

VSCDA

VINTAGE SPORTS CAR

ION



Candi Comer
VSCDA Driver
of the year

**The Annual
Banquet &
Meeting**

**GingerMan
Spring Brake
& Drivers
School**

Hagerty Corner

Lady
Racers

What do they think
of the guys?

**Shoot Out
in Austin**

April 2014

VSCDA The MAGAZINE

March 2014

Contents

Message from the President.....	Page 3
Lady Racers of the VSCDA.....	Page 4
Annual Meeting & Banquet.....	Page 10
Spring Brake & Drivers School.....	Page 18
Shoot Out in Austin.....	Page 20
Haggerty Corner.....	Page 24
Classifieds.....	Page 26
Etc.....	Page 27

A Message from our President Mike Korneli

The new year has brought a lot of new things to VSCDA. Let's start with the new format to the VSCDA's News Magazine that you are reading. Thanks to Chris Bonk's creativity and talent we have a wonderful new format to share what's happening. I know he is always looking for auto related stories. It doesn't have to be only racing related stories. If you have been to a concours, rally, auto museum or any kind of motor sport event why not share your experience. There is only one Peter Egan and none of us will measure up, so don't worry about it.

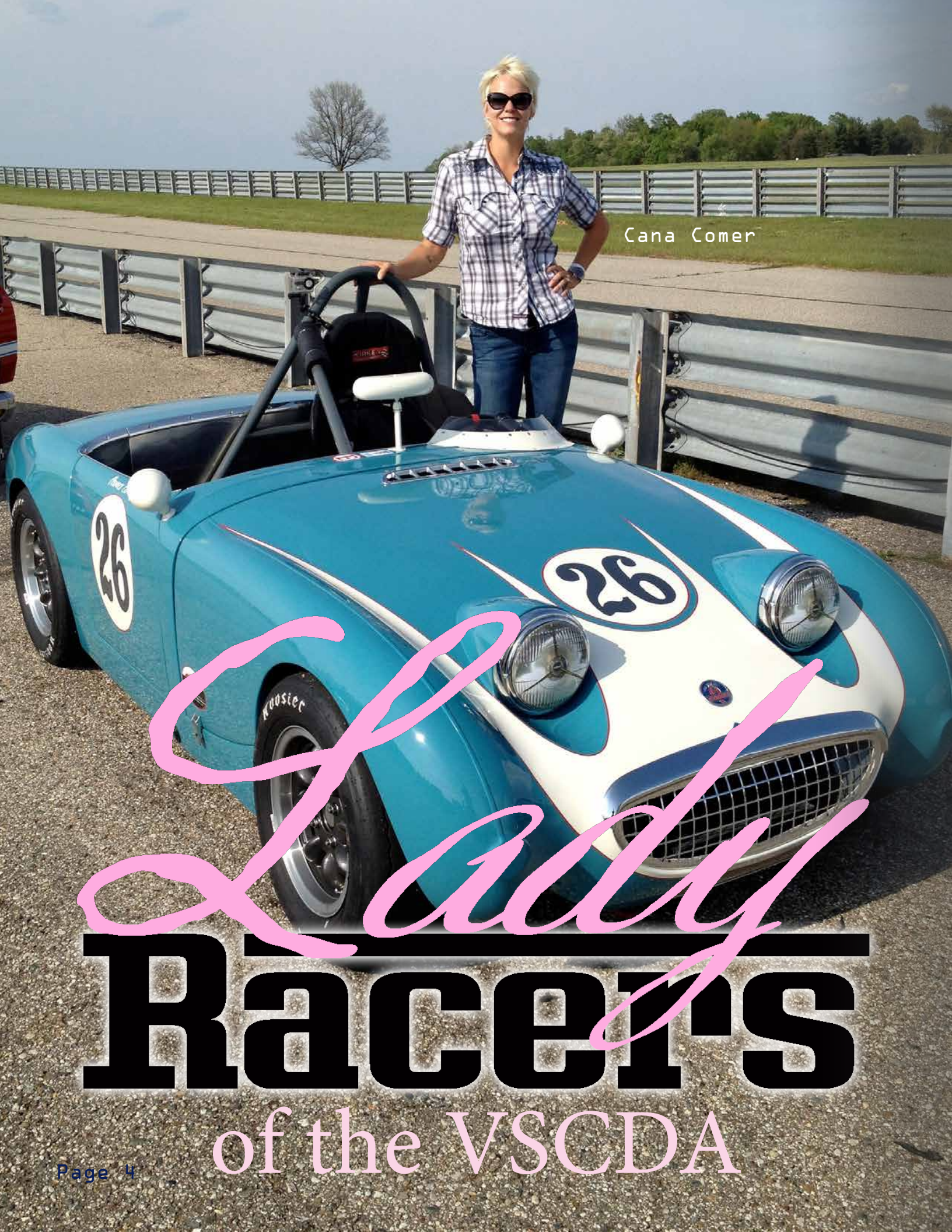
There is hardly better news than to have a new sponsor. That's exactly what we have. VSCDA has formed a new partnership with Hagerty Insurance. Hagerty is a premier provider of classic car insurance. They will be supporting each of our events. Hagerty will be doing an interview with one of our club members for their Hagerty E newsletter. VSCDA members will also have access to Hagerty Concierge. This service helps with parts sourcing, technical data and partner referrals.

More good News, we have a new race chair for our Blackhawk event, Ron Soave. Let's all work to get a big turnout for the event. I know Ron is working hard to make it the best event ever!

The face of vintage racing continues to change. The number of events continue to grow. The for-profit companies are working hard to capture the market. As a non-profit club we have a big challenge in front of us and it's only beginning. We have some advantages that the major for-profit companies don't. VSCDA provides more track-time for less money. That's pretty hard to argue with. Those are certainly things that are on the top of every racer's list. We have one distinctive advantage. Our VSCDA members are our customer base. We are also the for-profit customer base. It is our choice where and who we race with. As long as our members choose to run our events we will be successful. Everyone wants to race the "bucket list" tracks. When budget constraints force you to make event choices, I hope you will continue to support the club.

One final thing; Clubs always need volunteers. One of the jobs people feel uncomfortable doing is drivers committee. It is an area that we need some new blood in. It's not time consuming and if your planning on attending the race anyway it won't require a lot of effort. It is an important part of being able to run an event. Please consider volunteering. It is at the heart of belonging to a club.





Cana Comer

Lady Racers

of the VSCDA

The VSCDA is proud to have 5 active female racers at this time. Our current Driver of the Year is Cana Comer. Here are some of the ladies' responses to:

The VSCDA QUESTIONNAIRE.

