Spring 2026

The VINTAGE Spirit™

VSCDA
VINTAGE SPORTS CAR DRIVERS ASSOCIATION

The VSCDA Questionnaire

VSCDA History

When To Hang It Up?

Annual Awards

Victory Lane Coverage

President's Message

The VINTAGE Spirit™

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Editor
Chris Bonk

Editor's Note:

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/!

A Message from President Alex Rorke

Reflecting on VSCDA's 2025 year and our plans for 2026 during a cold Chicago winter is the perfect way to gain perspective on where we have been, where we are now and where we are going.

John Kleen was VSCDA's first President. Last year Vintage Spirit published Part I of the enlightening history he wrote about VSCDA's remarkable formative years. (If you missed it last year, you can read the article by going to our website's Vintage Spirit archives and tapping/clicking Winter 2025.) Thanks to John's writing we learned about notable events like securing that all-important September date for the first vintage race weekend at Road America, leaders who became legendary in the vintage racing world such as George Bruggentheis, Chuck Maranto and Marv Primack, and the creation of VMC (the Vintage Motorsports Council) led now by our own Jim Donato.

This issue of Vintage Spirit features Part II of the VSCDA's history. Former VSCDA Presidents, Chuck Maranto and John Golanty pick up the story roughly after John Kleen retired. This isn't a spoiler, but the important themes of camaraderie, vintage spirit, our volunteer model, willingness to change and occasional epically extreme weather at Road America permeate their reporting. Those themes are foundational DNA of VSCDA.

Our club's future is dependent on bringing in new members who have the same enthusiasm and esprit as John, George, Chuck and Marv during our early years. They were also willing to change, whether it was expanding car classifications, or means of communicating with potential new members, or finding ways to make racing more affordable. Demographic measures of costs and income make it clear that it is financially more difficult for today's 25-35 year olds to afford racing than it did when most of us started.

In conjunction with Drivers School Co-Chairs Ellie Souder Lynch and Brian Lynch, we are launching two inter-related initiatives to address the affordability and new channels of communication issues. First, VSCDA is offering a special incentive to first time participants in the Drivers School: upon graduation, if they race at both Blackhawk and Grattan this year, those two races will be half price and the students will have VSCDA instructors for all three events(Marc Frost initiated an incentive program last year at Blackhawk).

Thanks especially to Chris Bonk and Sierra Sky Walker's efforts, VSCDA's social media presence on Facebook has become vibrant. To broaden our social media to reach younger constituents, we will start using Instagram and TikTok. Leah Bauer, Alex Schlesinger, Ed Hinsa, Ellie and Brian Lynch have volunteered to be part of the first wave of clips. Their efforts are part of keeping VSCDA vital.

The Drivers School promotion we are offering is a tremendous opportunity for future racers and VSCDA. You can help by mentioning it to your racing friends, forwarding clips to potential racers, volunteering to help with the Drivers School, identifying cars that can be rented for the school and most of all, by joining us in what should be an outstanding VSCDA racing season!
Looking forward to seeing you at GingerMan. Alex

Meet Ron Soave

Ron Soave answers… The VSCDA QUESTIONNAIRE.

Q. How did you get into racing?

A: I came to Illinois for a job interview in 1998, and the company asked if I wanted to house hunt over the weekend. I informed them that attending the VSCDA ELVF was of far more interest. I met the Spridget racers, got back home and my incredibly supportive wife said "let's go!" 3 years later I was in driver's school.

Q. Did you follow racing in your childhood?

A: I grew up a few miles from where Mark Donohue lived for a while on Long Island. For my 5th birthday, all I wanted was a checkered flag plastic helmet and gloves set at Toys R Us, so yes, I was infected young.

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

A: See above. I also was a huge Senna fan, although I'm horrible in the rain. And I hold Tazio Nuvolari as the greatest driver of all time.

Q. What is your favorite track? Event?

A: Blackhawk Farms is a second home, but Ozarks has become my favorite track as a driver.

Q. What tracks are on your bucket list?

A: Watkins Glen, Spa-Francorchamps, Circuit de La Sartre (Le-Mans)

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

A: There are SO many, but one stands out. At our 2nd Blackhawk-toberfest, John Salisbury, Dave Brown and I had an amazing race with multiple lead changes, yellow flags that bunched us up twice, and incredibly close, respectful racing. I have had corner workers tell me it was the best vintage race they've ever seen. I have the utmost respect for both those drivers, and to hookup like that for 15 laps was an absolute blast.

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

A: I have a lot of miles in a lot of cars, as I also instruct at Blackhawk Farms, It isn't the fastest, but there is a favorite. My Ferrari 308. It isn't the best handling, but the visceral feeling driving it is my favorite. I've driven quite a few race cars, some with many more digits of horsepower and price, but my first Bugeye Sprite will always be my favorite.

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

A: Lotus 23B!

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

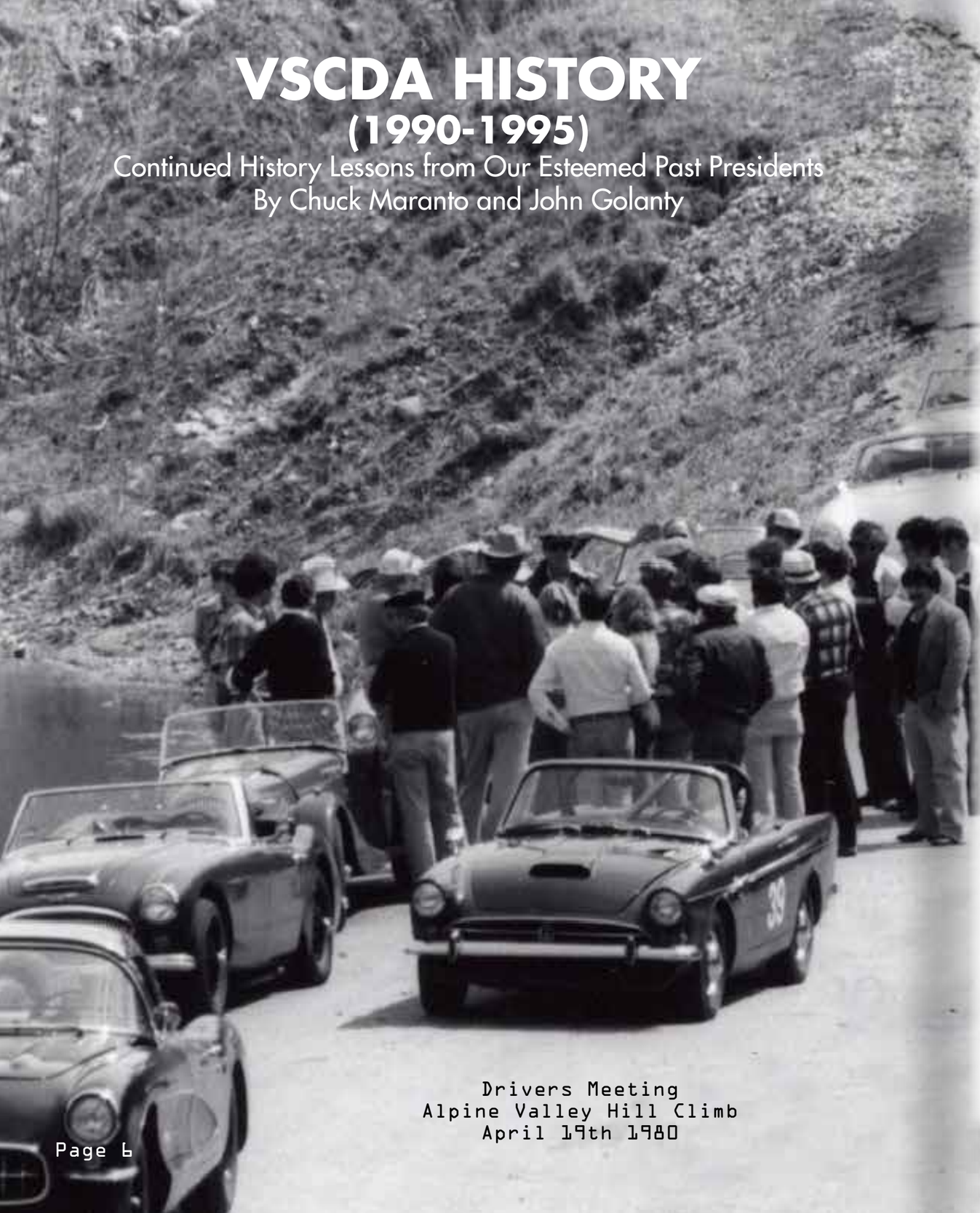
A: The only contact I've had in VSCDA in 25 years of doing this was with a good friend's Elva, Turn 3a at Blackhawk, 2012. It was deemed a racing incident and minor damage, but I felt awful and carry that with me. The corner isn't worth it.

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

A: Track time, track time, track time. Find a mentor, find consistency.

Ron - Top Step
with Mason Hoeper

VSCDA HISTORY
(1990-1995)
Continued History Lessons from Our Esteemed Past Presidents
By Chuck Maranto and John Golanty



Drivers Meeting
Alpine Valley Hill Climb
April 19th 1980

In his history of the origins of VSCDA and remembrances of his 11 years, Founder and President, John Kleen wrote "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." As it turned out five of those Board members would eventually have their turn as Club President. This next chapter covers the Presidencies of George Bruggentheis and Chuck Maranto.

John was a hard act to follow. As Anatoly Arutunoff wrote us: "There's a reason the membership at large has left club management for so long in the same hands: you guys have just been TOO damn good!"

At the beginning of 1990 the Club had 454 members. George and the Board scheduled five events for 1990:
Lake Geneva Vintage Time Trials & Car Show
Annual Concours D'Elegance at the Saddle & Cycle Club
Vintage Grand Prix au Grattan
Elkhart Lake Vintage Festival (ELVF)

This was the 6th running of the ELVF chaired by George Bruggentheis and assisted by the Milwaukee Region of the SCCA, featuring The British Vertical Grand Prix. As with previous ELVFs with their celebrated Grand Marshals, this event's Grand Marshal was Denise McCluggage, an automotive writer (Competition Press) and well-known racer in cars ranging from MG TC's to OSCA and Formula Jr.

Road America is one of the best and most historic tracks in the US. The fact that we originally had access to it is heavily attributed to the efforts of George and Chuck Maranto.

According to Chuck:
"In mid 1983, John Kleen invited a small group of members, including George and me, to his apartment in Sandburg Village to discuss the future of the VSCDA. We discussed growth, expansion of events, dropping others, growing the club by offering venues that excited the members. Naturally, Road America was at the top of our list.

> "There is not one Vintage Organization out there that gives more pleasure and bang for your buck than the VSCDA. Thank you all who have supported this great Association."

Off George and I went to Road America to secure a date for our hopefully crowning achievement, the Elkhart Lake Vintage Festival. It was a crazy idea. The problems were two points: we had an untested history of producing large events, and we had insufficient funds in the treasury. We were told that the Club had to deposit $15,000 to hold open the September date that was offered to us. It was painfully obvious that we both needed to kick in $7,500 each to make this work. RA accepted our check and the rest is history. This event has hosted some fantastic Grand Marshals and memories prior to the fifth running:
The all Bugatti race
The all Mercedes 300 SL race
Snow on Friday morning one year
IndyCar paid us to hold their event on Saturday

These were but a few of the VSCDA's most memorable events as ELVF has come from humble beginnings to a world class event thanks to many unnamed volunteers, companies and individuals that have supported us through the years. A few that come to mind in the early years were Tom Snellbach of the Last Detail, John Weinberger from Continental Motors, Baurlie Aurosport, and PHP Race Engines. Certainly there were others but my memory fails me."

Previous ELVF Grand Marshals included:
Fred Wacker
Rene Dreyfus
John Fitch and Paul O'Shea

1991 and 1992 race events included:
Blackhawk
Lake Geneva Time Trials
Grattan
ELVF.

The 1991 ELVF Grand Marshal was Bob Tullius.

After three years, and with mounting outside responsibilities, George resigned from his Presidency – although for years after was the ELVF Event Chairman; the Club's most profitable and successful event.

Chuck Maranto took over the Presidency in 1993. Blackhawk (with longtime Chairman Ray Freiwald), Grattan (with longtime Chairman Phil Cull), and ELVF continued to draw strong attendance.

"I can attest that the police encouraged speeds in excess of 100mph to get us off the road as quickly as possible."

Among the many new members for 1994 were Jim Donato, Mike Kaske, Barb and Bernie Nevoral, Al Petkus, and Joel Sible.

The 1995 ELVF was a huge hit again (thanks George) with the 40 year celebration of Road America with Frank Nichols in attendance. It also featured the Monoposto single seat open-wheel cars and Historic Trans-Am. David Hobbs was the Grand Marshal.

Although Chuck resigned from the Presidency at the end of 1995, one of his most significant contributions to the Club came to fruition the following year. As Chuck recounts:

"One other event that I am proud to have been part of was the Children's Museum Vintage Gran Prix. Held at Raceway Park in Indy, with the help of Jim Donato, we put together some phenomenal Saturday evening events. They included the following: Indianapolis Children's Museum privately opened for our members only. We were proud to raise over $40,000 for the museum
Open house at Walker IndyCar race shop
Driving IMS at speed with police escort from the track to the IMS
Open house at Robke's WW2 Museum featuring all sorts of Machinery and a real Apollo 4 spacecraft."

As one who drove a Lotus 11 from IRP to IMS with a police escort down Crawfordsville Road, I can attest that the police encouraged speeds in excess of 100mph to get us off the road as quickly as possible (John Golanty)

Chuck also states:
"Allow me to leave you with one final thought:
There is not one Vintage Organization out there that gives more pleasure and bang for your buck than the VSCDA. Thank you all who have supported this great Association."

Chuck Maranto, Henry Adamson, and John Kleen

VSCDA HISTORY
(1996-2003)
By John Golanty

In 1996, the Presidency of the club was turned over to Henry Adamson, Charter Member, Board member, historian, newsletter editor, and track announcer. For those who have the misfortune of not having met Henry, he was all-knowing regarding all forms of racing since the Hyde Park to Evanston first event in 1895, classic foreign luxury and race cars, Grand Prix racers' public and private lives, wooden boats, guns, guitars, and any other subject you cared to discuss with him. This is neither hyperbole nor cynicism, but actual fact. It is hard to imagine another person with Henry's encyclopedic memory and the accuracy of his recall. While at the microphone during our races, Henry spent little time discussing who was where in the field and, instead, spun stories of who raced similar cars in Europe, at what tracks, in what years, how they fared, and occasionally who their mistresses were. In addition, he was an all-around good guy who will be remembered and missed by all who knew him.

Other key members of the club included Bill Dentinger, Treasurer; Jon Forsberg, Chief of Tech (taking over duties from Mack Besser); Paul Fitzsimmons, newsletter editor; Bill Dalton who ran the pit lane; and Judy Cull who ran the business office. In addition, numerous volunteers chaired and/or supported the race events, the driving school (Al Petkus/John Welch), the annual dinner (Jack Liess), timing/scoring, and corner worker arrangements. Some of the longtime event chairmen were Phil and Judy Cull, Chuck Maranto, George Bruggentheis, Ray Freiwald, and John Welch. John Weinberger hosted Open Houses at Continental Motors. In short, many of the club members gave back to the club by contributing their time to the success of its operations. Club enthusiasm was exceptionally strong. Membership was growing rapidly during this time, increasing from about 400 to about 800.

In 1996 we lost Sandy MacArthur. In the March, '97 newsletter, Henry Adamson wrote a tribute to Sandy and mentioned the origin of the weekly lunches in the northern suburbs which, in the late '80's, included Sandy, Henry, Wally Mitchell, Gary Applebaum, Bill Kasper, John Clementsen, Ed Wachs, Hugh Christian, Bob Merrifield, Graham Bowkett, and Dick Cavanaugh. In 2025, John Clementsen continues to occasionally join the current attendees for lunch and we hope to see him often in the years to come. The tradition continues, with the core of attendees being current or past VSCDA members.

In addition to the usual venues, 1996 saw racing at Indianapolis Raceway Park (IRP) in support of the Children's Museum (over $80k raised) – thanks to the efforts of Chuck Maranto, and 1998 and 1999 featured racing in the downtown streets of Grand Rapids as a support event for their Trans-Am week-end – thanks to the efforts of Phil and Judy Cull. The unique vintage racecars generated much fan excitement versus the look alike Trans-Am cars.

During this time the Board made the strategic decision to increase its cash surplus to one year's operating income. By the end of 1999, the club was half-way there. Treasurer Bill Dentinger invested surplus funds into 1 year CDs with staggered due dates and the interest from the CDs contributed greatly to the increase in the surplus. The decision to increase the surplus was a hedge against the possibility of a downturn in the economy and, with the Dot-Com recession of 2001 and the great recession of 2007-9 when entries were down substantially, VSCDA was able to weather the storm.

Starting in 2000, I took over the title of President. I was a longtime board member, club Secretary, group rep, and member of the Driver's Committee.

