alfa-Triumph...

Rob Cowen was the second Alfa in that chain. He moved his 1967 GTV into second place on lap four, ahead of Smith and Tews. He set off to catch Rawles, but fell 1.473sec short. Smith and Tews ended the session in



photo by Chauncey Moran

#230 Jeff Fritz, 1972 Lola T-204; #61 Jimmy Vasser, 1982 Tiga Shedd

third and fourth, with Allan Thom’s 1965 Alfa Giulia TI in fifth.

So you know how IndyCar has their Fast Six qualifying? That’s kind of how the final race of the weekend felt. Six cars fueled up for the **BIG BORE** feature, with half of them — Seidel, Mooney, and Pfrang — representing second, fourth, and fifth from the earlier Group 6 race. 8th-place finisher Erik Pylypchuk, along with Colin Comer and Paul Sutor (1997

Thunderbird) from Group 9 were the other three competitors.

Unfortunately, Sutor retired early. For the remaining five, the race had the look and feel of a test session, or maybe one last ride before packing it all up for the year. Pylypchuk completed seven circuits before he too shut it down; Seidel completed nine laps. The final podium featured Pfrang in third, Mooney in second, and Comer in first.

**ALL HEALEY RACE
PL CL DRIVER/CAR**

- 1 B2 J. Rawles/1963 Austin Healey BJ7 2:45.313
- 1 D C. Comer/1958 Austin Healey Sprite 2:44.824
- 2 D D. Brown/1959 Austin Healey Sprite 1 A S. McQueen/1957 Austin Healey BN4 100-6 2:46.189
- 1 M J. Salisbury/1962 Austin Healey Sprite 2:47.446
- 2 A M. Manser/1959 Austin Healey 3000
- 3 D N. Burrell/1959 Austin Healey Sprite
- 3 A D. Escriva/1957 Austin Healey 100-6



photo by Pete Gorski

#130 Robert Macherione, 1961 Austin Healey 3000

- 4 A J. Horner/1959 Austin Healey 3000
- 4 D L. Bauer/1962 MG Midget
- 5 A M. Fisher/1960 Austin Healey 300 Mk I
- 6 A J. Lombard/1962 Austin Healey 3000 Mk II
- 7 A E. Wetzel/1966 Austin Healey 3000
- 8 A R. Macherione/1961 Austin Healey 3000
- 5 D D. Parsons/1955 Austin Healey Mk I Sprite
- 9 A D. Powell/1961 Austin Healey 300
- 6 D J. Buckley/1967 Austin Healey Sprite
- 10 A A. Inglis/1959 Austin Healey 3000
- 11 A K. Fay/1972 MG Midget
- 7 D R. Newman/1960 Austin Healey Sebring Sprite
- 1 E S. Mason/1960 Austin Healey Sprite 3:14.126

- 2 E D. Kelly/1961 Austin Healey Sprite
- 8 D P. Schaefer/1959 Austin Healey Bugeye
- 9 D J. Stiefel/1959 Austin Healey Sprite
- 1 C L. Campbell/1959 Austin Healey Sprite 3:03.330
- 10 D J. Basnik/1965 Austin Healey Sprite
- 3 E G. Perser/1960 Austin Healey Sprite Mk I
- 4 E S. Myers/1960 Austin Healey Sprinzel
- 1 M-2 T. Cole/1967 Austin Healey Sprite 2:56.718
- 11 D J. Porada/1964 Austin Healey Sprite
- 12 D J. Daniels/1960 Austin Healey Sprite
- 13 D R. Duncan/1962 MG Midget

**BIG BORE FEATURE
PL CL DRIVER/CAR**

- 1 GT1 C. Comer/1994 Ford Mustang 2:11.926
- 1 BP R. Mooney/1968 Corvette 2:27.060
- 1 AP T. Pfrang/1969 Corvette 2:26.959
- 2 BP F. Seidel/1973 Porsche 911 RSR
- 1 IT E. Pylypchuk/2007 BMW 335i 2:29.729
- 1 SCB P. Sutor/1997 Ford Thunderbird