Q. How did you get into racing?

Debbie Maier: After coming to watch Don Carone race for a couple of years, he encouraged me to try it. I was hooked not only by the racing but the people are amazing. I'm very lucky to have such a supportive boyfriend that encourages me so much and always says I will beat him some day...haha

Barb Nevorat: I started attending vintage race events with my husband who re-started racing in 1995. I loved every aspect of the track and knew someday I would give it a try.

Cana Comer: When you marry someone as involved with racing as I did, it'd be near impossible not to get involved as well.

Dawn Fisher: I first started when we were invited to

join an Audi school and it went full ahead from there.

Q. Did you follow racing in your childhood?

Debbie Maier: Not really.

Barb Nevorat: I only followed Indy Cars as a kid.

Cana Comer: I grew up in Elkhart Lake, and was fortunate to be able to spend a lot of time at Road America. I could hear the track from my childhood home. And we always went into town for the Chicago Historics race car parade.

Dawn Fisher: As a child I loved fast cars but did not follow racing.

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

Debbie Maier: Garrett Van Camp...and the drivers within VSCDA that have been my biggest supporters and coaches

Barb Nevorat: My favorite racer and hero is Alex Zanardi.

Cana Comer: Niki Lauda, Paul Newman, and of course Donna Mae Mimms.



Barb Nevorat leads Rod Beer at Grattan

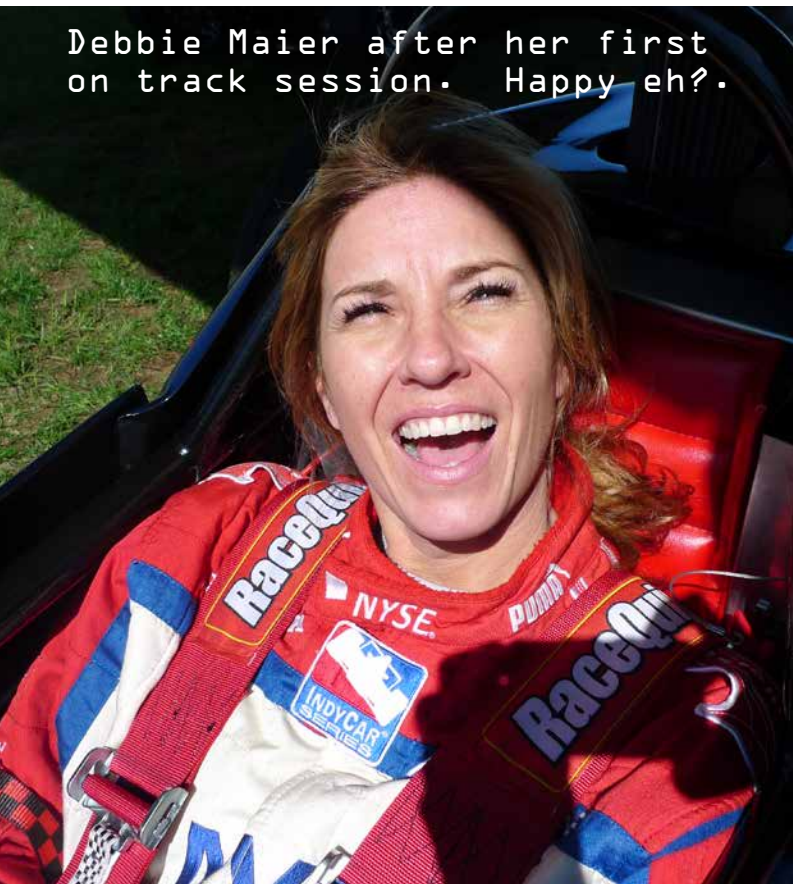
Lady Racers

Dawn Fisher: I spent some time with, Randy Pobst and Sterling Moss. Incredible drivers and great fun.

Q. As a female racer have you ever felt you were treated differently than a male racer? On track? Off track? (Be honest)

Debbie Maier: Only in the most positive way! I would even say that I get more coaching and feedback than others. Its wonderful that Don supports my

Debbie Maier after her first on track session. Happy eh?.



racing so much so, that I do not have to fix or tinker with the car before during or after races. I really like the racing part. I have been so honored and humbled by the support of the wives and girlfriends of the other racers (you know who are) whether I'm racing or just being a girl that's hosting a party they are true friends and heroes in their own right.

Barb Nevoral: For the most part I have felt as an equal. Most men have been fun, polite and helpful. HOWEVER, men do not like to be beat by women. There seems to be some extra special racing at some times so I can not get past them. I don't mind. It is all fun to me.

Cana Comer: When I was just starting and ran near the back of the pack, the other racers treated me like a girl. When I started to get more competitive, I was treated like one of the guys.

Dawn Fisher: As a female racer, yes I have been treated differently, however, after meeting me their attitude would change to the better.

Q. What is your favorite track?

Debbie Maier: They are all quite fun but I seem to do the best at Blackhawk and GingerMan.

Barb Nevoral: My favorite track is Blackhawk.

Cana Comer: Road America and GingerMan. Both for very different reasons. Road America because it's a great, historic track and even though it is my in my hometown I never thought I'd race there. GingerMan, because that's where it all started.

Dawn Fisher: I don't have just one. Road America, Blackhawk and Grattan, also depends on which car your driving.

Q. What is your favorite event?

Debbie Maier: Elkhart Lake. All the cars and people its amazing!!

Cana Comer: VSCDA ELVF. Seriously, is there a better event when you factor in weather, track time, location and the extras VSCDA provides?

Dawn Fisher: Ice driving in Germany was incredible and I learned a lot. This was a school for Audi.

Q. What tracks are on your bucket list?

Debbie Maier: I would like to race out west - Laguna Seca looks great

Barb Nevoral: Too many to mention and most unattainable: Monaco; Goodwood; Laguna Seca and VIR amongst so many others.....

Cana Comer: VIR.

Dawn Fisher: Nothing on my list, I've been on many tracks.

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

Debbie Maier: Probably the most memorable is my first time at Grattan. Eric Dean was the first person I saw after the race with a map of the track in his trailer. I went to him for some feedback because it was such a hard track (for me) it scared the heck out of me. I was trying to be tough when I walked into his trailer and started crying. He was very empathetic and then said "hey there's no crying in car racing" By that time Donnie got there and all was well.

Barb Nevoral: My latest fun dicing story was at Grattan in 2013 with a back and forth with Rod Beer. Two Alfas switching places so many times. Great fun. Also had a wonderful race with he and Mike Besic about 8 years ago at Blackhawk.

Cana Comer: I remember following Ron Soave around Road America and I was doing my best to get by him. I couldn't quite get it done, it's amazing how wide a driver can make a Sprite. He beat me by a nose, a near photo finish. That was fun.