In 2000, Alan Kupferschmid wrote a note to the Board that said in part (and out of context):

"I've been a member of this organization for about 20 years and have watched it grow from a mere handful of guys who wanted to do a little wheel-to-wheel dicing and have some fun, into a really BIG group of guys who want to do more of the same….

During the time I've spent with the members of VSCDA, I have focused on the following simple things; camaraderie, racing etiquette, improving my racing line and appreciating the diversity of cars and their drivers…"

This in a nutshell perfectly states the original VSCDA club philosophy and it was gratifying to see it espoused 20 years after the founding of the club.

I recall my tenure as one in which the many volunteers worked tirelessly (and often unrecognized) to run each event smoothly while providing racers with gratifying experiences through copious track time and off-track extras.

Judy Cull ran the business office and handled all registrations with superb efficiency. Phil Cull worked behind the scenes to help attract outside corner workers, grid workers, timing and scoring, and Chief stewards – many from local SCCA organizations.

In 2002, our long time Tech Director, Jon Forsberg, passed away at way too young an age. Over 1/3 of the club membership contributed to a fund to help the family with expenses during his illness.

Long time newsletter editor Paul Fitzsimmons continued to solicit fabulous articles from racers, event chairmen, and others that provided written entertainment in addition to the race results. Bill Dalton continued to provide long interesting articles titled Pitlane, even as he took over Chief of Tech duties.

Speaking of Bill Dalton, once I learned of his rock and roll life as guitarist for the Royal Teens and

Alpine Valley Hill Climb 1978

co-writer of Short Shorts at 16 or 17, I spent hours listening to stories of his touring in the 50's with the likes of the Everly Brothers, Frankie Avalon, Jackie Wilson, and others. I was able to coerce Bill into writing up his experiences and publishing them in a series of articles called The Road in the newsletter. Despite the novelty nature of Shorts Shorts, Bill was an extremely talented guitar player who recorded many CD's later in life.

New event chairpersons were Alan Kupferschmid, Ricky del Rosario, and Shirley Murray. Pat and Clay Brayton managed the regalia tent. Bob Shedd became was Chief Driving Instructor following a long stint with M.L. Hilliard.

In 2002, we held an event at a new venue – the Mid-America Motorplex – near Council Bluffs, Iowa. After one year the event was dropped in order to add Mid-Ohio to the list of venues.

The early 2000's were marked by substantial competition from other vintage groups – especially SVRA. However, we maintained a substantial advantage by being a not-for-profit organization. Most of our competitors were for profit and priced entry fees at higher levels. The racing is for our members – we do not put on spectator shows. As new members joined, many of them had cars that were newer than our cut-off date. This led to numerous Board discussions about how and when to expand our eligibility guidelines.

From the club's inception, the cut-off date for qualified cars was January 1, 1964. In 1997, this was extended to 1974 for certain Monoposto cars to enable the Monoposto Register to race with us. A couple of years later, the Production Cars were changed to include models to 1972. In addition Formula Fords and an Exhibition Class were added with newer historic racers.

In 2002, definitions of the existing classifications were modified to reduce speed differentials within classes and to better manage class sizes. Transponders were required beginning with 2003 (except Group 1).

In 2004, the presidency was handed over to Bob Wismer.

Henry Adamson at Blackhawk Farm

Henry Adamson & Bob Wismer

Henry Adamson & John Golanty

Drivers of the Year

1983 Jack Mayes
1984 George Bruggentheis
1985 Mack Besser
1986 Bob Zallinger
1987 Bill Dentinger
1988 Stuart Cannes
1989 Berny Montag
1990 Tom Churchill
1991 Chuck Maranto
1992 Joe Buchmiller
1993 Bob Wismer
1994 John Welch
1995 Kevin Smith
1996 Don Brick
1997 Mike Besic
1998 Rick Gurolnick
1999 Rick Cook
2000 Matt Primack
2001 Barb Nevoral
2002 Ken Suhre

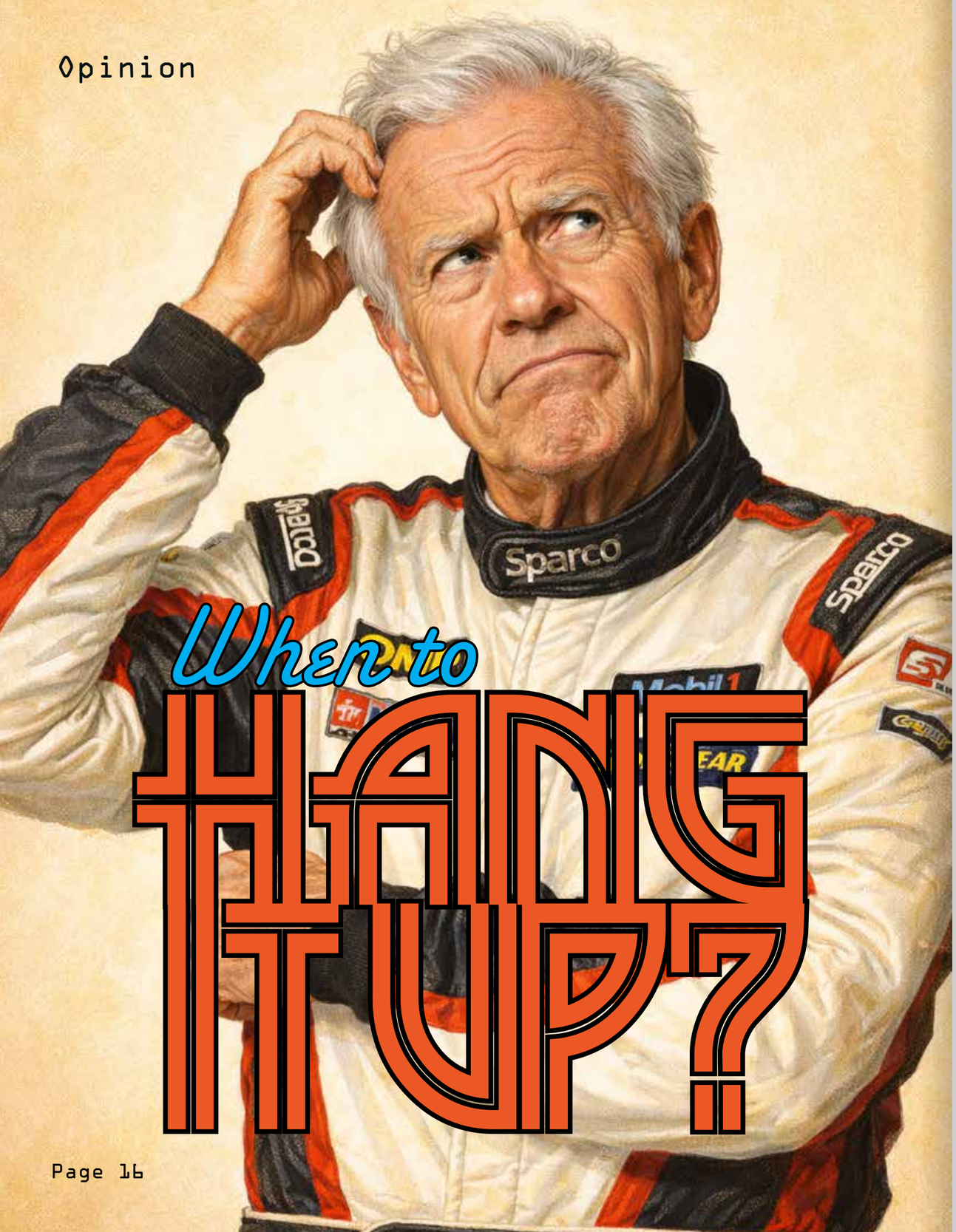
Art Bly Distinguished Service Award

1980 Joe Pearson
1981 Hal Ullrich
1982 Art Bly
1983 Tom Moore
1984 Dave Crevie
1985 Henry Adamson
1986 Bea Knoezer
1987 Ray Freiwald
1988 Marv Primack
1989 Rick Scalero
1990 Bob Woodward, Jr.
1991 Mack Besser
1992 Maureen O'Keefe
1993 John Kissinger
1994 Donna & Harold Teeter
1995 Shirley Murray
1996 Carl Jensen
1997 Bob Wismer
1998 Bill Dentinger
1999 Phil Cull
2000 Bill Dalton
2001 Pat & Clay Brayton
2002 Rick Gurolnick

A special shout out is needed to celebrate the success of the Elkhart Lake Vintage Festival during these years because this one event was responsible for a huge percentage of the club's income and success. George, Marc, and Shirley consistently managed extremely popular events during these years.

	Event Chair	Grand Marshal	Featured Marque
1995	George Bruggentheis	David Hobbs	Elva
1996	George Bruggentheis	?	Triumph
1997	George Bruggentheis	Phil Hill	?
1998	George Bruggentheis	?	Volvo
1999	George Bruggentheis	Jack Brabham?	Formula cars
2000	Marc Mastoon	Brian RedmanJaguar	?
2001	Shirley Murray	Alan Moss	MG
2002	Shirley Murray	John Springel	Austin Healey
2003	Shirley Murray	Peter Warr	Lotus/Formula B

Finally, we would like to acknowledge the artists who provided superb illustrations for our posters during this period. An incomplete list includes: Brian Kinkaid, Williamson, Alexander, Carl Vogel.



Deciding When To Hang Up the Helmet Is Tricky

By Chris Bonk

Sadly, I've been present at 3 track events where there was a fatality (one happened right in front of me and one right behind me). That is NOT the way we want to end our racing career. At one VSCDA event this year a gentlemen racer announced that the event would be his finale. Before the event was over he and his car were in the Armco. And then on the Flatbed. Permanently. That is NOT the way to end your career either.

For all the glib, gallows humored lines like "Well he died with his boots" or "Better that then having a grabber shoveling snow" we don't want racers dying on track and possibly taking out other drivers.

For some, its a medical condition or a doctor who won't approve the physical that ends one's racing days. That's not great either, but understandable and definitive.

Lets face it; all our days are numbered and our racing day numbers are usually less than the days here on earth. The very nature of the sport, being expensive and time consuming, lends itself to people in retirement being participants. The elusive golden hour window in time where affluence, free-time, and health align to allow you some of the best racing in your life.

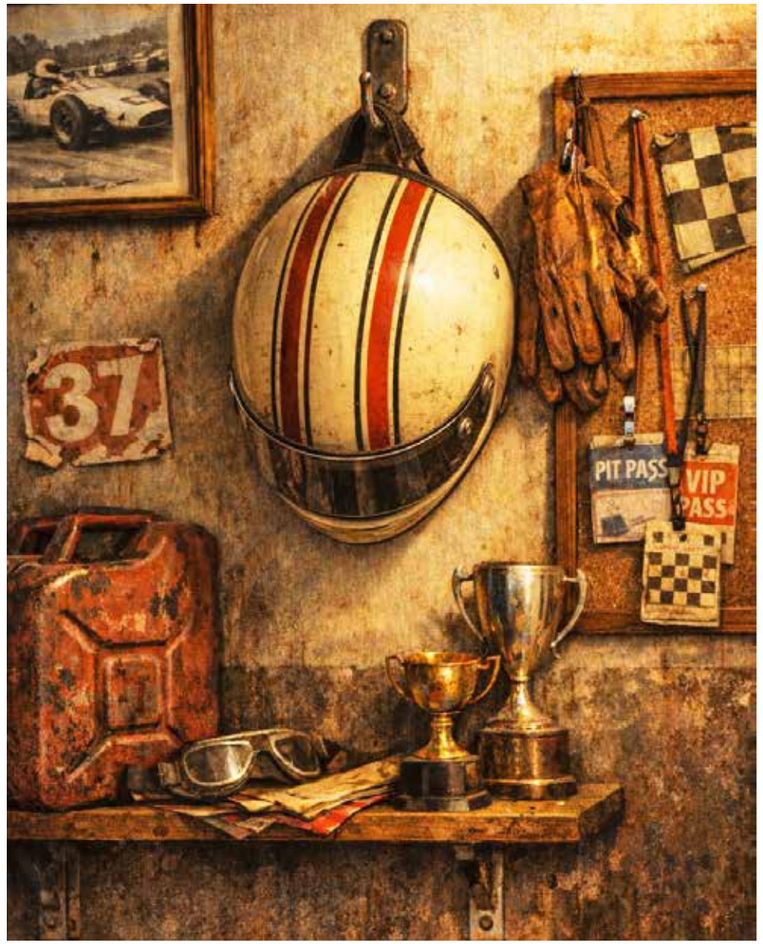
And its not surprising that racers find their most competitive times popping up in this period. What one lacks in reflexes due to age they make up for by applying their "Check-Wrench" to the engine. I heard one crew chief say "Yeah, were going to build a stronger engine for (said racer) to claw back the seconds they lost this season on track." You may not be as spry and energetic as your youth, but generally you've developed your car over the years; you have confidence; and perhaps knowledge of the track layout. And of course the "Cool Suit" is worth a second or two in lap times just from keeping your concentration from breaking in the heat like it might have done in your pre "Cool Suit" days.

The elusive golden hour window in time where affluence, free-time, and good health, align to allow you some of the best racing in your life.

Here's the scenario at the later stages of racing: You have less fit individuals with lessened reflexes and possibly worsened vision wheeling faster cars than in their youth. How many times have you been closing in on an ostensibly faster car through a twisty section only for them to "light the fuse" on the straight and rocket it away from you, for you to then close the gap again by the Turn 3 as they "park it in the corners"?

Though our "Vintage Spirit" ethos says we should give point-bys to faster cars, ego, Red Mist and general competitive racing instincts make it hard for racers to let other racers by. The trailing driver usually thinks "If I can just get by them in the twisties I think I can pull enough of a gap to hold them off on the straight." Lap after lap of this leads to the overtaking driver building up frustration. As the laps wind down the overtaking pilot finally makes a lunging attempt at a pass, and then there is contact and both drivers are called to the Stewards Office. I've seen it happen recently. The overtaking driver muttering "I thought he's supposed to let faster drivers by?"

About 20 years ago I was dicing with a Triumph Spitfire at Grattan when I had a Datsun B210. Several laps in a row I went down the inside at Turn 1 in an attempt to make a pass which I thought I was going to complete only to have the door shut on me abruptly, to the point where I had to really lay on the brakes to avoid smashing him in the door. At the time I thought "Geez, this guy doesn't seem to care if I nail him in the door!" I was in my 40s at the time. I didn't know how old the gentleman was, but I did see him heading to the buffet table that night using one of those 4 footed canes with a handle for stability (I was at least able to beat him to the food line). I thought "Well good for him he's still having fun and I hope I'm racing when I'm his age, but I hope



I'm not being unaware of those around me."

But when is it time to say when?

Deciding to quit a hobby and pastime that one loves is a very difficult and personal choice. People can wrestle with the notion for years. I was chatting with a racing friend and he was discussing his experience at Ozark's a few years earlier stating that he found himself on the track feeling disoriented. He felt kind of lost on the track. After coming back into the pits he had an unsettled feeling about the experience. It was the first time he thought to himself "Was this a one-off episode based on low blood sugar or something thats more age related?" He did see his doctor and decided he needed to up his physical fitness and pharmaceutical regime.

I talked with a recently retired racer last season and asked him how he made the decision to quit and sell his car. He said he found himself feeling overwhelmed when he was out on the track. Too much going on too fast. Similar to what one feels like when they first start racing, except when you're a beginner you become acclimated to the flurry of cars around you and in this case the feeling of unease was mounting instead of subsiding. He decided it was time to get out while he was still ahead of the game.

Jeff Foxworthy the comedian had his catch phrase: You might be a Redneck if....In that spirit we suggest...

It Might Be Time to Hang Up the Helmet If:

Fellow racers are saying things like "Your car is getting kind of wide out there. That was an unusual line."

You sit in your trailer in your drivers suit for 20 minutes after your race because your too drained to stand up and take your suit off.

You've confused your pedals to the point its caused carnage for you, or worse, other drivers.

You feel disorientated on-track on more than one occasion in the season.

You're concerned that your fitness might result in a heart attack on track.

You're physical condition won't allow you to easily get out of the car in an emergency.

Your physical condition impairs your ability to look around you or possibly operate the car or reach safety equipment or releases easily

You're more scared than euphoric.

LIVE THE DREAM

MAY 14TH & MAY 15TH / SOUTH HAVEN, MI.

ENROLL IN OUR DRIVING SCHOOL & GET OUR NEXT 2 RACES AT 1/2 OFF!

Live The Dream! Learn To Race!
The VSCDA is enhancing its highly regarded Drivers School with incentives for new Drivers School students!

Financial Incentive:
Graduate from the school and receive HALF OFF the cost of Blackhawk and Grattan by attending both race weekends.

Extended Instruction/Development:
In addition to having 1:1 instructor coverage at the Drivers School provided by Motorsport Safety Foundation Level 1 Certified instructors, those instructors will help students develop a plan for expanding and developing their skills at Blackhawk and Grattan.

VSCDA instructors will be at Blackhawk and Grattan to guide students starting their motorsports racecraft. It is all part of becoming part of the Vintage Racing Community!