**CARL HAAS CUP
PL CL DRIVER/CAR**

- 1 FC D. Otte/1987 Renard 2:19.123
- 1 S2 K. Leparski/2004 Carbir S2 2:19.861



photo by Pete Gorski

#11 Allan Thom, 1965 Alfa Romeo Giulia TI

- 2 S2 C. Duncan/1990 Lola S2000
- 3 S2 J. Shanel/1989 Lola T-89/90
- 2 FC M. Popp/1997 Van Diemann FC
- 4 S2 C. Vance/1987 Lola 87/90

- 3 FC D. Cain/1994 Van Diemen FC
- 1 VS2 R. Hoepfer/1985 Lola VS-2000 2:33.338
- 1 HS2 M. Daniels/1979 Tiga SC-80 2:25.832
- 4 FC D. Hayes/1992 Van Diemen FC
- 1 FA T. Smith/1974 Chevrolet Ra B-27 2:20.967



photo by Chauncey Moran

#14 Brian Garcia, 1965 BTM Cheetah

- 1 C J. Ricci/1971 Chevron B-21 2:24.988
- 2 HS2 R. Alexander/1981 Marccch S2000
- 1 A D. Parr/1997 Lola T-97/20 2:23.221
- 5 FC R. Henson/1993 Van Diemen RF-93
- 6 FC M. Daniel/1998 Tatuus RC-98

**EIKHART LAKE CUP
PL CL DRIVER/CAR**

- 1 S2 K. Leparski/2004 Carbir S2 2:22.052
- 2 S2 J. Edquist 2000 Carbir S2000
- 1 FC M. Daniel/1998 Tatuus RC-98 2:25.125
- 1 C G. Greenfield/2002 Speads F1000 2:25.093
- 1 FF R. Hazelton/1992 Van Diemen RF-92 2:28.058
- 1 HS2 M. Daniels/1979 Tiga SC-80 2:29.459
- 1 VS2 R. Hoepfer/1985 Lola VS-2000 2:29.677
- 1 CF P. Kingham/1976 Zink Z-10C 2:33.901
- 2 CF M. Kingham/1976 Zink Z-10C
- 2 FC D. Cain/1994 Van Diemen FC
- 3 CF D. Ariens/1977 Crosslé 32F
- 2 FF R. Reina/1998 Van Diemen RF-98

- 1 VFF J. Tschiltzsch/1969 Lotus 51 2:38.458
- 2 VFF B. Holzem/1969 Alexis FF
- 4 CF T. Lopez-Rocha/1977 Crosslé 32F 59/69
- 3 VFF J. Buchanan/1969 Merlyn Mk 11a
- 5 CF J. Jurgenson/1979 Dulon MP-21
- 4 VFF D. Grudzien/1969 Winkelmann 59/69

- 1 FB J. Busch/1967 Brabham BT-21A 2:52.512
- 5 VFF S. Maslen/1967 Lotus 51A
- 1 FV W. Gill/1965 Zink C-4 3:17.404
- 6 VFF R. Karnopp/1972 Titan Mk 6
- 2 FV R. Buckley/1969 Zink C-4
- 3 FF J. Vasser/1982 Tiga Shedd
- 4 FF T. Adcock/1984 Swift DB-1
- 7 VFF J. Fritz/1972 Lola T-204