Dawn Fisher: On the track at Road America had a bit of an incident with a male driver in Canada Corner, hit the tire wall, mad as heck, car started on fire, jumped out and ran up the bank, threw off my helmet laid down and started kicking, they thought I was on fire, they sent the ambulance. A camera man watched the entire incident and knew I was just ticked, he reported this girl is mad, she is worst than Danica Patrick.

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

Debbie Maier: We have 1964 Superformance Cobra Replica that in the summer is a blast!

Barb Nevoral: Favorite street car driven is a 275 Ferrari (lucky me, huh?). Race car--I love my Alfa, but the Super 7 is special.



Dawn Fisher in Mario Andretti's Lotus at Watkins Glen.



Dawn Fisher

Cana Comer: Street? The 1977 Ford Bronco I drove, while pregnant, from Arizona to Wisconsin on Route 66. Or maybe the 1965 GT350. It is supercharged and I'd be hard pressed to find a car that makes a better exhaust note than that car. Race Car? My 1959 AH Sprite "Kablooie" of course! He's been good to me.

Dawn Fisher: Audi R8, my greatest car ever wonderful on the track and off. Best Race Car ever driven? Audi S4 SpeedVision driven by Derek Bell. We now race the car in vintage and also do driving schools.

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

Debbie Maier: Might be fun to try a Formula Ford.

Barb Nevoral: I am dying to drive a Lotus 23.

Cana Comer: In my dreams I drive Colin's Mountain Dew T/A car. But that's only in my dreams. I'd settle for riding in the passenger seat, if there were a passenger seat.

Dawn Fisher: I would loved to drive the Audi R8 Diesel LMP1 LeMans car.

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

Debbie Maier: DO IT!! If you like skill and strategy and fun it couldn't be a better hobby.

Barb Nevoral: Advice--be true to yourself; respect your fellow racers; give yourself time; do not let your other half speak for you (this is your deal, not his) and be free. Enjoy the opportunity. I would recommend any woman who has any interest in racing to take a school. Do not be intimidated. If you find you like it, go for it. I for one would love to see more of you out there :)

Cana Comer: Just go at your own pace and don't worry about measuring up to anyone. Race your race, have fun. Oh and don't take any shit.

Dawn Fisher: Make sure you do a good racing school, have fun, know your tracks, stick to your driv-

Lady
Racers

The VSCDA Annual Meeting & Banquet

By George Hovsepien

On February 1, 2014 eighty plus members braved yet another Midwest winter storm to attend our Annual Dinner and Meeting at the Oak Brook Double Tree Hotel. Those coming from the south had it the worst traversing icy roads then snow. Most from the East, West and North managed to arrive as the storm was clearing and did not have so bad a journey. During the meeting many accolades given to Retiring President Marv Primack for leading us back to stable financial status from very shaky ground in three short years. Treasurer John-Houlton stressed that VSDCA will continue "tightening the belt", as

market conditions with competitive organizations will provide a very challenging 2014. Many thanks were also given to the event chairs, Jeff Janus, Ted & Betsy Soderger, Chris McGrath, and Mike & Deb Korneli for their hard work in putting on great events and containing costs.

Each of our award recipients were present and surprised. Cana Comer took home the "Driver of the Year award". Cana, over the past three or four years, has become quite capable of peddling her blue Austin Healy Bug Eye around the track safely and a bit quicker than most of our group 2 drivers.

Mary Savage, who for years has been a member working grid at Gingerman, Grattan, and also helped with registration for other races, seemed not only surprised but honored and thrilled to be recognized with the "Distinguished Service Award". Mary is one of us, loves to hang with us.... And we hope she continues to do so for a long time.

"The Vintage Spirit Award" was earned by Donald Dickey. He would be the first one to provide a fellow racer parts to keep them on the track. And, while competitive in his MG he would be the last to make a risky move on the track..



VSCDA Board of Directors

"The Schneider's Run Award" for Outstanding Attitude and Perseverance No Matter What the Odds was unfortunately given to Rob Ritt. You see Rob's Lola Super V was in pretty sad shape. He spent years restoring it, replacing rivets in the body reworking the mechanicals and making it look great once again. Instead of concentrating on his own project Robb continued to attend our events. Well, attending is not quite accurate. Rob and his side business, Epicenter Motorsports, sponsored beer at several events. He volunteered to help staff a number of events. And any time help was needed in the paddock, especially by Bob Maurer or I, Rob was right there. Finally finishing the Lola Rob brought it out for the 2014 Au Grattan and immediately put a rod through the side of the block!

After the meeting a great buffet dinner was served, and lots of bench racing between trips back for more food.

JOHN BOLANDER DRIVER OF THE YEAR AWARD

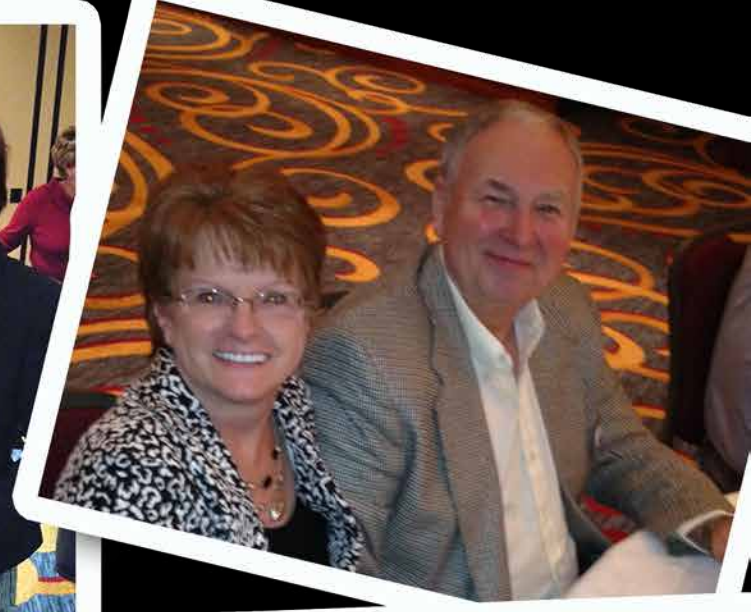
by Doug Bruce

The John Bowlander Award for Outstanding Driver of the Year is VSCDA's oldest award. John was an excellent driver and our Chief Driving Instructor during the 1980s. He raced a "scruffy" Porsche 911 that was very fast. John died of cancer in 1992 while still in his 30s

It is my honor to present a little history about the award-It is VSCDA's oldest award. John was a very early member to VSCDA who not only was our Chief Driving Instructor he also raced one of those over engineered German Porsche 911's. I am told he was a pretty sharp racer but unfortunately he died of cancer as a young man back in 1992. I am pretty sure if he were here, he would agree about this year's award recipient. This award represents the best in what a vintage race driver should portray-safe-humble-giving and a role model. Some of the previous winners are a great group of drivers, including: Garrett Van Camp, Josh Boller, Norwell Korey and Jeff Johnk who wrote after receiving the award in 2012, "I realize that the cars are the stars, but for me it is the warmth and friendship of the members". Perhaps that describes this year's winner on and off the track to a tee. Our winner this year does not know a stranger in the paddock, happens along the way. Road is a friend to all and like many previous winners, has always wanted to be a race car driver. This winner has even raced at a drag race in a car that I am sure had 10x the horsepower of the vintage car. Our award winner once wrote in a blog: racing is ballet on wheels with the miles in between being the crescendo into the final scene, the curtain falling as you cross the finish line. Road racing is refined. Our winner learned to drive at the Bondurant School and then our own Spring Brake.