For more information go to www.vscda.org Instruction materials are already posted. Registration will open shortly. Questions, including about renting a race car? Reach us at raceschool@vscda.org

VSCDA DRIVER'S SCHOOL

VSCDA Spring Brake and Drivers School

Gingerman Raceway, Michigan

May 1-4, 2025

story by Chauncey Moran

#70 Jerry Buysse, 1969 Kellisonl #56 Justin Haverkate, 1968 Zink C-4; #6 Jeff Dobis, 1968 Zink; #66 Larry Simmons, 1971 Lynx B

Photos: Moran

#30 Marc Frost, 1979 Honda Civic

It's a partly sunny late morning driving to the Grattan Raceway. There are several routes to arrive close – by two interstate highways or through the countryside on two-lane blacktop. Located close to Gingerman Raceway is the community of South Haven, with a plethora of eateries: pizza, bar burgers, fine dinning cuisine. Gingerman not only offers the chance to participate in the scheduled on- and off-track activities, it also accommodates motor homes and trailers in spacious paddock areas. For the racers, free towing's included with entry to the event.

Viewing at Gingerman is exceptional from bleachers and a grassy knoll. with outstanding visibility to Turn 1, then up the hill to sweep radius of Turn 2, past the worker station onto the acceleration on the straight to Turn 3, still able to track racers to Turn 4. To follow nearly the entire field, choose the grassy knoll above Turn 3. From here, you can find the best location to photograph and observe all the turns on the track (except for 10B which is hidden behind a forested berm at the southeast corner). You're able to view the progression of activity on track from green flag to checkered. Best Camera lenses for turn 3 area coverage of entire track: 100-800 with 1.6 or 2.0 multiplier. Monopods for panning video are sufficient, unless you own a tripod with gimbal attachment. Any of these viewing sites afford you the ambiance of vintage racing, VSCDA style: a family friendly atmosphere establishing legacy memories.

#51 Debbie Maier, 1969 Lotus 51; #97 Sharon Frey, 1970 Caldwell

This event was chaired by Kurt and Katrina Marquardt. The Drivers School on Thursday had a slight delay due to the arrival of registration personal and materials. The team rallied and arrived with all necessary materials to keep smooth registration process intact. (Special appreciation to Stacey Donato, Jan Feers, Katrina Marquardt, Kathy Newton and others.) The Drivers School was lead by longtime racer Charlie Hall, who, along with his team of seasoned and extraordinary race instructors, brought to the proper VSCDA perspective to the students: always strive to improve drivers safety while also having fun. Katrina cheerfully pulls her wagon around the paddock grounds with treats and water drinks for the volunteers, and she greets the corner workers each morning with treats and waters for the day. After the morning safety meeting and assignments, Kathy loads up her wagon to service safety teams standing ready in the paddock as well as workers on the false grid. Don't forget to drop a note to VSCDA on their Facebook page and share your gratitude for all the volunteers.

#160 Rick Gurolnick, 1960 Porsche 356

Saturday morning begin with damp pavement greeting the weekend's four race groups: Group A (Formula Vee), Group B/C (cars > 2000cc), Group D (FB, FC, FF), Group E (cars < 2000cc.) Warmups proceeded with a few spinouts for both veteran drivers and students alike. Next came practice and qualification session. In vintage racing, seat time is golden opportunity for on-track experience, so not many drivers retire early, not even after they posting excellent lap times.

Saturday's group races also included a **CLOSED-WHEEL ENDURO.** All closed-wheeled cars are eligible if they pass tech inspection. Enduros can be fun. It's all about strategy and confidence in your partner driver, which creates more fun to share the experience, and it's an excellent opportunity for seat time. Distance races require additional skillsets from Sprint races, 3-4 times as many laps: exertion is at a peak with drivetrain heat transfer as well as the heat from moving parts. Water packs reduce fatigue, and being physically in shape is imperative in order to be consistent when the sweat's fogging up your visor and it's 110° or more in the cockpit of your car. Basic strategy: the race isn't won in the first 15 minutes or on the first lap. Pick out the folks who might be in your class and race them if possible. It's seat time in the cockpit, and offers a chance to learn something from your ride. Be polite and have fun. Bragging rights are available at the checkered flag.

The closed-wheel enduro involved 16 dedicated participants representing nine classes, with six of them finishing completing 19 laps and the winner totaling 35:20.024 minutes on track. Leading the grid was Scott Hyatt, Datsun 260Z, with Mike Besic, 1969 Alfa Romeo Duetto starting second. Starting third was James Koktavy, 1965 TVR Griffith, with Kurt Marquardt, 1986 Swift DB-1, starting fourth. It was amazing that such a diverse group could actually be 2 x 2 on the first pace lap.

At the end of first lap, Hyatt held the lead over Marquardt, with third and Koktavy fourth. By Lap 2, hard-charging John Boxhorn and his Green Hornet 2000 Carbir CS2 had moved all the way from 14th up to third. Boxhorn then blew past the others in his nimble Carbir on Lap 3. Hyatt then had some trouble and slipped back to 10th on Lap 4 while Boxhorn built his lead and Marquardt trailed by 10 seconds. The gaps began building, with racers settling into a rhythm. Boxhorn stretched his to more than 40 seconds by Lap 7 over Marquardt and Besic, with Jim Huizenga, Porsche 924, moving up to fourth. Huizenga then displaced Besic in the third sport on Lap 11.

#35 Daniel Wold, 1965 Morris Mini Cooper; #48 Richard Meldrum, 1968 MGB Roadster; #151 Robert Kansa, 1960 Austin Healey Sebring Sprite

Boxhorn took his mandatory 5-minute pit stop on Lap 11 and Marquardt assumed the lead, pursued by Huizenga, Besic, and Koktavy. While much dicing occurs, it's not until the final lap that the lead positions change, with Huizenga moving in front and taking the victory ahead of Marquardt, while Koktavy passed Besic on the final lap to finish third. Great racing by all involved, with plenty of stories to share.

#12 Tim Holland, 1967 Lotus 41B; #84 Terri Schulke, 1967 Lotus 51

It always rains at Gingerman. Sunday morning arrived with overhanging clouds and damp track. First up was the grid of 16 Formula Vees of **GROUP A.** I had to shoot most of my shots from under cover at Turn 3.

Fronting the grid was Eric Coppock, 1969 Lynx B, with David Crosby, 1974 Zink Z-12, beside him. Up next was Alan Wong, 1969 Lynx B, and Mike Kitzmiller, 1969 Lynx B. The Vees always seem to be in formation even when, during the practice lap, they're often spread out.

#71 Thomas Swinford, 1959 Austin Healey Bigeye; #114 Ramiro Malgioglio, 1964 Volvo 1800

When the final turn's on the horizon, they mysteriously close ranks for a clean start at the waving green. Hurry along everyone, as it's going to rain.

Coppock held the lead on Lap 1, with Wong slipping past Crosby into second and Mark Silverberg, 1969 Lynx B, then moving up to take over third. Robert Blaney's 1976 Formcar was taken out in an incident with Mitch Westerfield, who retired to the paddock on Lap 2. Wong slipped well off the pace on Lap 6, enabling the rallying Crosby to take over the second spot with Doug Obermeyer, 1969 Lynx B – a campaigned successfully throughout the Midwest for decades by notable designer mechanic Frank Newton – running third on Lap 7, one spot ahead of Silverberg, who then regained the third spot on Lap 8. Coppock finished first ahead of Crosby, while a Lap 9 dice led to Silverberg finishing third ahead of Obermeyer in the 10-lap race. Unfortunately, some laps were slowed by rain and the waving yellow on

Chauncey Moran

#20 Lance Loughman, 1972 Datsun 240Z; #201 Jim Huizenga, 1974 Porsche 924; #710 Paul Timko, 1986 Porsche 924

account of the on-track incident, However, there was some close racing, with driver finesse prevailing over speed.

GROUP D had 15 starters: S2s, Super FV, Formula Ford, Formula B, Formula

Chauncey Moran

#7 Tom Pixley, 1978 Wheeler Super Vee; #35 Ron Smit, 1971 Royals RP-9 FSV

C. Having wide-bodied S2000s certainly creates a unique dynamic for both formula and the faster sports racers. Stay on your line in the corners in and out. On the pole was John Boxhorn, 2000 Carbir CS2 with Alec Maranto, 1987 Lola S2000, beside him in Row 1. Following them was Tom Pixley, 1978, Wheeler FSW and Ron Smit, 1979 Royal RP-9 FSV. They were closely aligned as the green went waving, with Boxhorn leading the way as he raced into Turn 1. I observed several dices during the 10-lap race, but the standing never changed, with the first four starters finishing in the exact same order. Even so, the close-quarters racing was exciting, especially when it came time for the S2000s to lap the various Formula racers. Folks seems to be entertained by both the appearance of the S2000s and their propensity to dive into corners due to their low profile. At the finish, it was Boxhorn ahead of Maranto, with Pixley in third.

The grid for GROUP B/C saw 23 starters, with John Jennens, 1986 Porsche 944 on the pole and Mike Besic, 1969 Yellow Alfa Romeo Duetto beside him. Next up were Scott Hyatt, 1972 Datsun, and James Koktavy 1965 TVR Griffith. The field having 23 participants with varying power and ability has a propensity to occupy more than half the track during the race. In another excellent start, the usual suspects darting away from the pack and into to Turn 1. Besic quickly caught up to Jennens, while Isaac Keeler – a formidable racer for decades – outmaneuvered Koktavy in his 1972 Datsun 510 to take over the fourth spot ... only to have Koktavy return the favor on Lap 2. Besic continued running ahead of Jennens, with Koktavy taking over the third spot from Hyatt. While the usual dicing took place, damp track conditions brought an element of caution to the racers as they headed for home. The checkered flag brought a conclusion after 10 laps with Besic on top and Jennens in second, while Koktaby expertly guided his unique TVR to a third-place finish ahead of Hyatt. After this race, many began to load up, as the rains were starting up again.

There were 24 participating in the last Sprint Race for GROUP E. Atop the grid was

John Salisbury, 1962 Austin Healey Sprite, with traditional rial Ron Soave beside him in a 1968 Austin Healey Sprite. Daniel Wold's Morris Mini Cooper and Ron Gurolnick's 1960 Porsche 356 made up the second row. With the damp track, all the racers eager to finish this event incident free.

Like a slingshot, Wold sped ahead at the start, drifting sideways through the first turns. Salisbury, Soave, and Gurolnick followed in pursuit, with Soave taking to the paddock on Lap 6 on account of some sort of mechanical dilemma, thus opening the door for Robert Kansa, 1960 Austin Healey Sprite to ultimately claim the fourth spot.

Only one Midget registered among the Sprites for the SPRIDGET CHALLENGE, which saw John Salisbury, 1962 Sprite, and Ron Soave, 1968 Sprite, on the front row, followed by Jeff Buckley, 1967 Sprite, and Robert Kansa, 1960 Sebring Sprite, in Row 2. Four close rows of Sprites accelerated at the waving green, with Buckley dropping back to the third spot behind Kansa, only to regain third place on Lap 4. The two then swapped positions once more on Lap 7. On Lap 13, Salisbury had a track failure and retired from the race, enabling Soave to gain the lead. Lap 15 saw only the three podium placers on the lead lap: Soave, followed by Buckley and Kansa. A well-run race, with only a couple of racers going four-wheeling in the damp. It was raining off and on at this point as folks left the paddock.

Five hardy entrants braved the weather for the OPEN-WHEEL ENDURO: four Formula racers and one S2000. Composing

John Lacko

#151 Robert Kansa, 1960 Austin Healey Sebring Sprite; #43 Jeff Buckley, 1967 Austin Healey Sprite

the grid were Daniel Hayes, 1967 Lotus 51, with Sharon Frey beside him in a 1970 Caldwell. Following were Randy Domeck, 1984 Swift DB-1, Kurt Marquardt, 1986 Swift 2000, and James Beavers, 1968 Alexis Mk 14. With scattered showers and wet pavement, I was impressed by the drivers' success at staying on the track.

John Lacko

#26 Scott Hyatt, 1974 Datsun 260Z

While the green went waving for the first lap, only Hayes and Frey passed by my covered refuge for at least a minute, and then came the others. Domeck eventually caught up and passed Frey for the second spot on Lap 6. Marquardt took his required break on Lap 12, enabling Beavers to move up to fourth place. He then moved up to third when Frey took her break on Lap 14. Leader Hayes retired from the race on Lap 16, pushing Domeck into the overall lead and Beavers in second, but Beavers then dropped out on Lap 17 and Frey was now running second. On Lap 19, Frey overtook Domeck for that top spot, with Domeck retiring on Lap 20. Marquardt then retired on Lap 21, leaving Sharon Frey to continue counting out the laps alone in some reverie of critical concentration. Racing her own stamina, she continues on Lap 22, gaining some resolve. I've got a lump in my throat as she carries on. My heart is pounding for my good friend as she's on her way to Lap 25. She doesn't hear me yelling at the top of my lungs! Hurrah! Hurrah! Does anyone hear me yelling? It doesn't matter, as I'm there to witness a personal feat. Sharon Frey is the overall winner of the enduro. You go girl!

As you can imagine, the rain put a damper on the afternoon proceedings, with greatly diminished grids. There was some great racing among the Formula Vees of Group A. With Eric Coppock, 1969 Lynx B, claiming the top spot on the podium yet again, methodically maneuvering his way to the win ahead of David Crosby, 1974 Zink Z-12, with Doug Obermeyer coming in third. Mike Besic claimed the final Group B/C race ahead of Michael Tews, Datsun 240Z. Coming in third was Gregg Bell, Datsun 510, ahead of Jay Thomas, Mini Cooper. With the small field, a few of the others had their shot to claim podium spots, and the group all safely journeyed around the track. Several hearty souls decided to go for it in the Group E finale despite the rain – a steady rain at this point, and not a downpour, but with visibility restricted nonetheless. The pair of drivers – Kelly Witteneur, 1968 Unipower GT, and Rod Pierce, Triumph Spitfire – both retired by Lap 5, as there was quite a bit of standing water on the track and the rain continued increasing. Nonetheless, the two can share the bragging rights for taking to the track in this last race of the weekend, as the ensuing Group D race was cancelled.

John Lacko

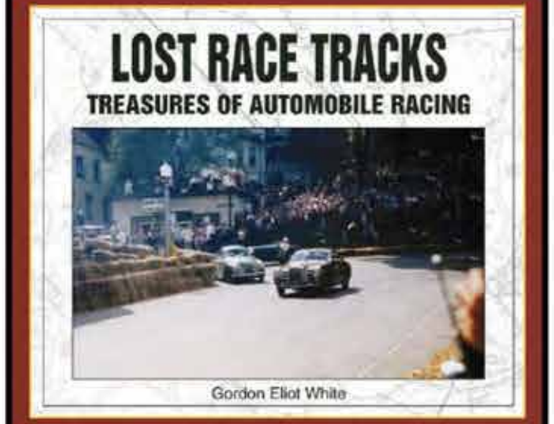
#77 James Koktavy, 1965 TVR Griffith; #5 Shant Saroukhanian, 1972 Datsun 240Z

Chauncey Moran

#84 Michael Sedlak, 1991 Mazda Miata; #33 Gregg Bell, 1970 Datsun 510

After 3½ days of fun, bonding, and attempting to record the events while covering as many areas of the track atmosphere as possible, I'm extremely grateful for the teams of volunteers, safety, corner, food prep, registration, and track personal: Lydia's foot soldiers around the track and in the tower; Gordy Ensing, the chief steward, balancing other all; On-track safety team, from the tower and the paddock; Mike and Wayne, with the Safety Team; Elle and Brian Lynch providing services for the Drivers School. Thanks to all the instructors and leaders for the quality of education in order for others to be safe as well as courteous on track while going as quick as experience allows. The registration Team of Stacey Donato, Katrina Marquardt, Jan Freers, Kathy Newton and any one else. Thanks to Danny Neuhaus and his team for his dedication to tech inspection. Thanks to Katrina and Kurt Marquardt, for their passion, and thanks to all those who encourage the retention of American Heritage legacy of vintage racing.

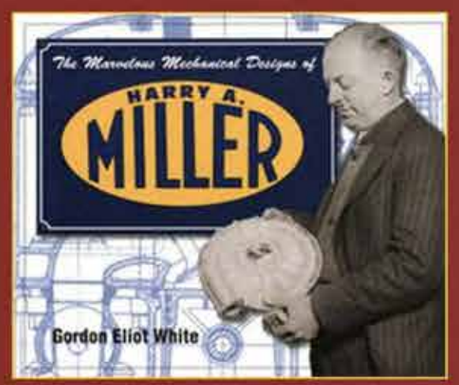
VSCDA's next even is June 13-15 at Blackhawk Farms. I hope to greet you in the paddock, or see you in the lens on-track.



Racing History Books

by noted automotive historian

Gordon Eliot White



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Kurtis Indianapolis Cars ($37.00)
Lost Race Tracks ($37.00)
Ab and Marvin Jenkins ($39.95)
Offenhauser ($39.95)
Leader Card Racers ($60)

All books, add $5.95 shipping and handling

Write for lists of other race history records:
Miller, Offenhauser, Watkins,
Kurtis drawings, etc.