**ENDURO
PL CL DRIVER/CAR**

- 1 IT E. Pylypchuk/2007 BMW 335i 2:28.262
- 1 S2 M. Kaske/1986 Lola T-88/90 2:32.094
- 1 C L. Hansen/1969 Porsche 911 2:36.141
- 1 GTS I. Dillon/2006 Panoz Esperante GTS 2:36.926



photo by Chauncey Moran

#47 William Demarest, 1960 Falcon Comp. II

- 2 C L. Giannone/1978 Porsche 911
- 3 C C. Candee/1968 Porsche 911
- 1 VS2 R. Hoepfer/1985 Lola VS-2000 2:29.214
- 4 C L. Lunda/1970 Porsche 914
- 1 SM2 R. Gee/2016 Mazda Miata 2:40.858
- 1 SM A. Jarvis/1992 Mazda Miata 2:50.784



photo by Chauncey Moran

The Healey World Challenge

- story by Jim Donato

The 2024 Healey World Challenge was held in September this year at the world-famous National Park of Speed Road America in beautiful Elkhart Lake Wisconsin. This was during the traditional VSCDA Ariens Art On wheels vintage racing weekend. The VSCDA has been holding vintage race weekends at Road America for thirty plus years and this year's Ariens Art On Wheels weekend was planned to be a world class event. It succeeded!

It all started with the announcement of the National Austin Healey Club of America's Annual Conclave event that



photo by Pete Gorski

#712 Matt Meixner, 1958 Austin Healey Bugeye Sprite

was to be held just following our weekend in nearby Sheboygan a few short miles from the track. The Minnesota Chapter of the AHCA reached out to me almost a year in advance last November 2023, to see if we would be interested in working with them on a Healey weekend. As a Healey racer, and owner myself this was a natural fit to put this together.

We started working with Road America and the AHCA to plan out a weekend that would be history making. We soon found that we had generated interest from around the world with racers and from the UK quickly. We were soon helping plan a trip with race cars and street cars shipping to the US from England. We soon found ourselves with participants from North and South America, Europe, Asia and even New Zealand reach out to join us.

We next had to plan out a unique Healey feature together with our regular racing schedules for racing and with the input of our Chief Steward, Tech, Drivers Committee, Group Reps and Road America Staff, we got it sorted and worked out. With two All Healey Feature Races,



photo by Pete Gorski

#88 Gary Perser, 1960 Austin Healey Sprite Mk 1



photo by Chauncey Moran

#622 Jeff Lumbard, 1962 Austin Healey 3000 Mk II

specialty races, and group races Healey racers found they could have two hundred plus minutes of seat time on the famous racecourse. There was immense planning for involving the Austin Healey Conclave attendees and Healey guests. We strive to be the most welcoming club in vintage racing. Working with the Austin Healey Club of America Wisconsin Chapter, we achieved a never seen before number of not only race but street Healeys all in one place. We had forty-nine race Healey's and ninety-five plus street Healey's for

an unprecedented number of Healey's on display or on the track. It was a wonderful event. Even the weather was outstanding for all three days. The online pictures and posts say it all as many exclaimed this to be the best experience they have ever had.

The list of people that help put this event on is long and distinguished from the staff at VSCDA, Road America and the Austin Healey Club of America, it's Wisconsin Chapter, numerous individuals, all our sponsors Donato and Sons Trailer Sales, Necksgen, Sport and Specialty, Northshore Sports Cars, National Exchange Bank and Trust, Collin's Classic Auto, and Epicenter Design and the countless many more volunteers.

Thank you all and we can't wait for next year to do it all again.



Healey drivers coming together at Road America for a grand celebration

VSCDA Thunder in The Ozarks

Ozarks International Raceway, Missouri

Oct. 11-13, 2024

story by Jensen St. Denis

photos: WJP Aerial



#63 David Long, 1969 Austin Healey Sprite; #69 David Swope, 1972 MG Midget; #05 Frank Albert, 1967 MGB GT



#19 Jeff Neathery, 1966 Ford Mustang; #389 Jeffrey Garrett, 1967 Ford Mustang

You do listen to the Victory Lane Podcast don't you? Because, we told you all about how much fun this event was going to be. We in this case includes member of VSCDA, CVAR, and RMVR who all joined the fun to introduce the next chapter for the 2024 Ozarks Vintage Festival. That's right, the goal here was fulfilling the promise, "More than just a race weekend." 2024 found the third iteration of the Thunder in the Ozarks, VSCDA's Ozark's International Race, re-imagined as a three club vintage festival. This 2024 drew participants across all classes from CVAR in Texas and RMVR in Colorado as well as from VSCDA and you will see that they all came to compete as well as enjoy the fun.