Mary Savage receives
the Art Bly
Distinguished
Service Award



Kathy Newton and
Laura Hire (right)



Cana Comer Receives
The Driver of the
Year Award



Donald Dickey(right)
Receives
The Vintage Spirit Award



Rob Ritt (right) Receives
The Schneider's Run Award

The winner has always been a safe, close racer, who is humble and who has become crazy fast in a short time while racing in HER very beautiful Blue Bugeye Sprite. Making it a family affair with her husband Colin who races his Camaro or Mustang and now her new daughter, Remi who makes track appearances and with her mother, lowers the average age at the track by decades, I ask you to congratulate with me, Our 2014 John Bolander Driver of the year- Cana Comer!

Art Bly Distinguished Service Award

by Bob Shedd

The Art Bly Distinguished Service Award is the second oldest VSCDA award and recognizes outstanding service to the club. It is named for Art Bly, who was a "charter member" of the club and a dedicated VSCDA volunteer.

Art was a contemporary of Hal Ulrich, with his race driving going back to the 1930s. Art retired from professional driving in the 1950s, becoming a car owner and VSCDA volunteer.

On Feb 1 the VSCDA held its annual meeting (and dinner) to inform the general membership of the state of the club. As part of the meeting we also take time to recognize some of the accomplishments and service to our club by giving some awards. One such award is the "Art Bly Distinguished Service Award" which recognizes

outstanding service to VSCDA. The Art Bly Award is named for Art Bly who was a charter member of VSCDA. Art's racing career dated back into the 1930s and when he retired from professional driving in the 1950s he became a car owner and a dedicated VSCDA volunteer.

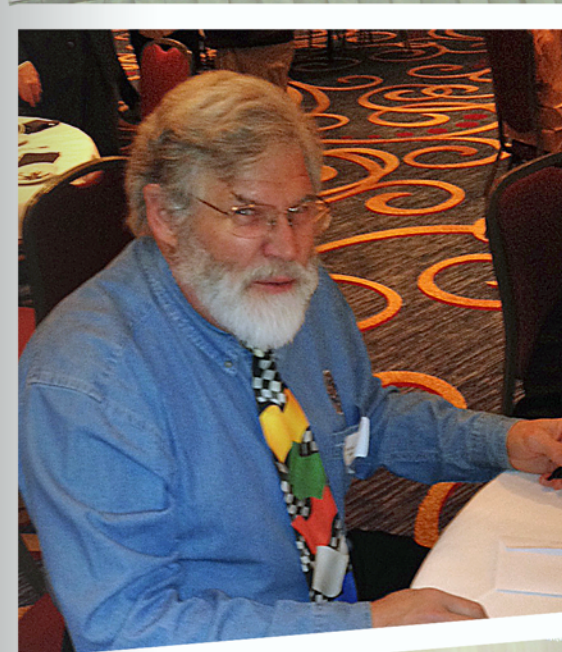
The 2013 Art Bly Distinguished Service Award was given to someone whose smiling face we have all seen; She's helped at various events for the past 12 to 15 years; helping with registration , to selling regalia, to her most familiar spot at the head of grid, checking arm restraints or checking for drivers bands. She is often seen on track splitting the cars prior to the pace lap. Event chairs know if we need someone for a bit to help she will be there. I had the honor of presenting the 2013 Art Bly Distinguished Service Award to my friend Mary Savage. Thanks for the help Mary, see ya at Gingerman on the grid.

Joe Marchetti Vintage Spirit Award

by Scott Fohrman

The Joe Marchetti Vintage Spirit Award celebrates the spirit of vintage racing with safe and friendly wheel-to-wheel competition. It is named for Joe Marchetti, a long time member of VSCDA. Joe founded the Chicago Historics which is now called Hawk with Brian Redman and is one of the biggest vintage races in the U.S.

It is hard to believe that this guy qualifies! Our award winner is an exceptional guy, who couldn't be more different than me. He lives in a small town, while I live in a big city. He and I rarely discuss politics because—well, you know. He has always been a giving person, which is good because I have been a needy guy. Whenever my car is broken, after giving me the sidelong look that says, "What is wrong with you", he is the first to lend a hand to get me back on track. In fact, my car currently sports his carbs—for which I have yet to pay him! Coming from a background of drag racing big American hardware, he's a helluva mechanic and knows everyone who works on racing MG's. He has gone on to develop ideas of his own of what might work and his consistent finishes at the front say he may be on to something. His cars are beautifully prepared, and I think might actually be legal! I've watch this guy for over a decade develop as a driver. He was always fast but early on lacked the patience to get results that reflected his talent. One of my favorite visual comes from out qualifying him by two rows at ELVF. Knowing he would be quickly coming up through the field to get me, I would look back to check his progress. At turn one I could see his nose in the center of traffic running three wide. At three, I could see he had a run on the guys in front of him. By the middle of the long straight, he was only two cars back. And as we went into the braking zone for turn five, I looked back to see





and directions of our club and for this he seeks no credit or recognition. Guys like to show their affection through affliction. For all the grief I have given him over the years, in truth he is one of my all time favorite people, a fabulous competitor, funny as hell and generous beyond belief. He represents all that is great about vintage racing and I am proud to announce Don Dickey as the winner of the "VSCDA Vintage Spirit Award"

A Word From Past President Marv Primack

the parts of his cold oil engine forming a beautiful fine mist as it blew into many, many pieces. Framed against the late afternoon sky, it is an enduring image. Now the truth be told, if he had waited just one lap, I wouldn't have even been able to see him by the end of the race. And this is proven by the results he gets today, running up front with cars much more powerful than his. He has become an excellent and consistent driver with whom I trust and enjoy going door to door. But being a fine mechanic, and excellent driver and a giving person still do not explain why he should be The VSCDA Vintage Spirit Award winner. He is also an enthusiast of the highest order. By that I mean he is big fun to party with! Possessing a wicked sharp sense of humor, he pays attention to his friends—perhaps only to know how to "push their buttons"! While running a sizable business, he still finds time to make many races. His thoughts and comments have greatly influenced the fun