Gordon E. White
P.O. Box 129, Hardyville VA 23070
gewhite122@gmail.com, 804.776.7947

ENTRANTS LIST

GROUP 2

DRIVER/CAR
M. Atkins/1969 Austin Healey Sprite
J. Basnik/1965 Austin Healey Sprite
J. Buckley/1967 Austin Healy Sprite
P. Dawson/1959 Austin Healey Sprite
J. Donato/1964 Austin Healey Sprite
J. Donato/1967 NSU 1200 TTS
T. Drews/1963 Triumph TR4
R. Fisk/1960 Austin Healey Sprite
J. Freers/1962 Austin Healey Sprite
R. Fried/1963 Lotus Elan
M. Frost/1979 Honda Civic
R. Gurolnick/1960 Porsche 356
D. Hullinger/1976 MGB
R. Kansa/1960 Austin Healey Sebring Sprite
G. Lynch/1961 Austin Healey Sprite
P. Magee/1968 Triumph Spitfire
R. Malgioglio/1964 Volvo 1800
R. Meldrum/1968 MGB Roadster
B. Merchlewitz/1959 Austin Healy Sprite
M. Nickell/1974 MGB
T. Ochal/1965 Austin Healey Sprite
P. Passon/1973 Triumph Spitfire
R. Pierce/1967 Triumph Spitfire
T. Reiss/1969 Triumph GT6+
D. Rosenthal/1973 MG Midget
J. Salisbury/1962 Austin Healy Sprite
M. Schneider/1962 Austin Healey Sprite
R. Smit/1969 Lotus Westlake II
R. Soave/1968 Austin Healey Sprite
R. Stadther/1963 Turner Mk 3
K. Sukey/1964 Triumph Spitfire
M. Sukey/1964 Triumph Spitfire
T. Swinford/1959 Austin Healey Bigeye
G. Thompson/1963 Triumph TR4
T. Wllcox/1967 MG Midget
K. Wittenauer/1968 Unipower GT Comp
D. Wold/1965 Morris Mini Cooper

#88 Stephen Maslen, 1967 Lotus 51A

GROUP 3

DRIVER/CAR
R. Lovins/1983 Powell CSR
S. Montgomery/1972 Mallock 11B

GROUP 4

DRIVER/CAR
J. Beavers/1968 Alexis Mk 14
R. Blaney/1964 Formcar
R. Buckley/1969 Zink C-4
J. Buysse/1969 Kellison
D. Carone/1969 Brabham BT-21
E. Coppock/1969 Lynx B
D. Crosby/1974 Zink Z-12
J. Dobis/1968 Zink
R. Domeck/1984 Swift DB-1
J. Edington/1968 Brabham BT-21/24
P. Edington/1967 Brabham BT-21
S. Frey/1970 Caldwell
T. Gill/1968 Zink C-5
W. Gill/1965 Zink C-4
J. Haverkate/1968 Zink C-4
K. Haverkate/1969 Zink C-4
D. Hayes/1967 Lotus
T. Holland/1967 Lotus 41B
J. Jernigan/1965 Zink C-4
B. Kardell/1969 Winkelmann WDF-1
B. Kemp/1969 Lynx
B. Kemp/1969 Lynx B
M. Kitzmiller/1969 Lynx B
M. Leto/1971 Lynx B
D. Lytie/1967 Autodynamics Mk IV
D. Maier/1969 Lotus 51
C. Marcacci/1969 Lynx
S. Maslen/1967 Lotus 51A
D. Obermeyer/1969 Lynx B
R. Preiss/1972 Lynx
J. Reisert/1979 Lola T-540
D. Satterley/1982 PRS 82F
T. Schulke/1967 Lotus 51
K. Seeman/1967 Zink
M. Silverberg/1969 Lynx B
L. Simmons/1971 Lynx B
J. Todd/1969 Lynx B
C. Werner/1993 Van Diemen RF-93
M. Westerfield/1975 Caldwell D-13
A. Wong/1969 Lynx B

GROUP 5

DRIVER/CAR
J. Boxhorn/2000 Carbir CS2
M. D'Ambrosio/1985 Tiga SC85
J. Kelley/1979 Lola T-90/90
A. Maranto/1987 Lola S2000
K. Marquardt/1986 Swift S2000
M. Whitaker/1984 Tiga S2000

GROUP 6

DRIVER/CAR
R. Boller/1994 Mazda Miata
V. Edgar/1983 Porsche 944
J. Huizenga/1974 Porsche 924
J. Jennens/1986 Porsche 944
J. Koktavy/1965 TVR Griffith
E. Magner/1988 Olds Calais
D. Oesterle/1991 Mazda Miata
T. Rorke/1990 Mazda Miata
M. Sedlak/1991 Mazda Miata
C. Smith/1985 Porsche 944

GROUP 7

DRIVER/CAR
A. Maranto/1997 Van Diemen RF-97 FC
R. Maurer/1974 Lola T-322 FS
P. Mcree/1994 Van Diemen FC
T. Pixley/1978 Wheeler Super Vee
R. Smit/1971 Royals RP-9 FSV

GROUP 8

DRIVER/CAR
S. Albers/1971 Datsun 240Z
R. Barton/1974 Triumph TR6
G. Bell/1970 Datsun 510
M. Besic/1969 Alfa Romeo Duetto
B.B. Bullock/1971 MGB
J. Butzer/1975 Porsche 914/4
D. Denison/1969 Datsun 510
D. Dietzler/1974 Alfa Romeo GTV 2000
E. Duram/1971 Datsun 240Z

#102 Ron Smit, 1969 Lotus Westlake II

J. Horner/1971 Triumph TR6
S. Hyatt/1974 Datsun 260Z
T. Jongen/1967 Volvo 142S
L. Keeler/1972 Datsun 510
L. Loughman/1972 Datsun 240Z
L. Lunda/1970 Porsche 914
P. Maehling/1975 BMW 2002
M. Makki/1967 Alfa Romeo GTV
M. Moore/1972 Datsun 510
F. Pasta/1967 Alfa Romeo GTV 2000
A. Rorke/1965 Lotus Elan
S. Saroukhanian/1972 Datsun 240Z
A. Schlesinger/1977 Triumph TR7
M. Tews/1972 Datsun 240Z
J. Thomas/2009 Mini\J Cooper
P. Timko/1986 Porsche 924
L. Ward/1978 Datsun 280Z
G. Taft/1977 Toyota Corolla

The VSCDA Drivers School Class of 2025.

VSCDA Drivers School

story by Charlie Hall

VSCDA's Drivers School greeted 29 new students on May 1, 2025. The 2025 school included a revised Power Point presentation, a more focused classroom schedule, new group leads; and, most importantly one-on-one instructor to student ratio by Motorsport Safety Academy High Performance Driving Education certified instructors.

In an effort to enhance its reputation for vintage racing qualifications, the VSCDA Board of Directors encouraged and provided an incentive for its instructors to complete the Level 1 HPDE course of study through the Motorsport Safety Academy.

VSCDA requires any racing driver who does not have racing credentials or who has not had "on track," wheel-to-wheel experience for two years to repeat the school. This year's school attracted drivers ranging from experienced racers moving away from class racing to "novice" race car drivers getting their first on track exposure. In 2025 all 29 racers were awarded a certificate granting racing privileges recognized by VSCDA, and other vintage groups under the Vintage Motorsports Council umbrella.

The school is held at Gingerman Raceway, a 2.2-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 will challenge and elevate student's technical skills. It's a great and safe place to learn. The focus of the VSCDA Driver's School is to get our graduates safely on track in wheel-to-wheel vintage competition.

The school begins on Thursday with the race track and tech inspection opening at noon. Tech is a student's best friend to make certain that their car is ready to compete safely, both for the driver and fellow racers.

Then a mandatory Thursday classroom presentation starts at 1:00 p.m., finishing by 7:00 p.m. Class starts promptly since there is a great deal of curricula to cover, including communications – flags and hand signals, how to communicate with the black flag stewards, and the race control in the tower, car dynamics, how to maneuver in traffic, the essentials of safe passing, and fundamentals of racing. Much of the class room information is provided in advance of the school to familiarize students with the big ideas that are honed curing the classroom presentation.

Thursday afternoon classroom instruction schools the students in the basics of race craft, how to be predictable, and importantly how to be safe in wheel-to-wheel competition. The in-class 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. Knowing a learning mind burns energy, VSCDA provides a pizza dinner, during which discussion and instruction continue.

Classroom curricula's supplemented with station wagon rides driving the circuit with instructors discussing entry and exit to the race course, the correct racing line and, as the day progresses, braking and acceleration points.

Friday is an all-day, on-track school. Entrants are divided into three run groups-two closed-wheel and one open-wheel. Closed-wheel cars are separated into "small bore" under 2-liter engines and "big bore" 3-liter and up. A one-to-one mentor/instructors to student, while 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 doing a debrief of their prior session or 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 point along the race circuit and bring that information back to the debrief session to share with the group. This allows more information to be shared in a compressed 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.

The school cycles through four sessions per run group before the VSCDA-provided brown bag lunch, with another instructional session after lunch. In addition to learning specific skills, students learn to respond safely in race traffic, what is expected of a driver when surprises occur such as, various warning flags shown, wreckers and emergency equipment on track and even an emergency shunt situation.

Each race group then participates in three practice starts followed by an actual race. 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. It is always gratifying for the instructors to witness how far students' progress in one overstuffed day.

Friday evening, driving privileges are awarded and students' accomplishments celebrated at a celebratory barbecue dinner. Upon graduation, graduates gain racing privileges recognized by VSCDA, and other vintage groups in the VMC. Graduates proudly display a beginner's "X" on their car for their next three races, being now eligible to vintage race and learn at tracks all around the country.

Our VSCDA race weekend begins on Saturday, May 3. Graduates can participate in two days of on-track racing with our regular racers, getting plenty of seat time. Qualifying races are on Saturday with feature races on Sunday. Another delicious barbecue Saturday evening with novice and experienced racers tops off a great day.

For 2026 co-lead instructors, and husband and wife team, Brian and Gabrielle Lynch, bring their racing experience and vintage racing enthusiasm with plans to further improve the 2026 VSCDA Driver's School.

VSCDA graduates have a reputation as safe, sane, 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

VSCDA

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GingerMan Spring Brake & Driver's School

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VSCDA
Blackhawk Vintage Classic
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June 13-15, 2025
story and photos by David Lambert

Victory Lane Vol 40 Issue 7 July 2025

#34 John Salisbury, 1962 Austin Healy Sprite; #012 David Brown, 1959 Austin Healey Sprite

#66 Rex Barrett, 1933 Ford Indy Racer

Fathers' day weekend brought great weather and better camaraderie to northern Illinois as VSCDA gathered to celebrate one of the club's flagship events - the Blackhawk Vintage Classic XXXIII. This little gem of a track packs seven turns into just under two miles, and can be found about a lap's distance from the Wisconsin border, just outside Beloit.

The club's seven car groups were mapped to six run groups for the weekend. The sessions were generally quick, but participants had up to four hours of track time on offer over the three-day event. Friday's sessions were devoted to practice in the morning and began qualification sessions in the afternoon.

When I arrived Saturday morning, conditions were cool and overcast, and participants were looking forward to their second qualification sessions of the weekend. Group A combined parts of VSCDA's groups 3, 4, 5, and 7 - all generally small-bore open-wheel and sports racers making a run group a couple dozen cars deep. John Boxhorn sports racer was the only car to dip into the 1:14's in this session, and most of the field was lapping in the 1:20's.

The "B" run group featured small-bore production-based Group 8 entries - most from the mid-60's to mid-70's. Generally just a bit heavier than the preceding group, Erik Wood's fast time of 1:21 was a few seconds off the fast time in that session, but this group was tightly-contested; most of the field was in the 1:20's.

#112 Jeff Jagusch, 1970 Datsun 240Z; #28 Erik Wood, 1971 Alfa Romeo Spider

Group C was paced by a Porsche, as you might expect. Alas, it wasn't a 962 - it was James Albright's 1979 924. All of these cars are considered part of VSCDA's group 6, but the age of the cars and the way these guys made speed were all over the place. Albright's 4-cylinder 924, for instance, just edged out Chip Boatright's tube-frame 2015 Camaro. This group was small in numbers but mighty in noise. Brian Kennedy's '66 Shelby Mustang was mid-pack in lap time, but the Ford 289's soundtrack was solid gold.

#868 Ron Preiss, 1972 Lynx

Next up, Group D was packed with 60's sports British in origin, but led by Jim Perry's Volvo P1800. Thirty cars turned in practice times in this session, making it one of the most well-populated classes of the weekend.

No vintage weekend could be complete without some vees, and Group E had a dozen of 'em. This group had a couple of the racers who'd participated in VSCDA's drivers' school in May, and I caught up with one of these sophomores to see how his second event was going. David Lytle's story spoke volumes to the family-like fabric of this club. A former dirt-track racer, he and I talked about the connections he formed with coaches and other drivers at Gingerman, the warm welcome he found at Blackhawk, and the hoot he'd had on-track during the weekend.

The sense of connection in the paddock isn't an accident. Race chair Marc Frost spoke to the club's focus on making the new drivers' first event the first of many with the club. Marc also spoke to some of the steps he's taken to show appreciation to the corner workers and to the club's ongoing efforts to be able to run track touring safely. All these to-dos kept Frost busy, but

the attention to details was evident. I spoke with Art Edlund, one of those corner workers who chose to serve the club this Fathers' Day weekend, and he gushed about the sense of belonging and appreciation he felt from VSCDA.

Last of the run groups this weekend were the vintage-est of them all – the pre-war and early post-war cars of Group 1 / run group F. Despite the overall car count being down slightly this year, the Group 1 count jumped to 25 - impressive considering the age of these cars and the fact that some members like Pat Morse drove their steeds to the track, raced all weekend, and then drove home again. Real sportscar racing, indeed!

With qualifying complete, we'd run through the rotation again to begin sprint races, so the first four of these groups were on-track twice Saturday morning alone. In Group A, Fletcher Belt grabbed first place with a best lap dipping into the 1:15's in his 1979 March 79V. Right behind him was the black Lola S2000 driven by Alec Maranto. Finishing fifth, John Boxhorn clocked fast lap of the session with a blistering 1:14.290.

The B heat race featured three marques on the podium and then a convoy of Datsuns. Jeff Jagusch took the checkered flag in his yellow 1970 Datsun Z, with Erik Wood's '71 Alfa Spyder and Patrick Mark Riley's 1989 BMW 325 rounding out the podium. After that, no fewer than six more Datsuns followed – Z's, a 510, and a B210. This group had lots of other classics, like Alex Rourke's '65 Lotus Elan and three BMW 2002's.

Run group D snuck ahead of C, since many of these cars would also feature in a Spridget race right after lunch. The green #34 Sprite of John Salisbury gapped the rest of the field by almost 2 seconds per lap.

#78 Chris Pedersen, 2004 Pontiac Grand Prix

Next up, Doug Bruce piloted a '59 Bugeye, and Jim Perry's Volvo in a sharp-looking Mobile 1 livery was third.

The stock cars of Chris Pedersen (#78) and Michael Mulcahy (#0) started the Group C sprint out front and looked like they'd drive away from the field. Pedersen's Pontiac Grand Prix managed to set fast lap at 1:18 before being sidelined with transmission problems, and Mulcahy's Pontiac also DNF'd this session, ceding the win to Chip Boatright's GT2 Camaro.

Following lunch and track touring, the Sprite / Midget challenge was the weekend's first of several themed races, starting a bakers' dozen of the little Brits. John Salisbury started strong and pulled away from the pack in his '62 Sprite. Dan L'Heureux finished on the lead lap with Salisbury, and John Basnik was the first of eight finishers a lap down from Salisbury.

#26 John Ullrich, 1937 Buick Indy Roadster; #33 Lester Neidell, 1933 Plymouth Speedster

The FV's of Sprint group E were up next. David Crosby's orange '74 Zink was fast all weekend, and starting on pole for the sprint race, he held onto the top spot. Ron Preiss moved up from fourth on the grid in a '72 Lynx and kept Crosby honest, finishing about three seconds back. The #66 of Bill Griffith had a good drive from sixth on the grid to round out the podium.

#4 Chip Boatright, 2015 Camaro

Wrapping up the sprint races were the Group F / Group 1 cars. A few of the 25 entrants missed the start, but the sixteen that took the green were still one of the best-populated groups of this

type I've seen in a long time. The silver boat-tailed Model A roadster of Sanford Silverberg was sorted and solid this weekend. He would put about 30 seconds on second-place Edson McCord's '49 MG by the end of the sprint. Deeper in this field were some great-looking pre-war cars, including David Watts' 1923 Amilcar and John Ullrich's 1937 Buick Indy Roadster.