RACE A: Race "A" run group featured the cars that many folks envision when they hear the phrase, "vintage racing," a healthy mix of grid of early production sports cars with the single largest subset comprised of Spridgets. Both VSCDA and CVAR feature healthy Sprite/Midget groups with VSCDA running a Sprite Midget Challenge which will see races in 2025 at Gingerman, Blackhawk, and Grattan. The podium group here featured

Kent Prather's formidable MGA - a former national champion and an always welcome sight at Road America vintage events. The big white MGA took the win from the pole, going the distance but certainly not without challenge. Giving chase were a pair of Mini Coopers. Daniel Wold put in a stellar drive to jump from sixth on the grid to second at the finish, in the process passing the other Wold Mini driven by Greg. The finale saw the Minis separated by a 1/4-second and Daniel a second and a half back of Prather. Rounding out the top 5 were two of the aforementioned Spridgets with John Salisbury fourth and Ron Soave fifth, separated by a sub 1 second gap and only a second behind the podium group.

RACE B: Race "B" run group featured a visually diverse peloton. Historic GTU was well represented with 510's, Alfas and a 2002 and, although the largest single subset of the field, there was plenty of diversity for those who didn't grow up with a model of the BRE car on the dresser. There field also featured a health group of Z cars, 914's, and even a strong contingent of

Corvairs - America's 911 as my father in law used to say. The Podium was certainly weren't without diversity. Colin Wood in a BMW withstood an early challenge from Eric Wood to win from the pole. Mike Besic, Alfa, and Thomas Schluter, Datsun



#92 Barry Heuer, 1958 Jabro Mk 1; #88 Greg Wold, 1964 Mini Cooper S

Z, took advantage of Eric Woods and Mike Pranka's retirements to capture second and third respectively.

RACE C: Race "C" run group featured a field dominated by Formula Fords. Diversity here was provided by Anthony Olisoff's entry, a 1960 Emeryson. Now, while running a FJr. in a field of Formula Fords (any Junior) would be sufficient to provide a frisson of difference, entering an Emeryson would allow you to stand out in a field of Juniors. (If you are interested in the unique thinking that these represent the wonderful "Shed Racing" YouTube channel is a place to start). He also captured the travel prize with a home port of Auckland - take that all ye who griped about the two from the Midwest. The FF guys always come to race and this was no exception. The front end of the field was lapping as quick any class on the

weekend and the cars race all the way to the checker. The winner was Nathan Down, 1969 Getem-Lotus GD61, who enjoyed a significant pace advantage and set fastest lap to ensure victory - well deserved for making the long drive from Colorado. Second went to Steve Mercer, 1973 Crossle 25F, and third was Neil McCready, 1971 Merlyn Mk 20, both of whom also made the long haul from Colorado. The Coloradans were literally 10 deep in this group in addition to keeping all other comers off the podium. No easy task with the close racing this group is known for.

RACE D: Race "D" run group was populated with S2000 sports prototypes. The S2000 cars take their moniker from the specified class power plant - the Ford SOHC 2l or "Pinto" engine. Like the Pinto the S2000 is built for one purpose, a very different purpose, but with a common goal of building in affordability. Unlike the Pinto, who's Svengali De Lorean was famously resistant to creative input, the S2000 is great example of how there can be multiple ways to solve the same puzzle. The Ocelot, one of the entries here is good example that small teams can win using creativity. The group had some issues due to the limited number of cars but were certainly quick. Robert