For the past three years, if you called the VSCDA office or if you passed through Registration at any of our events, you met or talked to Laura Hire. She has been the face (smiling) and voice (friendly) of VSCDA to our members. Possibly you may have wondered who she is and how she came to be our "office". Laura grew up with cars. Her dad raced sport-modifieds on circle tracks in Northern Michigan and restored T-series MG's and MGA's as a hobby. Laura learned auto mechanics from him and, in 1971, got a job at a local British car dealership as a warrantee clerk. She also became interested in the racing part and, once, when her father was out of town, she entered his Mercedes 300D in

an ice race and won it. Her father found out when he saw it on the evening news. Yes, she gave him the trophy and all was forgiven. There were very few sports car races in the area at the time so she became involved in Rallying, both as crew and as race worker. She worked numerous Rallies throughout the 1980's and was employed by the Cannonball Enterprises to do course layout and timing & scoring for the One Lap of America. Not content with the background work, Laura co-drove numerous Pro Rallies including the Press on Regardless, Snowdrift, Continental Divide, and Tulip among others. For part of that time, she co-drove one of the two Fieros ever prepared for Pro-Rally. Later, she did T&S and crewed for a number of teams in the IMSA and Firehawk series. Her credentials cover almost every aspect of our sport. She has held SCCA licenses for Club Racing, Pro Rally, Timing and Scoring, Course Marshal, Registrar, and Flagging and Communications; even co-drove the wrecker at Michigan International Speedway. So next time you see Laura as you pass through Registration, give her a "thumbs up". She doesn't just work for us. She is one of us.



LET THE VSCDA PUT YOU IN THE DRIVER'S SEAT

WANT TO KNOW ABOUT APEXS AND STUFF?
ATTEND VSCDA'S RENOWNED DRIVER'S SCHOOL
SPONSORED BY PEGASUS AUTO RACING SUPPLY

VISIT US AT WWW.VSCDA.ORG and

[facebook](#)



GingerMan Spring Brake Driver's School & Races

Sponsored by



Best Value in Safety Since 1975!

May 1-4, 2014
GingerMan Raceway
South Haven, MI

Sponsored by



Auto Racing Supplies
1-800-688-6946

DDD Series Race

Trans Am B-Sedan Series Race, Spridget Series Race



HAGERTY
VINTAGE MOTORSPORTS INSURANCE

Wounded Warrior
Jeff Porasik-Wells Fargo
Advisors Endurance Series



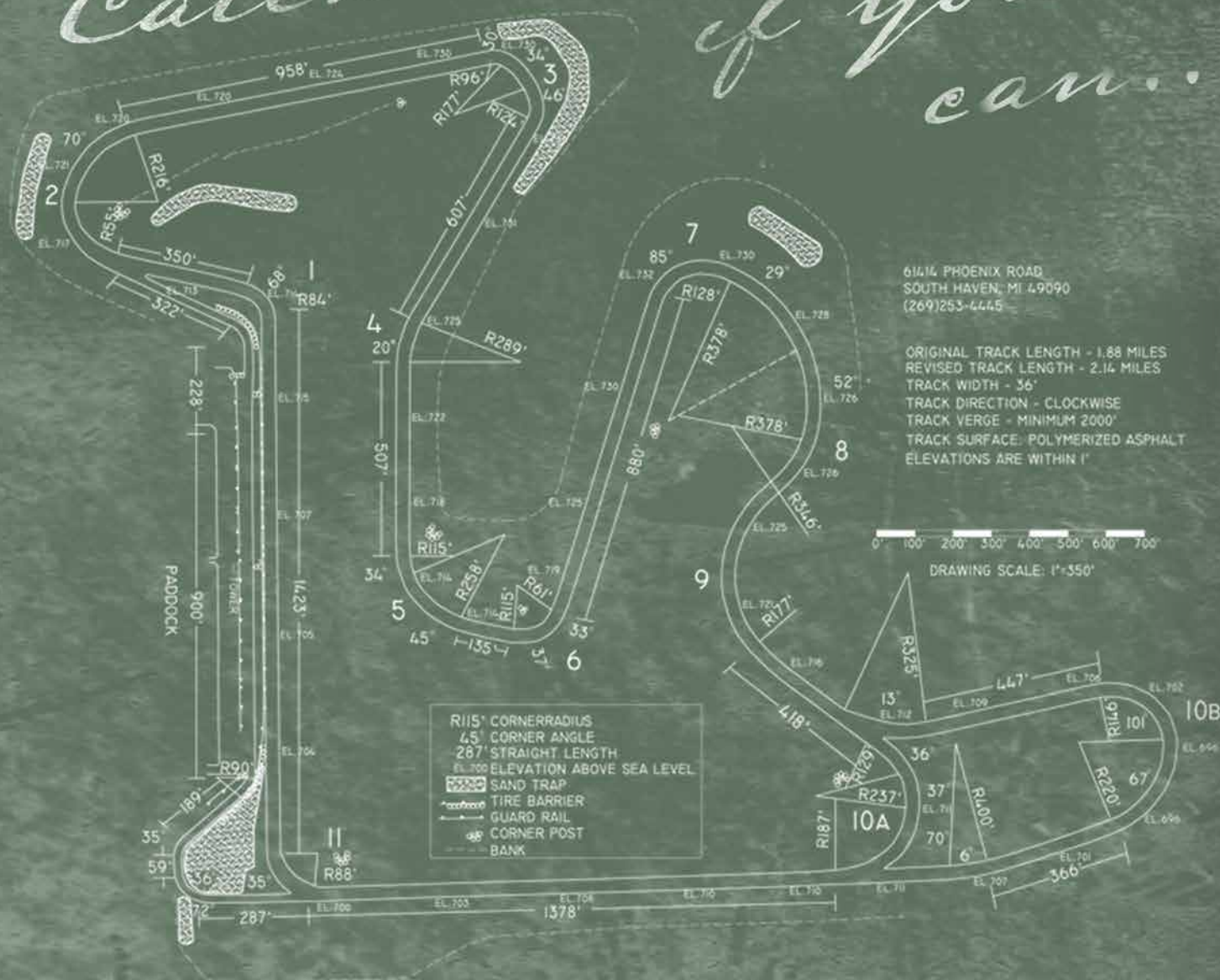
jeff.porasik@wellsfargo.com



GingerMan

Spring Brake & Driver's School

Catch me... if you can...



GingerMan Spring Brake

By Jeff Janus

The VSCDA kicks off its 2014 race season May 1-4 with its annual Driver's School and Race Weekend at GingerMan Raceway, a fun and challenging track just outside South Haven, Michigan.