Afternoon heat races got started around two with Group A. As qualifying set the grid for the sprint races, the heat results set the grid for these heat races, so Fletcher Belt's red March started on the front row next to Alec Marento. Fletcher held onto the top spot flag-to-flag, but Marento carried a bit more speed into turn six than his Lola could handle. A lazy slide put Marento over the inside curb. He was underway again in a few moments, but it cost a lot of track position. His drive back to an eighth-place finish was a solid performance, as was Jeffrey Sime, who drove from last to seventh.

#39 Fletcher Belt, 1979 March 79V; #89 John Boxhorn, 2000 Carbir CS2; #22 Alec Maranto, 1987 Lola S2000

The "B" heat race was paced and led by Jeff Jagusch's yellow Datsun, and once again, Erik Wood's Alfa was right behind. A bit further back, David Plott moved up from sixth on the grid to close out the podium in his first trip to Blackhawk. His 1973 Datsun was a real eye-catcher, finished in a BRE-like theme, but in a green that really popped on this car. Long-time VSCDA member Mike Besic had the big-mover drive of this session, moving from near-last to finish seventh.

Next, it was time for the loud pedals again, as the stock cars of Group C ran their afternoon heat. Chris Pedersen and Michael Mulcahy both managed to address the issues that ended their sprint event early. Starting deep in the field, they didn't take long to assume first and second. Mulcahy would finish about forty seconds back of Pedersen, with James Albright's Porsche a bit further back still.

Group D's thirty-plus cars were up after the big boys. John Salisbury, starting on pole, was strong early, but wouldn't finish this session. Also running into issues was Jim Perry's Volvo, which left the track with a broken tie rod. Allan Thom's bright red Alfa Giulia kept pressing all through the event, and edged out Doug Bruce with a couple laps to go to pick up the win. Bruce would finish second, and Donald Dickey climbed a respectable seven spots in his 1963 MGB to stand on the podium.

It was time for the Vees of Group E, and that meant David Crosby up front again in the red-orange '74 Zink. Crosby was in control the whole way, grabbing fast lap along the way. Ron Preiss netted one gained position in second, and Joseph Stiefel had a solid drive to take third in his '68 Lynx.

Wrapping up the afternoon and the heat race events, Group F put on a repeat performance of their earlier sprint. Sanford Silverberg gapped and lapped most of the starters. Only he, Edson McCord and Scott Fohrman remained on the lead lap at the end, but once again, the impressive starting field was a rare joy to take in.

As is the tradition at this event, many club members gathered in the dining / concession area Saturday evening for a catered meal. This was a gathering of friends and a chance to show appreciation to the track workers and volunteers who made the event possible. Event chair Marc Frost didn't miss a beat in transitioning from running the false grid to MC'ing the dinner. I had a chance to catch up with Brian Kennedy, driver of that snarly Shelby Mustang, and learned that he'd managed to use his fabrication skills to defray some of the costs of his hobby. It seems everywhere I turned, availability of spare parts was becoming more challenging all the time, causing many racers to turn to custom fabrication.

Father's day turned out to be picture-perfect weather again. Warm up / installation laps gave racers like Jim Perry a chance to test repairs, and then it was time for feature events - beginning with the Group F cars. Silverberg, McCord, and Fohrman were the top finishers again, but Patrick Norton hung on to remain on the lead lap with the top three for this group's final event of the weekend.

Open-wheel formula cars lined the first couple rows of the Group A feature race, but it was hard-charging Alec Maranto, having fought through most of the field in the heat race who would finish the job in the feature. In just four laps, his black Lola found his way to the lead and earned fast lap of the race. Tom Stephani's 1978 Crossle was second, and Steve Montgomery's Mallock was third.

#36 Robert Blanchard, 1979 Crosslé 35F

The Group E feature shuffled the podium slightly versus the heat, but it was still David Crosby, Joseph Stiefel and Ron Preiss leading the parade. By this point in the weekend, drivers had mostly found their pace, but Glenn Lange found a little extra, and picked up four places to finish seventh in his 1972 Lynx.

A flagship part of the weekend was the Ray Freiwald Memorial Race, featuring the cars of Group D. Freiwald was responsible for bringing VSCDA to Blackhawk over thirty years ago, and club members hold this trophy dear. John Salisbury's fast Sprite fought hard from deep in the field after a DNF in the heat race, but he came up about eight seconds short of catching Doug Bruce's Sprite. Freiwald had been a Volvo driver in his racing days, so it was great to see Jim Perry's Volvo cross the line in fifth and welcome Freiwald's family to the victory celebration for photos.

The Datsun-heavy Group B started a couple dozen cars, led to the flag by Jeff Jagusch in his yellow Datsun. Unfortunately, at the end of the first lap, Jagusch reached for a gear mid-corner and felt the transmission lock and the car stopped when the rest of the field was trying to go. Several of the front-runners in the field were collected in this incident. Erik Wood, Ed/Jerald Dulski, and Joe Ziltener were the top-finishers when the dust settled.

Cleanup from the Group B race took long enough that lunch was called early, and unfortunately no track touring could occur during the cleanup. Following lunch and cleanup, the Sports racer challenge was a little lighter than expected. Of the half-dozen sports racers eligible, only Brian Lynch ran in anger.

The Group C feature let the big dogs have one last chance to bark. Michael Mulcahy took top honors in this one, and Kennedy's '66 Mustang was second. Brian Lynch's Thunder Roadster was one of the more unique entries in this class, and persistence paid off for him with a third-place finish.

Working toward the end of the event, the Trans Am / B Sedan feature was also a solo affair for winner Chris Bonk, but the closed wheel bonus sprint gridded about a dozen cars and saw that Thunder Roadster cross the stripe first. Wrapping up the weekend, the Blackhawk Blackjack race, where top drivers draw for prizes. Brian Lynch was the top finisher for this final event.

With the race weekend wrapped up, participants headed for home and the story-telling began online. Friends new and old are already looking forward to next year's Blackhawk, but next up for VSCDA will be the Vintage Grand Prix AuGrattan at Grattan Raceway northeast of Grand Rapids, Michigan, to be held Aug. 15-17.

#71 Doug Bruce, 1959 Austin Healey Bugeye; #11 Allan Thom, 1965 Alfa Romeo Giulia Ti; #46 Raymond Hoeper, 1960 Elva Courier

#91 James Morris, 1951 Morgan +4 Flat Rad; #5 Patrick Morse, 1953 MG TD

ENTRANTS LIST

GROUP 1

DRIVER/CAR

R. Barrett, 1933 Ford Indy Racer
J. Diciurcio, 1955 MG TF
S. Fohrman, 1946 MG TC
D. Holloway, 1951 MG TD
C. Klingler, 1951 MG TD Roadster
E. McCord, 1949 MG TC
J. Morris, 1951 Morgan +4 Flat Rad

#1 Jim Perry, 1962 Volvo P1800.

R. Morrison, 1939 Lagonda V12
P. Morse, 1953 MG TD
E. Muncie, 1952 MG TD
G. Natenshon, 1954 MG TF
L. Neidell, 1933 Plymouth Speedster
P. Norton, 1935 Chevrolet Sprint Car
D. Phillips, 1934 British Salmson S4C
A. Reed, 1949 MG TC
A. Reed, 1952 MG KT Special
R. Ritholz, 1953 Morgan 4
E. Russ, 1953 Morgan 4
C. Rydberg, 1952 MG TD
S. Silverberg, 1929 Ford Model A
D. Stuart, 1935 Riley 12/4
B. Tank, 1950 MG TD
J. Ullrich, 1937 Buick Indy Roadster
D. Watts, 1923 Amilcar CC Special
R. Weinstein, 1955 MG TF 1500

GROUP 2

DRIVER/CAR

B. Alexander, 1966 Triumph Ambro
M. Alexander, 1962 Triumph TR4
S. Alexander, 1962 Triumph TR4
D. Amys, 1963 Triumph Spitfire
M. Atkins, 1969 Austin Healey Sprite
J. Basnik, 1965 Austin Healey Sprite
D. Brown, 1959 Austinhealey Sprite
D. Bruce, 1959 Austin Healey Bugeye
C. Candee, 1961 Porsche 356
D. Dickey, 1963 MGB
J. Donato, 1964 Austin Healey Sprite
T. Drews, 1963 Triumph TR4
R. Fisk, 1960 Austin Healey Sprite
C. Folker, 1960 Austin Healey Sprite
R. Gurolnick, 1960 Porsche 356
M. Hoeper, 1960 Elva Courier
R. Hoeper, 1960 Elva Courier
M. Hoffman, 1962 Lotus S7
E. Jacobsen, 1959 Elva Courier
S. Jacobson, 1967 Datsun Roadster
D. Kelly, 1961 Austin Healey Sprite
A. Kremzar, 1972 MG Midget
D. L'Heureux, 1972 MG Midget
G. Lynch, 1961 Austin Healey Sprite
P. Magee, 1973 MG Midget
R. Malgioglio, 1964 Volvo 1800
K. Marquardt, 1965 Wolseley Hornet Mk III
T. McGinley, 1960 Austin Healey Sprite
R. Meldrum, 1968 MGB Roadster
B. Merchlewitz, 1959 Austin Healy Sprite
R. Michalek, 1959 Austin Healey Bugeye Sprite

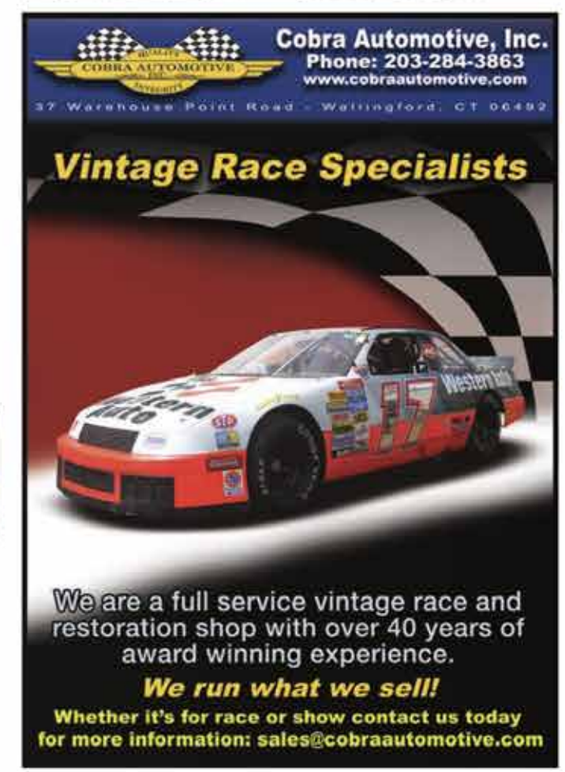
#19 Sanford Silverberg, 1929 Ford Model A

R. Murphy, 1961 Triumph TR4
P. Passon, 1973 Triumph Spitfire
J. Perry, 1962 Volvo P1800
J. Porada, 1964 Austinhealey Sprite
T. Reiss, 1969 Triumph GT6+
J. Salisbury, 1962 Austin Healy Sprite
M. Schneider, 1962 Austin Healey Sprite
R. Soave, 1968 Austin Healey Sprite
R. Stadther, 1963 Turner Mk 3
T. Swinford, 1959 Austin Healey Bugeye
D. Swope, 1972 MG Midget
A. Thom, 1965 Alfa Romeo Giulia Ti
G. Thompson, 1963 Triumph TR4
R. Wagner, 1960 Austin Healey 3000
T. Wilcox, 1967 MG Midget

GROUP 3

DRIVER/CAR

R. Ablard, 1985 Spec Racer Ford Gen 2
J. Feldman, 1972 Bobsy SR-6



The VSCDA Annual Awards

By Alex Rorke
Photos by
Pierre Gorplee
Chris Bonk

DRIVER OF THE YEAR
Larry Lunda

Driver of the Year goes to the racer whose skills are used to make competition safe and emotionally rewarding. Larry Lunda: Always competitive, always respectful and a greatly appreciated presence at VSCDA races, Larry drives in the Vintage Spirit and adds to our camaraderie.

The Service Award is an award to recognize individuals who've shown vision and fortitude in guiding our club through he chicanes of circumstance and in keeping our club running. Mick Krause: You've seen him working the grid for us at Road America and pitching in to help racers whenever they need help. After recovering from the shock of receiving his reward Mick said, "I will keep doing this for as long as I can because I love VSCDA.

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.

Paul Fitzimmons: Recent members know Paul from his work at Tech. His concern for our well being and community is reflected in his decades of leadership in VSCDA. From his days of racing a Bug Eye with VSCDA, serving on the Board, formulating safety regulation, and making Tech as user friendly as possible, Paul has always looked out for our well being.

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. Kelly Wittenauer: Kelly races her Unipower GT at VSCDA events and has given back to the club by serving on the Drivers Committee and being part of the Drivers School.

The Perseverance Award goes to members who refuse to give up, cope with unpleasant circumstances and still maintain a spectacular attitude. Kathy Newton: Kathy volunteers herself for the thankless and extremely important tasks like paddocking for Grattan, keeping Regalia going, setting up our annual banquets, including dining next to Ferraris and serves on the VSDCA board

LEADERSHIP AWARD
Mick Krause

PERSEVERANCE AWARD
Kathy Newton

AWARD FOR SAFETY
Paul Fitzimmons

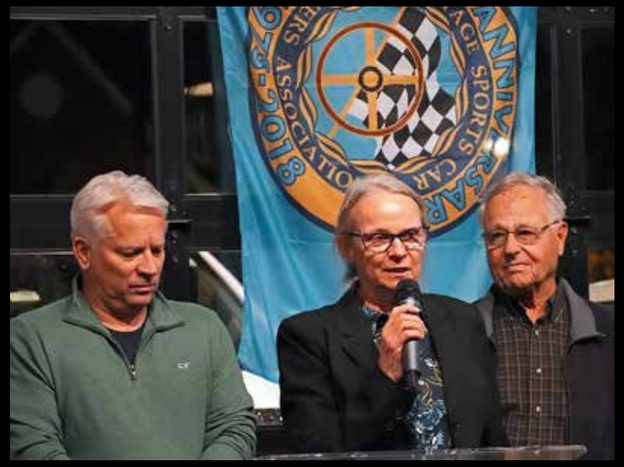
VINTAGE SPIRIT AWARD
Kelly Wittenauer

The VSCDA Annual Awards

In an evening filled with seeing – and dining next to-an extraordinary car collection and spending time with VSCDA friends, a major highlight of the 2025 Annual Meeting and Banquet was the awards to those who have given the most to make VSCDA a success. A non-for profit like VSCDA thrives only through the extraordinary assistance of its volunteers.

Stewards of Vintage Racing: Dennis and Karen Chookaszian. In appreciation for the extraordinary car collection they have created and share at Double Clutch, decades of preserving and racing those type of cars, saving them from becoming garage queens and providing a wonderful evening for VSCDA.

STEWARDS OF VINTAGE RACING
Dennis & Karen Chookaszian



#78 Jim Donato, 1964 Sprite; #24 John Basnik, 1965 Sprite; #9 Don Kelly, 1961 Sprite

VSCDA Vintage Grand Prix au Grattan

Grattan Raceway, Michigan

August 15-17, 2025
story by Chauncey Moran

Grattan Raceway's nestled in the hills north of the farming community of Lowell, Michigan. Traveling north rom Lowell, the hills rise and fall over 200 feet in places – topography suggesting of an interesting spot for a racecourse. Overnight accommodation can be found trackside, and there are several B&Bs in walking distance. Whether you're tenting, trailering, or motor homing either trackside or in paddock berths assigned to racers and crew, you have options.

Breakfast, lunch, and refreshments can be found in the paddock area kitchen, and this year's VSCDA Vintage Grand Prix au Grattan included Friday night fare, sponsored by *Victory Lane Magazine* and prepared over charcoal grills. Should you feel the need to sample local food and culture, I suggest the Grattan Irish Pub, with an online menu and reasonable prices for tasty cuisine. Of course, you can also bring a barbeque of your own or order a pizza delivery. There's also a swimming pool available at the track for cooling off amid the hot, humid August days.

For spectators, there are bountiful spots to watch the race: from Turns 3, 4, 6, 7, 8, and 12, inside the paddock, and outside Turn 1 in the camping area. (I'd recommend ear protections). From above on the ridge, you can see a majority of the track and watch as racers jockey for position, as well as watch the accelerated starts and races towards the checkered flags.

Another fun, informative activity is to attend the mandatory drivers meetings on Friday and Saturday mornings – Friday being an intro to VSCDA policies as well as SCCA racing rules, and consequences for not allowing others equal time for fun; Saturday for reminding everyone about what actions were taken for not applying the information given on Friday. It's also listen to the critical track procedures for corner workers and other track personal (safety trucks and ambulance) in order to ensure the safety of participants.

#59 Craig Seifert, 1959 Austin Healey Buseye Sprite; #717 Michael Deweerd. 1962 Triumph TR-4

#84 Kelly Wittenauer, 1968 Unipower GT Comp; #14 Marcos Hoffman, 1962 Lotus S7

Some 90 participants registered for this year's event. Each of the five race groups has three races scheduled: a sprint, a heat, and a feature. Special events include a closed-wheel enduro which kicks off the racing festivities on Friday afternoon, an East/West Challenge for Formula racers, and the continuation of the club's Sprite Midget Race Series, with special prizes and awards given out to participants in the paddock.