ENTRANTS LIST

RACE A

DRIVER/CAR

- F. Albert/1967 MGB GT
- G. Allen/1965 MG Midget
- D. Amys/1963 Triumph Spitfire
- N. Burrell/1959 Austin Healey Sprite
- C. Davis/1969 Austin America
- S. Davis/1969 Austin America
- T. Davis/1960 Austin Healey Sprite
- J. Donato/1964 Austin Healey Sprite
- J. Donato/1967 Nsu 1200ts
- T. Drews/1963 Triumph TR-4
- R. Fisk/1960 Austin Healey Sprite



#52 Daniel Rosenthal, 1973 MGB

- M. Frost/1979 Honda Civic 1200
- G. Grantham/1965 MGB
- R. Grantham/1965 MGB
- D. Lee/1959 Austin Healey Sprite
- D. Long/1969 Austin Healey Sprite
- G. Lynch/1961 Austin Healey Sprite
- T. McGinley/1960 Austin Healey Sprite
- R. Michalek/1959 Austin Healey Bugeti
- P. Passon/1973 Triumph Spitfire
- K. Prather/1962 MGA
- D. Rosenthal/1973 MGB
- J. Salisbury/1962 Austin Healey Sprite
- R. Soave/1968 Austin Healey Sprite
- R. Stadther/1963 Elva Courier Ford
- D. Swope/1972 MG Midget
- T. Wilcox/1967 MG Midget
- D. Wold/1965 Morris Mini Cooper
- G. Wold/1964 Mini Cooper S

RACE B

DRIVER/CAR

- S. Albers/1971 Datsun 240z
- J. Barhydt/1975 Bmw 2002
- M. Besic/1969 Alfa Romeo Duetto
- C. Bonk/1971 Datsun 510



#62 Alex Rorke, 1965 Lotus Elan

- R. Brooks/1971 Datsun 510
- J. Butzer/1975 Porsche 914/4
- R. Davenport/1972 Alfa Romeo GTV
- V. Edgar/1983 Porsche 944
- M. Gerdisch/1972 Datsun 240z
- J. Hall/1971 Triumph G6
- C. Hand/1966 Corvair Corsa
- B. Heuer/1958 Jabro Mk1
- J. Horner/1971 Triumph Tr6
- S. Hyatt/1974 Datsun 260 Z
- J. Kimbrough/1994 Toyota World Sport
- M. LeVeque/1966 Yenko Stinger
- L. Lunda/1970 Porsche 914
- B. Martinez/1968 Alfa Romeo Gta Jr Romeo
- R. Maurer/1963 Elva Mk VII
- J. McCormick/1970 Datsun 510
- J. Melvin/1974 Alfa Romeo Spider
- T. Miller/1972 Datsun 240z
- A. Mitchell/1987 Porsche 924
- M. Pranka/1974 Alfa Romeo Spider
- J. Rockensies/1983 Alfa Romeo GTV6
- A. Rorke/1965 Lotus Elan
- S. Schluter/1972 Porsche 914
- T. Schluter/1972 Datsun 240z
- G. Valdes/1966 Sunbeam Tiga

- J. Victoria/1970 Fiat 124 Spider
- T. Webb/1969 Lotus Elan
- J. Whiteley/1965 Corvair
- J. Wierz/1990 Porsche S2
- C. Wood/1989 Bmw 325i
- E. Wood/1966 Alfa Romeo GTV
- S. Wood/1966 Yenko Stinger Corvair
- P. Zekert/1973 Datsun B210

RACE C

DRIVER/CAR

- T. Adcock/1984 Swift Db1
- M. Bagby/1970 Lola T-200
- S. Barkley/1969 Winkleman Formula
- G. Barrows/1979 Crossle 79FF
- R. Burnside/1970 Titan Mk 6
- P. Christensen/1970 Winkleman WDF-2
- R. Domeck/1984 Swift Db1
- N. Down/1969 Getem-Lotus Gd61m
- P. Flynn/1990 Van Diemen R89
- S. Frey/1970 Cakwell Ff
- G. Good/1969 Winkelmann Wdfl
- D. Hayes/1972 Titan Ff
- C. Jones/1972 Titan Mkvi B