The weekend starts on Thursday afternoon, May 1, with the required classroom session of VSCDA's highly-regarded Driver's School. The school moves to the track on Friday, May 2, for an all-day session with experienced racers/instructors working individually with students on their driving skills. When the Friday activities are complete, there will be a dinner and Awards Ceremony. For more information on the Driver's School see the VSCDA web site...

The race weekend takes place on Saturday and Sunday, May 3 and 4, with racers taking the flag with school graduates. Practice and qualifying races are scheduled for Saturday, with feature races on Sunday. It will be the first Feature Race of season for the Vintage Formula Vees..as well as the start of the Sprite-Midget race Series...

Food both evenings will be provided by Q - It - Up Catering...

What a great way to kick off the 2014 race season! For more information on the overall weekend, contact Laura at vsda@vsda.org

VSCDA Driver's School

By George Hovsepan

In the short time I have been managing the school it has become apparent that our prospective students are showing interest earlier each year. This year is no exception and I love it. We have been contacted by at least 10 perspective students who are interested in gaining driving privileges. A few of our drivers who would like to become instructors have also spoken up. After being graced with 65 inches (in Chicago) of the white stuff I guess it should not surprise me.

We are also crazy busy at Quarter Master. The Rolex 24 is behind us, the Daytona 500 and 12 Hours of Sebring are just around the corner. Cup teams are practicing for the 500 and the United Sports Car teams are testing changes at Sebring.

Last year's curriculum changes were well re-

ceived by staff and students alike. Having moved the safety instruction to an on line format helped immensely. It allowed us to get through the class room on time and provide more race craft. This year there may be small changes or adjustments, but nothing major.

The scheduling changes were well received by the students and a bit hard on most of the staff. Bob Maurer ran a class for the instructors on "how to teach". Because it was in a second location, some of us had to be in two places at once. That never works! Thanks to Bob, his end went well and thanks to John Houlton the class went well. We have such a great instructors we don't want to risk stressing them out with another aggressive schedule. We did make lots of changes to what we teach in the class room. This year we are inviting all instructors to attend the class room. It will be only as observers in an effort to get us all on the same page.

There is one area which could use some help. Invariably, a few students show up without a crew member. With a very busy schedule on Friday it is quite difficult to deal with car prep in addition to everything else. If you have a son, daughter or extra crew member who could be available to help a new driver on Friday it would be greatly appreciated. Minimal mechanical knowledge is all that is necessary to keep a car gassed up, check his fluids and provide the driver with a bottle of water when he comes back in from a track session. Please contact me at lotusgeorge@comcast.net to let me know.

Two of our sponsors from last year are back. Pegasus Auto Racing Supplies and Quarter Master Industries have both increased their involvement. Victory Lane will also be back with door prizes and copies of their publication. Our new sponsor this year is Racequip. Guys and gals I cannot emphasize this strongly enough. Do business with our sponsors when you can (for all of our events). When you do, let them know VSCDA appreciates their sponsorship. Otherwise they do not get a sense of the expenditure doing them any good....and they go away. Tracks are getting more and more expensive to rent and we need all the help we can get to keep our costs down.

I look forward to seeing all of you in May and some of you sooner.



Shoot Out in Austin

VSCDA member Rex Barrett recounts his impromptu trip to the Circuit of the Americas in Austin to crew for friend and fellow club member Marv Primack in a support race for the United States Grand Prix.

I was just minding my own business when the phone rang. On the other end was my friend Marv Primack with whom I've been racing vintage cars for about a decade. He asked what I was doing "next week"? Without considering that maybe he was going to ask for a hand with moving furniture, I said that my November calendar was clear. What came next was out of the blue. He said that he had just been asked to bring one of his vintage racing cars, a 1966 Brabham BT18, Formula B racing car to the November 17 Formula 1 race at the Circuit Of The Americas track in Austin, TX. He wanted to know if I'd like to accompany him with his Suburban/trailer rig and help with the driving. Come on, a once-in-a-lifetime opportunity to be part of an F1 race from the pits?!! Count me in.

It turns out that the F1 weekend included two support races. One support race is the Ferrari Challenge, racing 31 identical Ferrari 458's with different paint schemes. The other was supposed to be vintage Formula 1 cars that race at events as a group. That vintage F1 group was a club owned in the USA. Apparently, it was sold very recently to a club in England and was no longer available for the COTA F1 race. It was decided in the final two weeks before the F1 race that they would try their best to supply a promised (to the fans) vintage race and as luck would have it, Marv had a car in that class. He had been initially promised two tickets to the race as well as all necessary ID's for the two of us. A day later he called and said that he would be able to get another pass as well as two vehicles in to this prestigious and very expensive event. I suggested (my) brother Scott to fill the third spot since he lives in Texas and vintage races, too. I called Scott and found him in his motor home in Georgia having just finished a weekend of racing at Road Atlanta. He had no plans for November, so he was now the third member of our team. Lodging expenses for an event of that size proved to be unbelievably expensive with rooms at LaQuinta going up from \$92 on Wednesday to nearly \$400 a night on the following days. So I called Scott again as he was heading back to Texas and he agreed to bring his motor home to the track for our lodging. Information from the track was sketchy and frankly, it

was a leap of faith to start the 1200 mile trip down last Tuesday before dawn without better guarantees that it would all come off as promised.

We made it to the track by Wednesday afternoon and parked the rig in the infield paddock next to other competitors who finally numbered 21 entrants by the next morning. Credentials, parking passes and event tickets finally showed up on Thursday and things looked like they were actually going to happen. Scott showed up Thursday as planned with his spectacular RV and was given instructions to park it in a lot about 1/2 mile away from our pits at the far end of the track and about 200 yards from the spectator RV's parked along the track straightaway who had each paid \$8000(!) for that privilege. We enjoyed our free lot and really appreciated Scott's generosity and hospitality. Its proximity to the track and pits made our stay very relaxing. The only way to go to the races! Marv went out for his practice session on Friday and completed a long half hour on the track. Scott and I watched from the pits. He had a blast and his car ran perfectly, leaving us with nothing to fix.