Since first coming to Grattan Raceway in the 1960s, whenever I'm in attendance on Saturday – day or night – it's rained. Upon arrival, I noticed the clouds hanging overhead. Even with slim chances of rain in the forecast, I just laughed.

There were several surprises in Friday's closed-wheel **ENDURO**, with the "Tortoise and Hare" scenario prevailing at times. The strategic plan seems to involve consistently moving into gaps while monitoring gauges for irregularities that may have sidelined other racers, along with planning for the mandatory 5-minute rest. Since the race last for nearly an hour, with a plethora of changes all throughout the field, 5-lap updates every will be noted here unless a critical event occurred.

On the pole was #99 Larry Lunda, 1970 Porsche 944, with #78 Jim Donato, 1962 Austin Healey Sprite behind him. In Row 2 was #29 David Dennison, 1970 Datsun 510, and #8 Nathan Burress, Black 1959 Austin Healey Bugeye Sprite. The flying of the green flag has cars immediately shifting about it the pack and moving towards the front, with one of them being #89 John "Green Hornet" Boxhorn, 2000 Carbir CS2, who accelerates from fifth all the way to first and displaces Lunda. #11 Jeff Porasik, 1986 S2000, skips his way up to the third spot, and #26 Kurt Marquardt makes his way from eighth spot up to fourth.

Boxhorn's running first by Lap 6, with Porasik second and Marquart third. Boxhorn then retires to the paddock on Lap 8. It's Porasik out in front at Lap 11 ahead of #96 Victor Edgar, 1983 Porsche 944, while pole sitter Lunda's running third and Donato fourth. Porasik still has the lead come Lap 16, with Lunda know running second while #3 Tommy Rorke, 1999 SM Mazda Miata, who started the race in 14th, is now third ahead of Edgar. Still no change out front come Lap 21, but Donato's rallied and moved in second with Rorke still running third and Lunda now in fourth. Those four are holding down the same positions come Lap 26. When the checkered flag finally flies, Porasik claims the race, with he and Donato having completed 32 laps. Four other racers completed 31: Rorke, in third place; 82 Rick Fisher, 1962 Lotus 26R, in fourth; Lunda in fifth and #180 Rick Gurolnick, 1969 Porsche 356 in sixth. Consistency in pacing seems the best enduro strategy.

#70 Jerry Buysse, 1969 Kellison; #868 Ron Preiss, 1972 Lynx; #23 Jeff Janus, 1968 Lynx B; #86 David Crosby, 1974 Zink Z-12

The **EAST VS WEST OPEN WHEEL CHALLENGE** Race seems to have expanded since the 50th anniversary of Formula Ford at Road America in 2019. The event includes two specific races, with the second race including only 50% of finishers of the first race. Since positions were chosen by previous lap times the advantage went to the leaders not exposed to traffic. Winners of each class of the three classes are chosen by fastest lap times. For example, if you're quite fast and know your times, you may elect to just complete three laps to enter your recorded lap time of standing. Entrants wound up completing between 3-10 laps, with those who just wanted to have seat time electing to stay on track.

The overall winners: 1. #271 Phil Kingman, 1976 Zink Z-10C, 1.23:251; 2. #67 Mark Kingman, 1976 Zinc Z-10C, 1:23:613; 3. #98 Tom Stephani 1978, Crosslé 35F, 1:26:210. Really close racing among the Kingman family. Excellent times all, and there were no incidents on track. With all finishers coming from East of the Mississippi, the East declared the winner.

#160 Rick Gurolnick, 1960 Porsche 356; #95 Tony Drews, 1963 Triumph TR-4

The East vs. West continued on Sunday as well. and the Formula racers always seem to have an extraordinarily fun time. This was no different, with the pack racing together in close competition while nonetheless maintaining safety and driver etiquette.

GROUP A is commonly referred to as Pre-War at most events, and is always a crowd-pleaser, with the competitors entertaining themselves right along with the interesting viewers. On the pole was #209 Edson McCord, 1949 MG TC Racing Special. Next to him was #776 Manley Ford, 1952 MG TD. Starting third was #35 Patrick Norton, 1935 Chevrolet Sprint Car. The starts are always a hoot as they come down the straight like an arrow with the waving green flag. Ford passed Manley on Lap 3 to take over the lead, with Norton running third. This lead-swapping, with Norton's red sprint racer in close pursuit, continued until Lap 7, when Ford decided

#12 Tim Holland, 1967 Lotus 41B; #26 Kurt Marquardt, 1986 Swift S2000; #89 John Boxhorn, 2000 Carbir CS2

#21 Thomas Wilcox, 1967 MG Midget; #110 Charles Hall, 1964 Austin Healey Sprite

to lay the hammer down and pull away McCord's MG TC, which sports a 1250 engine covered in aluminum body panels – an extremely popular racing body right after WWII in both the U.S. and Europe. Those three cars closed it back up at the waving of the checkered flag, with Ford winning out over McCord and Hudson. Some spectators remarked, "I didn't know those old racers were that fast."

SPRIDGET RACES, sponsored by the Sprite Midget Race Series, holds an award ceremony after lunch following the race earlier in the day. Past leader Stan Mason has passed the baton to Tom Wilcox, who facilitated the awards ceremony and a discussion concerning the responsibility of recruitment of new drivers in the fold.

The Overall winners: 1. #78 Jim Donato, 1964 Austin Healey Sprite; 2. #34 John Salisbury, 1962 Austin Healey Sprite; 3. #79 Andrew Moore, red, 1979 Austin Healey Sprite. The Class Winners: #21 Thomas Wilcox, silver, 1967 MG Midget in class 2M1; #62 Mike Schneider, 1962 Austin Healey Sprite in class 2M2; #78 Jim Donato, 1964 Austin Healey Sprite, in class 2D; #34 John Salisbury, 1962 Austin Healey Sprite, in class 2M; #9 Don Kelly, 1961 Austin Healey Bug-Eye Sprite, in Class 2E.

The grid for sunday's **TRANS-AM/B-SEDAN** race was fronted by #22 Rob Davenport, 1972 Alfa Romeo GTV, with #28 Issac Keeler alongside in a 1972 Datsun 510. Starting third was #86 David Bliese, 1970 Datsun 510, and going fourth was #125 John Wheeler, 1974 Alfa Romeo GTV.

Excellent start, and from Lap 1 through Lap 13, the drivers did exchange positions, but at the end, those four were in the exact same positions, with Davenport edging Keeler in a photo finish (only .361 seconds apart). Fortunately, their transponders were far enough forward in their vehicles, or their official recorded times would have been different. It does happen – hence the need for Race Control to be looking closely. All involved received accolades from the spectators when it was over.

In the recent past, more than half of the competitors have been leaving the event on Sunday mornings. This year, the race chairman reorganized the schedule to accommodate some of the race groups, ensuring greater participation on the final day.

Sunday's race for **GROUP B** was the Last chance for cars sub-2000cc to get in a run for the weekend, while having fun in the process. First on the grid was #16 William DeBoer, 1973 Corvette, with. John Putnam, 1981 Mazda RX7, alongside. In Row 2 was #188 Daniel Wold, 1995 Nissan 200SX, and #22 David Davenport, 1972 Alfa Romeo GTV. It seems like the starts are improving throughout the weekend, and you've got to love that roar as the racing begins.

Davenport slips past Putnam and Wold on the first lap, moving into second place, but Putnam and Wold were having none that little sedan's antics and quickly regained their standing. On Lap 4, up comes #139 John Jennings, 1986 Porsche 944, to pass Davenport into fourth. For the next 10 laps, the leaders stood pat with DeBoer way out in front and topping the podium. John Putnam retains the second spot, and Wold holds fast to third ahead of Jennings.

#28 Issac Keeler, 1972 Datsun 510; #130 John Jennens, 1986 Porsche 944

More good numbers making up the grid for **GROUP C** on Sunday. These racers are a most competitive group with their keen driving prowess.

Jim Donato was on the pole in his 1978 Austin Healey Sprite, with #44 Peter Passon, 1973 Triumph Spitfire, alongside. The next row consisted of #14 Marcos Hoffman, Lotus Super 7, and #95 Tony Drews, 1963 Triumph TR4. I get the sense the racers are polishing up their starting lineups in order to give those who started later the opportunity to be closer to the front when green goes waving. Witness how they are still in formation as they take on the first lap.

The standings remained static until Lap 3, when Tony Drews slipped past Hoffman into third, only for Hoffman to go tit-for-tat and regain the spot. Passon maneuvered past Donato for first on Lap 9, only for Donato to pass Passon on Lap 12 with one lap to go. It was Donato out front at the checkers ahead of Passon, with Hoffman piloting his prize Lotus Super 7 to overall Podium finish. (I heard it was because of a pat on the helmet for good luck by some white-haired, 80-year-old ex-racer.) Drews wound up finishing fourth, and the back in the pack was lively throughout the race as well.

GROUP D's Formula Vees provided a small, but memorable event, in part because Jeff Janus mentioned that this would be his final race. Janus and his 1968 Lynx B started second, beside #86 David Crosby,1976 Zink Z-12. with #868 Ron Preiss, 1972 Lynx B, and #70 Jerry Buysse, 1969 Kellison, in Row 2.

The Vees are usually fun at the start, as they stay grouped in tight formation through the green flag. During the opening lap, Crosby was going at Formula Ford speed approaching Turn 5 when he spun wildly with the screeching of tires, lurching into the grass and causing other to slow and choose another line into Turn 6. This resulted in some unlikely position changes, with Buysse in the lead followed by Preiss and Janus. Preiss assumed the lead on Lap 5 while Crosby'd caught all the way up and moved past Janus into third. Crosby then slipped past Buysse on Lap 9 and into second place and closing in on Preiss, who could see him in his mirror.

"He seemed to be gaining," Preiss said later.

As the 11th lap concluded, Crosby pulled just ahead of Preiss. At the end of Lap 12. Crosby cleared the final turn close-in and accelerated hard, pulling safely away from Preiss' threat. WOW! Excellent performances by all in Janus' final race, with Crosby defeating Preiss by 1.666 seconds, Buysse finishing third and Janus fourth. Thanks for all the memories, Jeff.

#102 Ron Smit. 1969 Lotus Westlake II #102; #62 Mike Schneider, 1962 Austin Healey Sprite; #21 Thomas Wilcox, his 1967 MG Midget

This event's final chapter was in **GROUP E**, who were led to the line by #271 Phil Kingman, 1976 Zink Z-10C FC, with #7 Tom Pixley 1978 Wheeler Super Vee alongside. They were followed by Steve Beeler, 1979 Lola T-540. and #67 Mark Kingman, 1976 Zink Z-10C FC. Phil Kingman and Pixley guided the grid to the cleanest start of the weekend, and all were aligned all the way through to Turns 5 and 6.

Mark Klingman slipped past both Beeler and Pixley late in Lap 1 and commenced performing a tag team with Phil Kingman, the two of them seemingly alternating for every lap of the contest. It was on the 12th and final lap where Phil finally got a firm grasp on the lead, holding it until the end with Mark claiming second. Pixley wound up finished third and Beeler fourth. There was plenty of action in the back of the field as well, with #84 Terri Schulke placing first in class 4VFF without 2nd gear. That's quite an accomplishment on this race course.

The enormous task of facilitating this event is mostly undertaken by unpaid volunteers, who grease the gears and activate whatever's necessary to keep the event running. The paid staff, meanwhile, also greatly share in the success of the event. Vintage Grand Prix XXXIX proved to be a success and paves the way for edition XL a year from now. We also should thank the seemingly tireless track staff who put down the oil dry each night, and sweep the entire track, to insure no sharp objects do remain which could damage cars or create hazards for racers, track rescue, or corner workers. Also, a special shout out to those who provided food and beverage for our stay,.The breakfast and lunch foods prepared for the attendees is always delicious.

Oh, and just as I predicted, it rained on Saturday night, in spite of there being no rain in the forecast. It never fails.

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

#8 Nathan Burress, 1959 Austin Healey Sprite; #314 Jessica Hall, 1972 MG Midget

#96 Daniel Hayes, 1974 Titan Mk 6B; #97 Sharon Frey, 1970 Caldwell

The Group E grid prepares for their Qualifying Race.

GROUP 1
DRIVER/CAR
M. Ford/1952 MG TD
E. McCord/1949 MG TC
P. Norton/1935 Chevrolet Sprint Car
J. Ullrich/1937 Ford Special Spring
GROUP 2
DRIVER/CAR
M. Atkins/1969 Austin Healey Sprite
J. Basnik/1965 Austin Healey Sprite
N. Burress/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 1200TTS

#7 Tom Pixley, 1978 Wheeler Super Vee

T. Drews/1963 Triumph TR-4
R. Fisk/1960 Austin Healey Sprite
R. Gurolnick/1960 Porsche 356
C. Hall/1964 Austin Healey Sprite
J. Hall/1972 MG Midget
M. Hoffman/1962 Lotus S7
D. Kelly/1961 Austin Healey Sprite
A. Moore/1964 Austin Healey Sprite
P. Passon/1973 Triumph Spitfire
A. Patterson/1959 Austin Healey Buseye Sprite
A. Patterson/1961 Austin Healey Sprite
J. Salisbury/1962 Austin Healey Sprite
M. Schneider/1962 Austin Healey Sprite
C. Seifert/1959 Austin Healey Buseye Sprite
T. Slater/1962 Triumph Spitfire
R. Smit/1969 Lotus Westlake II
M. Sukey/1964 Triumph Spitfire
T. Wllcox/1967 MG Midget
K. Wittenauer/1968 Unipower GT Comp
GROUP 3
DRIVER/CAR
R. Baxter/1975 Bobsy SR-7
P. Norton/1984 Renault Spec Racer
GROUP 4
DRIVER/CAR
S. Beeler/1979 Lola T-540
R. Blanchard/1979 Crosslé 35F
R. Burnside/1970 Titan Mk 6
J. Busch/1967 Brabham BT-21A
J. Buysse/1969 Kellison
E. Coppock/1975 Dulon MP-15A
D. Crosby/1974 Zink Z-12
J. Dobis/1968 Zink
S. Frey/1970 Caldwell
D. Hayes/1974 Titan Mk 6B
T. Holland/1967 Lotus 41B
J. Janus/1968 Lynx B
M. Kingham/1976 Zink Z-10C
P. Kingham/1976 Zink Z-10C

#14 Marcos Hoffman, 1962 Lotus S7

S. Maslen/1967 Lotus 51A
R. Preiss/1972 Lynx
W. Schmitt/1980 Lola T-540E

#30 Daniel Escauriza, 1982 Alfa Romeo Spider

T. Schulke/1967 Lotus 51 FF
C. Smith/1981 Tiga FFA-81
M. Spence/1972 Crosslé 20F
T. Stephani/1978 Crosslé 35F
T. Sturm/1974 Merlyn Mk 25A
R. Zimmerman/1983 PRS
GROUP 5
DRIVER/CAR
J. Boxhorn/2000 Carbir CS2
M. D'Ambrosio/1985 Tiga SC-85
J. Kelley/1990 Lola T-90/90
K. Marquardt/1986 Swift S2000
J. Porasik/1986 Lola S2000
M. Whitaker/1984 Tiga S2000
GROUP 6
DRIVER/CAR
V. Avigliano/1978 Porsche 924
W. DeBoer/1973 Corvette
V. Edgar/1983 Porsche 944
J. Jennens/1986 Porsche 944

#16 William DeBoer, 1973 Corvette

R. Riley/1971 Porsche 911ST
T. Rorke/1990 Mazda Miata
K. Wasenko/1988 Corvette C-4
D. Wold/1995 Nissan 200 SX
GROUP 7
DRIVER/CAR
R. Maurer/1974 Lola T-322 FSV
T. Pixley/1978 Wheeler Super Vee
R. Smit/1971 Royale RP-9 FSV
GROUP 8
DRIVER/CAR
S. Albers/1971 Datsun 240Z
D. Bliese/1970 Datsun 510
R. Brooks/1971 Datsun 510
R. Davenport/1972 Alfa Romeo GTV
D. Denison/1969 Datsun 510
D. Dietzler/1974 Alfa Romeo GTV 2000
A. Eagan/1964 Lotus 26R
D. Escauriza/1982 Alfa Romeo Spider
D. Farnsworth/1972 BMW 2002

#409 Edson McCord, 1949 MG TC

J. Fisher/1964 Lotus 26R
G. Herr/1972 Porsche 914
S. Hyatt/1974 Datsun 260 Z
S. Jacobson/1990 Porsche S2
I. Keeler/1972 Datsun 510
L. Loughman/1972 Datsun 240Z
L. Lunda/1970 Porsche 914
T. Miller/1989 BMW 325i
W. Oakes/1973 Datsun 240Z
F. Pasta/1967 Alfa Romeo GTV 2000
J. Putnam/1981 Mazda RX-7
A. Rorke/1965 Lotus Elan
G. Taft/1977 Toyota Corolla
L. Ward/1978 Datsun 280Z
J. Wheeler/1974 Alfa Romeo GTV
J. Wierz/1990 Porsche S2

Ariens Art on Wheels

Road America, Wisconsin

September 12-14, 2025

story by Pete Gorski

#44 Abigayil Joseph, 1952 MG TD;
#104 Scott Fohrman, 1946 MG TC;
#12 Richard Morrison, 1925 Bentley

Pete Gorski

#104 Peter Eskuche, 1966 Porsche 911; #20 Rob Davenport, 1973 Datsun B-210; #88 Matthew Gerdisch, 1972 Datsun 240Z

Usually when a vintage organization celebrates an anniversary, it's a car or a series. But in the case of the VSCDA's Ariens Art on Wheels Fall Festival at Road America, the track itself was the guest of honor so to speak. The entire 2025 season has been a celebration of Road America's 70th anniversary, and both the VSCDA and the National Park of Speed pulled out all the stops to make the final vintage event on Road America's calendar a success.