#78 Allen Letterly, 1982 Zink 16

- M. Kunz/1981 Van Diemen R181
- M. Leto/1971 Lynx B Fv
- A. Letterly/1982 Zink 16
- J. Letterly/1980 Lola 540e
- S. Letterly/1981 Zink 16
- N. McCready/1971 Merlyn Mk20
- S. Mercer/1973 Crossle 25f



#10 David Lee, 1959 Austin Healey Sprite; #35 Daniel Wold, 1965 Morris Mini Cooper

Henson, 1993 Van Dieman, was top qualifier with a best lap of 2:31.561. Other notables in the field include Kurt Marquardt, 1996 Swift, 3:07.965 and David Baughman, 1985 Lola, 3:15.112.

RACE E: Race "E" run group was seemingly the province of American muscle with the largest contingent here being Mustangs. All three clubs competing were represented by America's most popular pony car. The small fleet of Mustangs was held to account by several Corvettes, a couple of Jags, a BMW and a

TVR. None of them however were quicker around the course than Shane Denney in his 1991 Legends car who took the win on the back of a 5 second pace advantage over his nearest competitor. That would be Ricardo Price, 1964 Corvette and third went to Stephen Seitz, 1965 Ford Mustang, both of whom made the long tow from Texas in order to uphold the competitive honor of CVAR.

That's it for the racing. Will you be at the 2025 iteration of the Ozarks Vintage Festival?



#165 Tom Bleecker, 1965 Ford Mustang Fastback

- J. Mihalich/1969 Lotus Type 61
- D. Neuhaus/1972 Titan Mk6
- A. Olisoff/1960 Emeryson Experimen
- M. Spence/1972 Crossle 20f
- M. Wierick/1975 Zinc Z-10
- R. Zimmerman/1983 Prs Ff

RACE D

DRIVER/CAR

- D. Baughman/1985 Lola 86 90
- B. Domeck/1981 Ocelot Mk6a
- R. Henson/1993 Van Diemen Rf-93
- K. Marquardt/1986 Swift S2000
- C. Von Hoene/1980 Lola T590 S2000

RACE F

DRIVER/CAR

- T. Bleecker/1965 Ford Mustang Fastb Ack
- K. Davidson/1962 Ford Falcon
- S. Denney/1991 Legends Thunder Ro
- J. Garrett/1967 Ford Mustang
- J. Garrett/1967 Ford Mustang
- J. Koktavy/1965 TVR Griffith
- A. Meudt/1985 Bmw 635 CSI
- C. Meudt/1985 Jaguar XJS G70
- J. Neathery/1966 Ford Mustang
- D. Neidell/1968 Corvette
- J. Payne/1965 Factory 5 Type 65 Coupe S Type
- R. Price/1964 Corvette
- R. Price/1964 Corvette
- T. Roche/1968 Corvette
- S. Seitz/1965 Ford Mustang GT
- S. Young/1962 Jaguar XKR Coupe

#28 David Amys, 1963 Triumph Spitfire; #50 Mike Besic, 1969 Alfa Romeo Duetto

In These Troubled Times, a Z Car Is the Fix

Stefan Lombard



Amid dwindling profits, reduced production, proposed job cuts, and talks of a merger with longtime Japanese rival Honda, it's no secret Nissan is suffering a case of the vapors. While the automaker faces some painful decisions in the near term, for those of us who cover this sort of news, at least, there is a tonic to make us forget: the Z car.

Since its American introduction in 1970 as the Datsun 240Z, the brand's spear-point, swoop-roofed sports car has largely enchanted all who have driven one. Some of the malaise-y generations in the

middle there did the nameplate no favors, but things have mostly been on the up since the Z32 300ZX arrived for 1990.

Nissan's latest effort, the seventh-generation car simply called the Z, debuted in late 2022 and is as back-to-roots in its looks and its athleticism as a modern take on a 50-year-old car can get.