Saturday was another successful day with Marv improving his lap times and again beaming when he got out of his car in the pits. For Scott and I, things





were different though. We hitched rides on golf carts and were permitted to tend to our driver on the starting line, which basically meant holding a cooling sun umbrella so he wouldn't overheat. During the race, we kept ourselves busy by looking into the F1 pits fifty feet away, and watching the big screen broadcast of the race. It was really cool to see them handle it just like a big time TV race with close-ups, replays, and all of the professional play by play action. This was all delivered by some very enthusiastic and knowledgeable broadcasters. The first three place finishers were whisked away to the same champions podium reserved for the F1 winners. Where they were surrounded by sexy ladies, presented with trophies and sprayed with champagne! The winner was a 17 year old in a 1978 Ralt Formula Atlantic racer in his



first race ever in something other than a go-kart. His name was Di Silva, a definite name to remember in future races. Scott got to watch as he had hitched a ride with a winning team. I only heard about it as my ride was on the cart of an also-ran. Marv's car was the second oldest in the race and was not expected to compete for the lead. He qualified 15th and finished 16th in the Saturday race. Back in the pits, every car was being checked and fiddled with, that is, except ours. Our "don't fix it unless it's broke" policy was in full effect and had us sitting just together on our "porch" which was

our trailer's ramp. Our neighbors dubbed us "The Three Stooges" as we sat there munching on treats and watching the flurry of activity with the other cars.

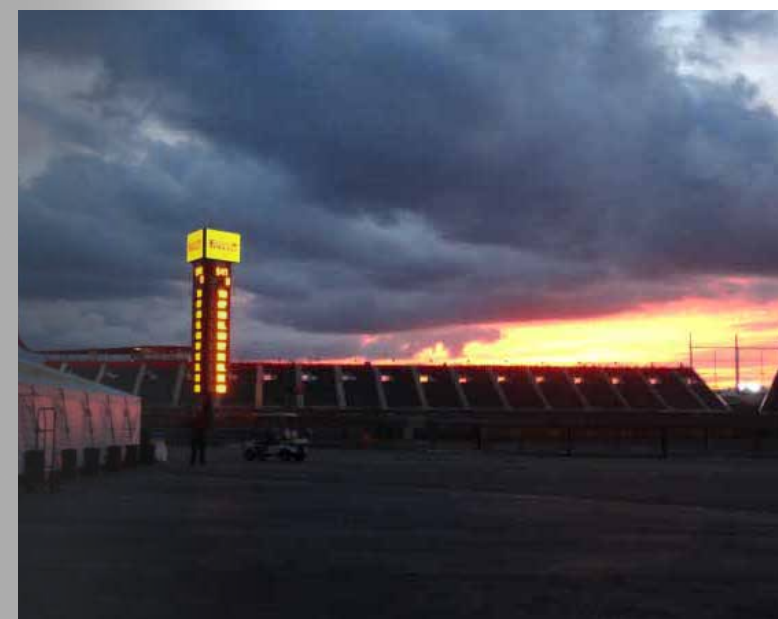
Sunday, we were the first ones on the track with our race at 9:30 AM. The stands were starting to fill and we again hitched rides down to the restricted area of pit lane. For this final race, Mario Andretti came around to greet and talk to each driver - by name! It was a neat touch, which we didn't see as the golf cart ride down took a long time. Marv said it was cool... The race went off on schedule and we enjoyed it once again from our pitside perch with big screen coverage of the action. The 8 lap race had some good action with several lead changes and a couple of spins. The final outcome wasn't determined for sure until the last lap. Marv finished 16th and we met him back in the pits. He wore a giant smile and was wet with sweat as the day had been warming on its way to an eventual 90 degrees. Everyone was in a jovial and satisfied mood after having our part of the event going off as promised without a hitch. I congratulated the champagne soaked winner when he finally made it back from the podium. Di Silva finished third after an early spin but set fastest lap by about 4 seconds.

The 8 lap Ferrari Challenge race was next. By the end of the first lap, it had been yellow-flagged because of some collisions. The yellow remained to



clean the mess until lap 7 so it wasn't much of a race. Quite a few Ferraris were delivered back to the pits on flatbeds but didn't look too badly mangled.

The F1 race was scheduled to start at 1 P.M. and went off right on time. We sat in our free (\$260) seats in the grandstands on turn 5. The crowd had swollen to over 100,000 by then and it had gotten really hot. We had been watching these cars during practice and qualifying runs for two days and were still amazed at their high pitched sound (that required earplugs) and their incredible road hugging cornering at unimaginable speeds. World Champion, Vettel already had a lead as he passed us through the esses on lap one. Down the back straight of the first lap was the only crash and two lap yellow flag delay of the race. The rest of the race was a parade of very



fast cars making an incredible amount of noise in front of a massive international audience. Unfortunately, there wasn't really much racing or passing going on. By halftime of the 56 lap race, we left the stands fried from the hot Texas sun and went back to the pits, loaded up the car into the trailer, bid Scott adieu and drove out just as the leader took the checkered flag.

We got on the road ahead of the crowds and made it to Texarkana, TX that night before we stopped for the night. On Monday, we completed the trip home and I was in bed by midnight.



A real treat was a visit with nephew Dan (Scott's son) and his kids, Genvieve, Roman and Sabine for pizza dinner in South Austin, Friday night. Genevieve greeted us with a "Welcome to Austin" presentation she had prepared on her computer. It was really impressive!

As I'm sure you can see, I had a great time. I'm glad I was around to answer the phone. I wonder what my next adventure will be?

P.S. we sneaked into the pits on Thursday and saw Jenson Button, Nico Rosberg and Lewis Hamilton being interviewed, close up.

A New Feature from our Sponsor HAGERTY VINTAGE MOTORSPORT INSURANCE

Design Analysis: First Generation Ford Mustang by Yoav Gilad

Regardless of whether you measure success in terms of sales, accolades, fans, buzz or the competition's response, the first Mustang was an undeniable success. It was the perfect car at the perfect moment for an American generation itching to hit the road and discover freedom. Now, it may seem like a cliché echoed in thousands of auto ads since, but at the time there were no cars that were marketed and linked so specifically to youth than Ford's Mustang.

The design brief for the Mustang was simple, requiring that five objectives be met:

- Seat four and have bucket seats
- Include a floor-mounted shifter
- Weigh no more than 2,500 pounds
- Sell for less than \$2,500, base price
- Have multiple power, comfort and luxury options

While the initial concept was a mid-engine two-seater, management wanted the production

Mustang to be a four-seater because the original Thunderbird (a two-seater) was seen as a sales failure. Whether Ford considered building a mid-engine four-seater is another question, but based on the target base price, it seems this was never a real option because the Mustang depended so heavily on stable-mates for its floor pan, architecture and hardware to minimize cost.

That the Mustang is an American invention cannot be argued; however, much like the Corvette, its styling was heavily based on European cars. According to the Mustang's project design chief, Joe Oros, "I wanted a Ferrari-like front end, the motif centered on the front — something heavy-looking like a Maseratti [sic], but, please, not a trident — and I wanted air intakes on the side to cool the rear brakes. I said it should be as sporty as possible and look like it was related to European design."