#79 Francesco Pasta, 1967 Alfa Romeo GTV, 2000; #412 Lee Giannone, 1972 Porsche 911

Ariens weekend always attracts a large number of racers and this year the fields seemed even larger. While there were certainly a few drivers getting one last weekend of practice in before the SCCA National Championship Runoffs a few weeks later, the vast majority of drivers were regular members of the VSCDA. Off track the always-popular Road Course Reenactment provided the opportunity to drive the public roads that comprised the original course, while above the track, a fireworks show brought Friday to a close with sound and fury of a different kind.

The VSCDA prides itself on providing abundant track time during a race weekend. No doubt that contributed to the solid turnout, as well as the great many special sessions and theme races. And those theme races started on the first day!

A total of 28 Formula Fords took the green flag in the EAST VS. WEST CHALLENGE. Swarming through the first five corners, a five-car breakaway emerged from under the Corvette bridge led by Steve Welk in a 1978 Crosslé 32F. Wally Butler's 1996 Vector hit the apex of T6 a few lengths back, with Mark and Phil Kingham, both in 1976 Zink Z-10s, spilt by Chris Arrogante's 1979 Crosslé.

For the first few laps of the race the traces looked pretty straight, but then they went all seismograph and it got very FFish. Welk fell back to second twice, once to Butler, once to Mark Kingham. Butler slid back as did Arrogante, with Phil Kingham rising to second before he dropped back. At the end of nine laps, the finish was exactly what you'd expect (and want) from a FF race – .0845 seconds covering the Top 5 positions. Welk just outlasted the draft, taking the win by .018 seconds over Butler. Arrogante made the last step on the podium, while fourth and fifth was decided by .005 (!) of a second, Mark over Phil.

If you like mixed-class racing, Friday's day-ending ENDURO benefitting Disabled America Veterans was the session for you: 37 cars drawn from 16 different classes spent around 60 minutes tackling RA's 14 turns. Brian French picked up the overall win in his 2019 Ligier JSP320, covering just over 105 miles. James Cope (2002 Elan) took the win in DP02 over Phil and Mark Stratford; Scott Kuehne (1985 Swift DB-2) crossed the line ahead of Ray Hoeper (1985 Lola) in VS2; Chris Candee led Lee Giannone and Mark Eskuche to a Porsche 911 lockout of the C podium (1968, 1972, 1966); and Anthony Jarvis (1992 MX-5) won in SM over Tommy Rorke (1990).

While the weather wasn't bad on Saturday, it could have been better – cloudy with a little wetness in the morning. The day's schedule featured two more special sessions, the JOHN WEINBERGER TRIBUTE race for Group 5 and the CARL HAAS CUP. Josh Boller (1976 Chevron B-36), Avery Stuckart (2010 Carbir), Jeff Miller (1977 Lola T-496), and James Cope (1986 Swift DB-2) comprised the first two rows, and once Miller retired his Lola after one lap, the now-trio settled in. Boller set fast lap on his way to a comfortable win over Stuckart and Cope, although Cope's journey to the third step on the podium was a little less certain. Corey Romasko had risen from sixth in his 2015 Radical SR3, but came up .6 seconds short of the bronze. Peter Eskuche completed the Top 5 in his 1986 Swift DB-2.

#27 Daniel Parr, 1997 Lola T-97/20; #467 Gerald Szykulski, 1997 Lola T-97

The HAAS CUP race, open to cars from Groups 5 and 7, is dedicated to world-famous Lola importer Carl Haas. While the 27-car field featured only seven Lolas, maybe more of the cars were running Hewland gearboxes. Regardless, Carl would have been pleased with the look of the podium. Pole-sitter Steve Grundahl led the first three laps in his 1997 Lola T-97/20, but succumbed to five superior laps from James or Joel Quadracci's own T-97. And when third-starter Gerald Szykulski retired his T-97, Patrick Donnelly assume third in his T-97. (No this was not an Indy Lights reunion, but it sounds like it doesn't it?) Grundahl fought back over the last five circuits, pulling 6.5 seconds out of Quadracci on the last two laps and taking the win by 3.7 seconds. Fourth went to Jeff Antonelli and his 2006 Star Mazda, with Dave Otte's 1987 Reynard in fifth.

#782 Jim Roberts, 1982 Royale RP-31; #126 Timothy Adcock, 1984 Swift DB-1; #83 Geoff Brabham, 1971 Brabham BT-35/31

#341 Rees Candee, 1961 Porsche 356

Traditionally it's the Pre-War/Early Post-War cars that hit the track first Sunday morning. It's a nice genteel way to start the day and, as the oldest cars on hand, works from a chronological perspective too. This year was about as far away from genteel as you could get, but in a good way. Really. Instead of open cockpits and narrow tires, it was big power and aero and steamroller rubber from the cars of GROUP 9. (Yes yes, some open cockpits too; we see you prototype pilots.)

There was one other way Sunday was different: fog. Not quite Spa levels of water vapor in the air, but enough that more than a few cars had their headlights activated. Fortunately the sun burned it off within a few laps. Brian French led the pack out of the fog and into Turn one in his 2019 Ligier JSP320 ahead of a trio of Mustangs – Colin Comer (1995), Lance Wiskirchen (2000), and Adam Rupp (2009). Rupp galloped past the other cowboys on the inside, slotting into second behind French as they swept through the turn.

Rupp held the lead for the next seven laps, with French and Comer joining in him in a three-car breakaway. But Lap 8 saw French's Ligier swoop into Turn 1 in first with Comer in second and Adam Rupp missing in action. It was also becoming easier to see those open cockpit cars, and not just because the fog was gone. Jim Cope moved up from sixth on the grid to third in his (2002 Elan DP02), while Kevin Leparski surged forward from nineteenth into the Top 5 in his 2010 Oreca LMPC. French, Comer, and Cope maintained their positions for the last eight miles, with Leparski taking the checkers from fourth ahead of Randy Rupp and his 2009 Mustang.

With the low fall sun casting long shadows across the apex, 22 gleaming PRE-WAR/EARLY POST-WAR cars motored under the Ariens billboard on the way to Turn 3. More than half the field sported the MG octagon, along with the regular contingent of Morgans, Buicks, Bugattis, Plymouths, and not one but two Bentleys. Sadly one MG was missing – the 1949 Lester of long-time Pre-War driver Marvin Primack. Marvin passed on this summer; he will be missed.

Regular readers of this publication may remember that Doug Stuart's 1937 ERA R12C has been a consistent presence at the sharp end of the field lately, giving Sanford Silverberg and his 1929 Ford Model A

#169 Scott Graham, 1969 Pontiac Firebird; #47 Tim Cornelius, 1969 Camaro Z28

Dave Drives

#501 James Cope, 1986 Swift DB-2

some competition for the top step. And while Stuart and the ERA and its telltale supercharger whine could be seen and heard on track Friday, he DNSed for the rest of the weekend. That's not to say that the race became a walk-over for Silverberg. For most of the session he was looking at Matt Holloway's 1952 MGTD. Edmond Russ had a great view of the battle ahead of him from his third-place 1953 Morgan +4, including an attempted pass for the lead as the duo entered Turn 1 on the last lap. And at the end of that lap he watched Silverberg take the green 1.269 seconds ahead of Holloway. Edson McCord and Avery Reed completed the Top 5 in their 1949 and 1948 TCs respectively.

GROUP 5/7 returned for their Sunday finale, and if you miss the days of tobacco advertising in motorsports, then this was the group for you. There were not one, not two, but three Kool-branded Indy Lights Lolas in the field. I wanted to say "Group 7 was alive with pleasure!" but that's Newport. Anyway, those Lolas formed the back half of the top six starters – Joel Quadracci, Patrick Donnelly, and Dan Parr. Steve Grundahl and Dudley Fleck rolled off ahead of the Kool gang (ha!), Grundahl in another Lights Lola and Fleck in a 2005 Swift 016.

But they were all watching James French, his 1997 Jordan F197, and its sparks accelerate with a howl into the distance. We say it every time he's out there: French's Jordan is cool and sounds amazing and if you can catch it somewhere at speed the sparks from the skid blocks are pretty cool too. Yes he won, posting a 1:49.1 seconds as his fastest lap. Fleck settled in to second, and after a few changes of position, Grundahl and Quadracci did the same for third and fourth, nicotine over caffeine.(Grundahl's Lola wears Rockstar Energy Drink colors.) Fifth place came from waaay back in the field – Gerald Szykulski blasted through the field from 23rd on the grid in his Lights Lola (Sunoco).

Dave Drives

#611 Joseph Conway, 1993 Van Diemen; #78 David Putz, 1972 Chevron B-21; #951 Phil Stratford, 2006 Elan DP-02

On the Group 5 side, Avery Stuckart sat at the head of the sport-racer S2000 field in his 2010 Carbir. Unfortunately Stuckart's time out front was limited; he retired the car early. Jim Cope assumed the lead, with Romasko's Radical in his wake. Jeff Miller (1976 Lola T-496) advanced quickly to third in group, passing Andy Jaekels (1988 Lola) on the way. Ron Pace (1979 Lola 492/496) followed his Kohler-powered teammate forward, completing the Top 5 amongst the group.

The sense that the fields were large this year was validated when the green fell on 38 GROUP 2/3D racers. Triumphs, Healeys both big and small, MGs, Porsches, and a trio of Volvos crested the front straight hill in a steady stream on their way to Turn 1. The field also contained two Lotus Super 7s, with Denny Wilson on the pole in his 1962 edition. Variety ruled across the next five positions. George F. Balbach sat second in his 1960 356B ahead of Dave Brown's 1959 Sprite, Richard Fried's 1963 Lotus Elan, Rick Nichols' 1963 GMS Dart, and Scott McQueen's 1957 BN4 100-6 Healey.

Wilson got a great start, multiple car lengths between his 7 and Balbach's 356 before they passed pit out. But Lap 2 saw the Porsche scored ahead of the Lotus, with Wilson keeping the pressure on Balbach. Brown had fallen back and retired after two laps. His departure moved Nichols into third, with Robert Van Zelst (1955 Porsche 356) charging forward from eighth into fourth and McQueen in fifth.

Unfortunately Wilson had a bad fourth trip around the 4.048-mile circuit and retired the car. Van Zelst, having already taken third moved into second ahead of Nichols and McQueen, but not without some pushback from Nichols. John Salisbury was the final beneficiary of Wilson's misfortune, starting from ninth and finishing fifth in his 1962 Sprite.

Now, 38 cars was a large field, but the monopostos of GROUP 4/10 did the whole "hold my beer" thing and gridded 47! Nine Formula Bs answered the call, with seven bunched at the front of the field. CF produced 14 entries and VFF, FF, VF, and FV sent 23.

As you might expect, the FBs dominated the overall standings, but it was anything but processional. Tonis Kasmets (1969 Brabham BT-29) was the pole-sitter flanked by Geoff Brabham (1971 BT-35), with Pearce Raeder (1971 Lotus 69B) and Steve Grundahl (1970 Chevron B-17) in row two. But changes rippled through the Bs early. Kasemets retired after one circuit, putting Brabham in the lead. Grundahl moved to second with Raeder in third. Raeder rose to second, fell back behind Brabham a lap later, then retired. Stephen Temple piloted his 1971 Brabham BT-35 to third before retiring from fourth. Ron Hornig (1971 BT-35), having advanced with Raeder's departure, advanced again with Temple's, completing the overall and FB podium.

Pete Gorski

#64 Jim Higgins, 1983 Lola T-642; #61 James Buchanan, 1969 Merlyn Mk 11a

The last two spots in the Top 5 came from CF. Reid Hazelton (1977 Eagle DGF) and Steve Welk (1978 Crosslé 32F) dueled their way forward, swapping the lead in-group multiple times. Unfortunately a late caution may have taken a little energy out of the fight, as final lap times were substantially slower. Hazelton, Welk, and Mark Kingham (1976 Zink Z-10) comprised the CF podium.

So, the problem with race drivers is, it's in their nature to go fast. As fast as they can. So maybe it's not surprising that many of the drivers in the first of the Cup races, the KIMBERLY CUP, didn't care that there's a bracket component to the race, they just wanted to go fast and win. Francesco Pasta and Lee Giannone certainly went fast, for most of the session and in very close proximity to each other.

Giannone and his 1972 911 shared the front row with Tom Daly's 1960 Bugeye. But at the end of three laps, Daly was scored in fourth ahead of Doug Radix's 1955 Mercedes 190SL. Patrick McManus had jumped past the duo into third place from ninth in his 1969 MGC GT. But all attention was on the fight between Giannone and the charging 1967 Alfa Romeo GTV of Pasta. T&S shows that Pasta took the lead on Lap 2 and held it for the next six laps. But that undersells the intensity of the battle. Outbraking in Turns 5 and 12, position changes, taking the long way through the Carousel – Giannone and Pasta raced hard and clean.

Pete Gorski

#281 Jessica Johnk, 1989 BMW 325I; #11 Allan Thom, 1965 Alfa Romeo Giulia Ti

Ready for the rug pull? I mentioned a bracket component earlier in this segment. The reason Daly and Radix had fallen back was that a DQ awaited anybody who lapped under three minutes. Pasta and Giannone were technically out of the race after lap two, with McManus waiting until Lap 3 to break out. Four other drivers received the dreaded DQ as well. So after all the culling, Daly came out on top. Radix came home second, with David Cutter (1964 Triu mph Spitfire) the last step on the podium. August Schmitz (1972 Midget) and Chris McGrath (1969 MGC) completed the Top 5.

The Cup races continued after lunch with the SHELDON CUP. In previous years the Sheldon was a breakout session as well, with a floor of 2:45. Looking at T&S, this was not the case which is a good thing because 19 cars, including the top 16 finishers, would have been bounced. Of course even if 19 had been DQed there would have still been 25 cars scored. Like we said, big fields.

Lapping under three minutes was the criteria for entry in the Sheldon and, as you might imagine, those 60 seconds encompass a lot of cars from many disparate classes.

Dave Drives

#97 Mark School, 1971 Saab Sonett; #441 Chris Simpson, 1989 Saab 900

As you might expect, the front of the grid was populated by mostly newer cars, e mphasis on power and grip. Two pony cars, Colin Comer's 1994 Mustang and Brian Carlson's 2014 Camaro infiltrated the half dozen prototypes that followed the Corvette pace car on the formation lap.

And when the green flag flew, those prototypes took off! Brian French and his Ligier hit 176 mph in the trap ahead of the Turn 5 braking zone, with son James presumably running a similar speed from second in his Ligier. Carlson showed 154 mph, with one of the Stratfords reaching 146 mph in a DP02. Compare that to one of the Z-cars topping out around 127 mph and one of the 356s peaking at 122, and you can understand how the prototype drivers so quickly began eating into the back of the field. The Frenches crossed the line, as they so often do, side by side, with Brian taking the win. Phil and Mark Stratford brought their Elans home in third and fourth, with Carlson's Camaro completing the Top 5.

Pete Gorski

#222 August Schmitz, 1972 MG Midget; #83 Paul Ricco, 1962 Porsche 356B

The ELKHART LAKE CUP completed the cup trilogy. While presented as the open-wheeler's special session, a third of the 32 car grid snuck in from Group 5.

#82 John Busch, 1967 Brabham BT-21A; #9 Matthew Primack, 1966 Brabham BT-18

Coincidentally, the top six cars adhered to that ratio. Josh Boller and his 1976 Chevron B36 and Fred Seidel's S2000 Carbir were surrounded by fenderless monopostos, led by Jeff Antonelli's 2006 Star Mazda.

Every weekend has one of these sessions where the traces are ruler-straight (at least at the front), and the Elkhart was it. Antonelli led flag to flag, the Wankel and its unmistakable whir pushing him to 137 mph in the trap, and the fastest lap, a 2:16. Boller upheld the honor of Group 5, flashing across the line in second. Dave Otte and Grant Greenfield kept things tight out front, only .235 seconds separating Otte's 1987 Reynard from Greenfield's 2002 Spreads F1000. (A little further back, the Kinghams took the checkers separated by .158sec.) Fifth went to Dan Cain in his 1994 Van Diemen.