One Thursday last autumn, Nissan invited me to drive Z cars old and new, back-to-back, through the rolling Tennessee countryside. This is what I learned . . . This '73, owned by Nissan and kept in its

Nashville Heritage Collection, is one of 36 Zs restored to original condition back in 1996 as part of the Vintage Z Store program. The work incorporated about 800 new old stock parts, and the car was then used as a marketing vehicle to promote the program and as a media loaner thereafter. Given that kind of promotional use and sometimes abuse, three decades on, the bloom is off the rose and this car is best described as "a driver." Which is precisely what you'd want, right?

There is a delicateness to a 240Z. Not a flimsiness, but nothing feels

overengineered or overly thick or bulky. The A- and B-pillars. The fine stainless bezel surrounding the outside mirror, which extends from a perfectly proportioned stalk of chrome. The elegant three-spoke, wood-rim steering wheel, something to be held with fingertips rather than clenched fists (though certainly the car's capabilities call for it on occasion). The small wooden shifter that shows the patina of a million palms, clothed in a vinyl boot laced up with leather cord.

Though I never pushed it, the car's sure-footedness on its 185/70R14 tires was always apparent, and the chassis with its independent rear suspension translated every bump and crack and transition through to the steering wheel, like the "Princess and the Pea" come to life. You feel everything.

I had maybe 45 minutes with the car, all of them enjoyable, and it's easy to see why the Z was so incredibly popular when new; Nissan sold nearly 150,000 of them before the arrival of the 260Z in 1974. At around \$4700 a pop in 1973 (which was a thousand bucks more than they were in 1970), they were still a thousand less than a C3 Corvette and \$4000 cheaper than an E-Type or 911. After decades of flat, used-car pricing, values took off around 2015 and then took off some more five years ago. Today, even a #4 (fair) car is a \$10,000 proposition.

The Z Heritage, on the other hand, is a \$60,000 proposition.

New Sight Orange is a throwback to the 918 Nissan Orange you would have seen on the silver Z's friends. Here it is accented by a set of matte black fat/thin stripes with "S30" overprinted on the hood, a further subtle nod to the 240's generational nomenclature. The Z Heritage is second in the new model's pecking order, positioned below the hard-edged NISMO but above the Performance and the \$43,000 Sport models. It looks like a perfectly execut-

Though I appreciate that the mirror in the new Z is an actual mirror and not a camera, it is twice as tall as it needs to be.

ed throwback machine. The exterior styling hints all over at its forebear in ways that intervening generations haven't. The shape of the nose, the clip of the tail, the roofline, the rear quarter window and the badge behind it.

No doubt, the Z is a hot little speedmobile waiting to be goosed, and I am here to confirm that the twisty, undulating, tree-lined Natchez Trace Parkway is absolutely not the place to do it. To that end I was part of a cautious, 40-mph Nissan procession, so there was no

rowing of gears, no winding it out. But I also saw three rangers in 20 minutes, one actively nabbing a pair of hoons in their Euro sedans and another pulling over your grandmother in her gold RAV-4. No way would I have gotten through that stretch of the route without a ticket. Forty is fun in the old Z, it has life. Here, however, you're far too insulated to feel much of anything, which is a shame, because I really wanted to know more about those seat bolsters.

A few disparate thoughts: Though I appreciate that the rearview mirror in the new Z is an actual mirror and not a camera, it is twice as tall as it needs to be, given the slope of the back end only allows you a few inches of back window to see out of anyway. Depending on your preference, you end up with a lot of headliner, or a lot of whatever you've got in the boot, in your backward line of sight. Also, that fuel filler door—talk about a curvy dinner plate of a thing.

And so, in these troubled times for Nissan, I emerged from my dueling Z car drive smitten with the '73, as I knew I would be, and longing for more from the Z Heritage, because how could I not be? Both are cars I'd gladly drive again—the 240 all day at a canter on the gorgeous Natchez Trace Parkway. And the new car? Well, I can think of some places . . .



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