And if considered honestly, there is a fair amount of Maserati 3500GT in the Mustang's front fascia, yet the Mustang cost roughly a quarter of what the Maserati cost. You could also bring three friends along for the ride. And if you only took one, it had a rear bench seat, in case.

The Mustang's proportions are pleasing but not

revolutionary in any way. It has a well-documented long hood/short deck commonplace to performance cars of any era that are front-engine, rear-wheel drive. The real genius of the Mustang is that despite the fact that the door is centered almost perfectly on the wheelbase (thereby allowing space for a rear seat and some ease of ingress/egress) the car still manages to look like it's all engine and front end.

This is accomplished by providing a visual line-break in the form of the rear fender's C-scoop. It stops the eye and divides the car into thirds: two-thirds for the front, one-third for the rear. Additionally, the C-pillar's angle mimics the C-scoop's and helps to reinforce this visual break.

The Mustang's surfacing is clean, simple and elegant, occasionally making use of recesses in order

to emphasize details (headlights, grille details, taillights) and give a more upscale, designed appearance. Details, with the exception of the C-scoop, are limited to the front of the car in order to give it more emphasis and visual weight. This also reinforces Ford's assertions that the Mustang was a performance car.

Ford's clarity of message and design with this product was of such a high level that it is still astounding. The Mustang was a car designed to maximize your enjoyment of life and it didn't matter if you couldn't afford a top-shelf V-8 or not, all trims of this car were quick, sporty and let you enjoy freedom with your friends. The democracy of the Mustang is what makes it so intrinsically American. <http://www.hagerty.com/articles-videos/~media/Images/Articles/2013/October/MustangTuesday4.ashx>



Classifieds:

I know I'll regret this, but I'm reluctantly putting up my 1969 S4 SE FHC for sale. My goal was to make a car that felt like a FF for the street, race reliably in vintage events and satisfy my sculptural education in pure aesthetic joy. Dave Bean told me he thought an Élan with 26R flares rivaled the voluptuousness of a 427 Cobra and after having done the bodywork I have to agree.

Purists may balk, but I've gone to great lengths to lighten and simplify the car in ways I imagine Chapman would approve, while maintaining the aesthetics of the 60' s. Some concessions will not be for everyone, such as the lack of heater or having to manually raise or stow the headlights from under the hood. Beyond that it still maintains functional turn signals, wipers, emergency flashers and interior lights. I love survivors and although the car received a professional paint job within this past year the interior remains mostly stock and certainly shows the patina of age I think most will appreciate.



1960 Lotus 18 Formula Junior.
Chassis number 716 with log books
1100cc PHP Engine with dyno time only
Hewland Mk. 9 gearbox just completely gone through (Renault box comes with car)
This car is ready to race with new safety harness, new fire system, and fuel cell foam, and new battery
\$48,000 Call Marv Primack at 847-323-3937 or
E-mail docprimack@sbcglobal.net



The TC has been left stock with longevity in mind. Semi-close ratio box, 3.55 rear end. New water pump, oil cooler and ac-cusump. Hawker dry cell battery, ATL 10 gal. fuel cell, elec. fuel pump, 7 lb. halon remote fire system, transponder, VSCDA log book. Custom roll bar that ties in/ triangulates the rear shock towers, 5pt. harness, oil press. light, front adjustable A-arms, Spax adjustable shocks, 180lb. springs front, 120lb. rear, narrow adjustable rear spring perch kit . Brand new knock on 6x13" aluminum minilites shod with A70 Hoosiers. Car weighs approximately 1430 lbs.

<<http://www.youtube.com/watch?v=rgdNTqWG6EI>> <http://www.youtube.com/watch?v=rgdNTqWG6EI>

\$32,000. Mike Pixley 517 490-9423 pixleym@msu.edu

Ported D-production big value TC weber head, high lift cams, +.40 pistons also available.

Classifieds:



GoPro Hero 3+
P.O.V. Cases, Poles
& Accessories

Lowest Prices Guaranteed!
(Must Mention VSCDA Discount Pricing)

HERO3+ Black Edition



HERO3+ Silver Edition



HERO 3+ ACCESSORIES 15% to 30% OFF



Rechargeable Battery
Rechargeable Li-ion battery for GoPro cameras. Compatibility: HERO3+, HERO3
\$19.99



Dual Battery Charger
Charges two GoPro Li-ion camera batteries at once. Compatibility: HERO3+, HERO3
\$29.99



Wall Charger
Quickly charge two GoPro cameras. Compatibility: All Cameras
\$39.99



Suction Cup
Attach your GoPro to cars, boats, motorcycles and more. Powers at speeds of 150+ mph. Compatibility: All Cameras
\$39.99



Tripped Mounts
Mount your GoPro to any standard tripod. Compatibility: All Cameras
\$9.99



P.O.V. POLES
16", 23" 28" & 36"
Call for price



LCD Touch BacPac™
Limited Edition
Removable LCD touchscreen for your GoPro camera. Compatibility: HERO3+, HERO3, Limited
\$79.99



Battery BacPac™
Limited Edition
Recharge to your GoPro camera to extend battery life. Compatibility: HERO3+, HERO3, HERO3+, HERO3, NO HERO3
\$49.99



Head Strap + QuickClip
Wear your GoPro on your head or attach it to a backwards baseball cap. Compatibility: All Cameras
\$19.99



P.O.V. CASES



P.O.V. CASES



P.O.V. CASES



see more product lines at
www.4qte.com or www.alfistimotorsports.com

Quality Truck & Equipment Co. & Alfisti Motor Sports
1201 E. Bell St
Bloomington, IL 61701 Toll Free 1-800-678-2459
trstahy@gmail.com or cell 309-531-0665

Etc:

The Pace Car lets him set the pace. He can pass into the Kink at Road America. His butter feels like a racing glove.

He is.....the Vintage Racer.

"I rarely race anymore, but when I do its with the VSCDA."

"Race safely my friends."

The Vintage Racer will be a regular feature. Please feel free to submit your Vintage Racer suggestions for future issues. Send to chris@chrisbonk.com



VSCDA

VINTAGE SHORTS CAR DRIVERS ASSOCIATION



Blackhawk

CLASSICXXII

JUNE 13-15, 2014
BLACKHAWK FARMS RACEWAY
SOUTH BELOIT IL

FORMULA VEE SERIES
TRANS AM B-SEDAN SERIES
SPRITE - MIDGET SERIES
FATHER'S DAY SCRAMBLE
JEFF PORASIK/WELLS FARGO
ADVISORS ENDURANCE SERIES



HAGERTY
VINTAGE MOTORSPORTS INSURANCE

WELLS FARGO ADVISORS

jeff.porasik@wellsfargoadvisors.com

VISIT US AT WWW.VSCDA.ORG and

facebook