#941 Brian Kennedy, 1966 Ford Mustang

And then it was time for GROUP 8. Datsuns both Z and 510 (and a 1973 B210!), a handful of Alfas, a 1972 Opel Manta and a 1989 Saab 900, a pair of BMWs, a 1962 Miller Sport racer, and a 1972 Celica were joined by a small fleet of Porsches, mostly 911s. Lisa Hansen and George F. Balbach were the top qualifying 911s, with Chris Candee's 1968 sharing row two with Peter Mika's 1970 Lotus Europa.

Hansen and Balbach run their cars out of the same prep shop, Ecurie Power, and they've raced each other for years, so it should come as no surprise that they ran so close for the entire session. Lap time advantages were split evenly by the duo, with Hansen setting fast lap of the session by .065 seconds. But things weren't going so well for all the Porsche pilots.

Candee retired his 911 early, promoting Mika to third. But Mika was a bit of a cork in a bottle, and had mirrors full of midfielders surging forward. Tyler Brooks passed the Europa on lap four but his 1971 240Z was facing a challenge from Matt Goetzinger's 1971 911. Taking the green from 13th, he powered into third on lap five. Brooks did not go gently, and the pair staged a near-photo-finish, just .183 seconds apart. Mika held on to fifth.

Back at the front, the Hansen/Balbach battle echoed the earlier Giannone/Pasta fight. While leading, Hansen ran a bit wide exiting Turn 5. Fortunately for her, Balbach was dealing with traffic at the same time. She held the position, a reinvigorated Balbach pressing hard on the back half of the lap. He passed her at the line, but Hansen reclaimed the lead five turns later. And when the checkers flew for them, it was Hansen .239 seconds ahead of Balbach.

While it was not summer vintage hot, it was still decidedly warm for fall vintage. So maybe late in the day the exit of Turn 5 was getting a little slippery or maybe the drivers of GROUP 3A/3B/6 – mostly Group 6, as the only Group 3 representative was Robert Ablard's 1985 SRF – were a little heavy on the pedal. Either way, the early laps were a treat for fans of weight transfer and power oversteer.

Fritz Seidel led a pack of American muscle into Turn 5 in his 1973 Porsche RSR, Scott Graham and Tim Cornelius counter-steering their 1969 F-bodies (Firebird and Z28) on exit with Seidel lifting the inside front. Tom Bleecker was on the bumper of the Camaro in his 1965 Mustang, wheels pointed just a bit outside, with Nick Groose's C3 Corvette lurking behind.

Seidel accumulated tenths quickly on his way to a nine-second lead and the overall win. Graham put in a solid effort in second, and when Cornelius parked the Chevy, Bleecker rolled into third. Groose's Chevy lasted one lap more than Cornelius before the Corvette was retired as well, moving Steve Hughes and his 1965 GT350 into fourth. Matt Lawson bookended the Top 5 in his Porsche, a 1987 944 Turbo. Oh, and back in Spec Miata, Lon Blaser, having spent much of the session inches from Anthony Jarvis, put together a strong final lap to take the win in his 1990 edition, with Tommy Rorke's own 1990 model coming home third.

#04 Matthew Primack, 1952 MG TD; #761 Matthew Holloway, 1952 MG TD; #351 Dennis Holloway, 1951 MG TD

All those earlier retirements had to have an impact on the turnout for the dedicated FORMULA B session. An intimate field of four cars quickly became three when Pearce Raeder retired his Lotus on the first lap. That's not to say that Ron Hornig and Geoff Brabham didn't put on a show. It was just more like tennis with the two Brabhams competing with only each other. They swapped the lead a few times, and when the checkers waved, Hornig crossed the line .114 seconds ahead of Brabham. John Busch took third in his 1967 BT-21A.

The FOUNDERS TRIBUTE race was dedicated to Bill Detinger and Bob Wismer. A baker's dozen formed up on the false grid for the penultimate race of the weekend, a majority coming from Group 2, with a trio of Group 8 for flavor. While it was not billed as a Healey tribute, five of the cars were Donald's handiwork.

#16 Matthew Goetzinger, 1971 Porsche 911

Richard Fried swung through Turn 6 in the lead in his 1963 Lotus Elan, mirrors full of Scott McQueen's 3000 and Joe Stiefel's 1962 Miller. They emerged from Thunder Valley line astern, but the run up the hill may have suited McQueen and Stiefel more; the next trip through Turn 5 saw McQueen out front with Stiefel in second. Jessica Johnk was a few lengths behind Fried in her 1989 BMW 325i, with Ethan Thom's 1965 Alfa Giulia Ti and Joe Ziltener's 1972 240Z hovering close by.

#097 Anthony Maranto, 1997 Van Diemen RF-97; #3 Noah Arundel, 1997 Carbir CS2

McQueen went on to take the win, but again, not a walk-over. Having switched in and out of second with Fried, Stiefel reclaimed the position, and missed out on the top step by .77 seconds. Fried completed the podium, with fourth going to Johnk. Fifth came down to the wire, with Rees Candee and his 1961 356 outlasting Thom's Giulia by .183 seconds.

In what was almost certainly a case of long-tow-itis, the final race of the event, the BIG BORE BASH, was an intimate affair too. The Frenches returned with their Ligiers, as did Colin Comer with his Mustang and Brian Carlson with his Camaro.

Continuing the trend, the Frenches came home 1-2 with Brian again taking the win over James. I have to wonder if they're trying for a dead heat – Brian's margin of victory was .006 seconds. Comer won the long-running battle between Ford and Chevy pony cars, his Mustang ahead of Carlson's Camaro.

ENTRANTS LIST

GROUP 1

DRIVER/CAR

K. Arlen/1953 MG TD C Mk II
J. Diciurcio/1955 MG TF
S. Fohrman/1946 MG TC
C. Holloway/1952 MG TF
D. Holloway/1951 MG TD
M. Holloway/1952 MG TD
A. Joseph/1952 MG TD
C. Klingler/1951 MG TD Roadster
W. Lane/1947 MG TC
K. Pickard/1949 Bentley MI6 Boat Tail
M. Primack/1952 MG TD
A. Reed/1926 Bugatti 37A
A. Reed/1948 MG TC
R. Ritholz/1953 Morgan + 4
E. Russ/1953 Morgan + 4

#10 Rick Nichols, 1963 GMS Dart

S. Larson/1937 Bugatti Type 57
E. McCord/1949 MG TC
J. Morris/1951 Morgan +4 Flat Rad
R. Morrison/1925 Bentley
P. Morse/1953 MG TD
E. Muncie/1952 MG TD
L. Neidell/1933 Plymouth Speedster
P. Norton/1935 Chevrolet Sprint Car

#54 Robert Ablard, 1985 Ford Gen 2 Spec Racer

S. Silverberg/1929 Ford
D. Stuart/1937 ERA R12C
J. Ullrich/1937 Buick Roadster
D. Watts/23 Amilcar CC Special

GROUP 2

DRIVER/CAR

G.F. Balbach/1960 Porsche 356B
J. Bauer/1959 Austin Healey Buseye Sprite
L. Bauer/1962 MG Midget
J. Brabender/1965 Volvo 122S
D. Brown/1959 Austin Healey Sprite
J. Buckley/1967 Austin Healey Sprite
D. Byczek/1955 Mercedes 190SL
R. Candee/1961 Porsche 356
T. Cole/1967 Austin Healey Sprite
D. Cutter/1964 Triumph Spitfire
T. Daly/1960 Austin Healey Buseye Sprite
P. Edington/1970 MGB
C. Folker/1960 Austin Healey Sprite
R. Fried/1963 Lotus Elan
M. Goetzinger/1961 Porsche 356 Roadster
R. Gurolnick/1960 Porsche 356
M. Hoffman/1962 Lotus S7
E. Hoobchaak/1974 Morris Mini 100
J. Koktavy/1959 Austin Healey 3000
R. Lane/1965 Lotus Super 7
J. Lumbard/1962 Austin Healey 3000 Mk II
R. Malgioglio/1964 Volvo 1800

#77 James Koktavy, 1965 TVR Griffith

S. McQueen/1957 Austin Healey 100-6 BN4
C. Meudt/1962 MGA 730
R. Michalek/1959 Austin Healey Buseye Sprite
R. Murphy/1961 Triumph TR4
R. Nichols/1963 GMS Dart
M. Nickell/1974 MGB
K. Niemeyer/1967 Austin Healey Sprite
P. Passon/1973 Triumph Spitfire
J. Perry/1962 Volvo P1800
N. Pirner/1959 Austin Healey Buseye Sprite

#114 David Lytie, 1967 Autodynamics Mk 4

D. Powell/1961 Austin Healey 300
J. Przybyl/1959 Austin Healey Sprite
D. Radix/1955 Mercedes Benz 190SL
T. Reiss/1969 Triumph GT6+
P. Ricco/1962 Porsche 356B
D. Rosenthal/1969 MG Midget
J. Salisbury/1962 Austin Healey Sprite
P. Schaefer/1959 Austin Healey Buseye Sprite
A. Schmitz/1972 MG Midget

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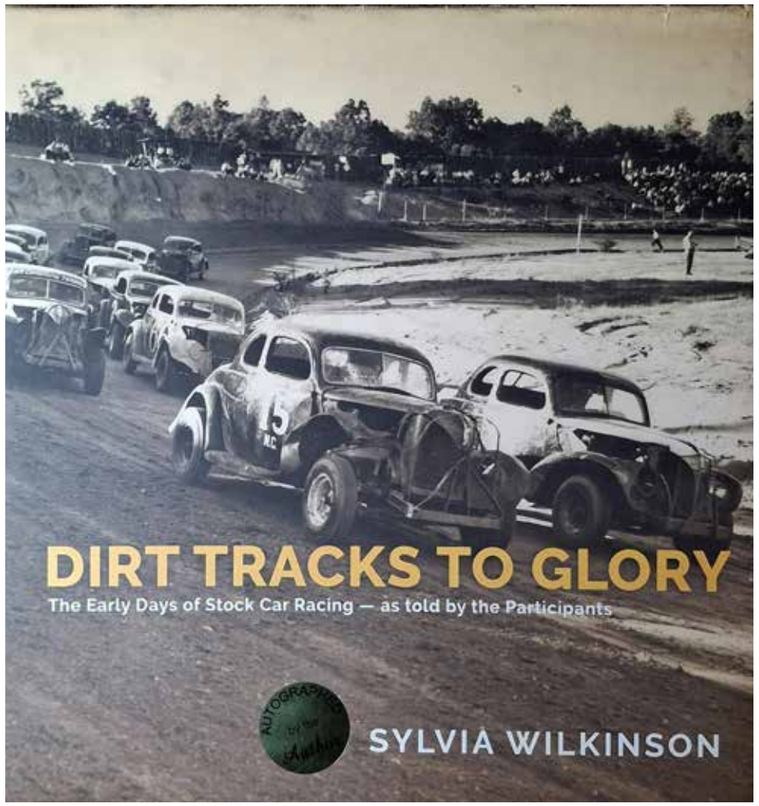
Two Books From Friends of the VSCDA!

Steven Cole Smith

These two books are connected, but in a very different way. First, let's look at Dirt Tracks to Glory: The Early Days of Stock Car Racing, as Told By the Participants, which was written by Sylvia Wilkinson, a professional writer and novelist who has been involved in motorsports for decades (more about that in a moment). Wilkinson knows how to dig for a story, and she knows how to make racers comfortable enough to tell her the truth. Unlike some NASCAR history books, she has no agenda, no one to please but herself and her readers. Her story on perennial race queen Linda Vaughn is a wonderful read, and Vaughn tells Wilkinson a story Linda told me decades ago: She had a soft spot for British racer Jimmy Clark, much to the dismay of a jealous A.J. Foyt: "'You kissed that foreigner!' A.J. said. He wouldn't speak to me for two years.'" And she tells a story of a different time, when pioneer Wendell Scott, who was black, competed in NASCAR. "Wendell Scott, he's the sweetest thing," Vaughn told Wilkinson. "He won a race and he said, 'Miss Linda, you don't have to kiss me. I wouldn't do that to you.' I just hugged his neck and almost cried." You'll meet everybody from Soapy Castles to Fred Lorenzen to Bill France, Sr., plus Tim Flock, who details his early bootlegging days. Great read, great photos, available autographed at Johnmortonracing.net for $34.95.

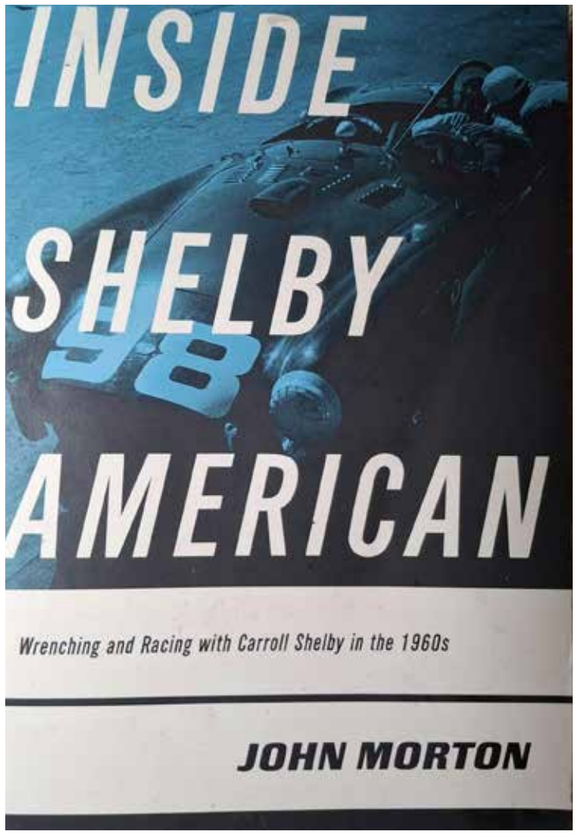


That may be a hint about this book, Inside Shelby American: Wrenching and Racing with Carroll Shelby in the 1960s by race car driver John Morton. Wilkinson and Morton are a couple, one of my favorite ones; Sylvia likes to say that they've been boyfriend and girlfriend for more than 50 years, "and we plan to get married just as soon as we think it's gonna last." Though Morton and Wilkinson swear that he wrote Inside Shelby American with no help from his journalist girlfriend, he dedicates the book to Wilkinson, saying "I hope this is my last one, and so does she."

> "I'm going to be your instructor," said a young, but tall man. "My name's Pete Brock."

Morton's family racing history is fascinating, and aside from driving Cobras for Shelby, John has driven everything from sprint cars to a top fuel dragster. That's all in here, but as the title suggests, you're probably coming to read his account of driving for Shelby, which begins on page 38, when he attends the Carroll Shelby Driving School at Riverside. It was there he met someone who would be responsible for several chapters. "I'm going to be your instructor," said a young but tall man. "My name's Pete Brock." Yes, that Peter Brock, who was—and thankfully still is—a team owner, designer and writer who is an absolute legend in the automotive world, and a big part of Shelby's racing success.

Morton went to work for Shelby, literally sweeping floors: Fast-forward a few years to the Twelve Hours of Sebring, where Morton had been picked to partner with Ken Miles in a persnickety Cobra powered by a 427-cubic-inch V-8, which wasn't as much fun as it sounds, having been wrecked two days earlier: He lost the brakes, then the clutch, and just before dark, the engine quit, and Morton coasted into the grass. "I opened the hood," he writes. "I saw engine parts on the outside that are supposed to be on the inside." A wonderful read, the softcover Inside Shelby American is also offered at Johnmortonracing.net for $27.99. And while you're there, I should mention that Wilkinson's invaluable and updated classic The Stainless Steel Carrot e-book is also available there for $9.99. It's about Morton's post-Shelby seasons with Peter Brock's fledgling Datsun team, and it drew rare praise from Mark Donohue: "Racing's a tough sport and the book shows that. If you read between the lines, however, you'll see racing's no different than real life. People make things happen, everyone has an important role, and destinies are worked for, not inherited." Morton, by the way, is also going into the Motorsports Hall of Fame of America in March. Can't wait to hear his speech.



2026 SCHEDULE

VINTAGE SPORTS CAR DRIVERS ASSOCIATION

BLACKHAWK CLASSIC

BLACKHAWK FARMS RACEWAY
SOUTH BELOIT, ILLINOIS
JUNE 19TH - 21ST, 2026

2

1

DRIVER'S SCHOOL

GingerMan

GINGERMAN RACEWAY
SOUTH HAVEN, MICHIGAN
MAY 14TH - MAY 17TH, 2026

VINTAGE GRAND PRIX AU GRATTAN

GRATTAN RACEWAY
BELDING, MICHIGAN
AUGUST 14TH - 16TH, 2026

3

4

Art on Wheels
ROAD AMERICA

ROAD AMERICA
PLYMOUTH, WISCONSIN
SEPTEMBER 18TH - 20TH, 2026

THUNDER IN THE OZARKS

OZARKS INTERNATIONAL RACEWAY
GRAVOIS MILLS, MISSOURI
OCTOBER 8TH - 11TH, 2026

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