

ailers

The

VINTAGE TM

Spirit

VSCDA
VINTAGE SPORTS CAR DRIVERS ASSOCIATION



Photo:
Matthew Primack

Finally!

The VSCDA Survey!

From Photog to Racer:

The Story

The VSCDA

Questionnaire

TABS Wrap Up

Hagerty Corner

Sponsor Spotlight

Holiday 2017





Holiday 2017
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Editor
Chris Bonk

Editor's Note: Some of you may have noticed that The Vintage Spirit has not been as regular in release as previously and for that I apologize. Due to ongoing business obligations this publication's release may be sporadic. If anyone in the membership is interested in taking over the editorial role of the magazine temporarily it would be a great help to the club. Thanks for your continued readership.

A Message from President Barb Nevoral

First Gear:

Many thanks to all of our members and the countless volunteers that made the 2017 season a great success. We are listening to you and have successfully added Blackhawk II in October and changed the date and venue of our board meeting and our annual Family Reunion(Banquet). We will keep these on our 2018 schedule so mark the dates and start getting ready for another great season in 2018. Your Board and I are continually working very hard to update, improve, and make your club the absolute best vintage racing family in the USA. It is only with you and everyone's help that we are as good as we are. So again many thanks to all of those behind the wheel, in the paddock, in the office, and in the tower, making us the best we can be.

Second Gear:

As you know, we have a new office manager, Stacey Donato. She has brought so many great things to the office and operations of VSCDA. We can't thank her enough for all that she does. Jeff Freers is our new treasurer. He and his wife Jan spent months bringing us into the 21st century, making for a more fluid accounting system. A huge thanks to them. Our Drivers Committee of Gary Kropf and Charlie Hall have streamlined DC. Chris Bonk continues to give us wonderful art work and social media support. We have terrific tech workers, getting us through tech as quickly as possible. Dave Young, our valuable Chief of Tech, will be retiring after 2018. Make sure you give him a big thank you when you see him. He is training Rob Ritt to take over the reins. Doug Bruce is working on car classification to get us in line with many other clubs. Our event chairs are the heart and soul of each event. Without their hard work and dedication we would be at a loss. They are Bob Shedd and his team of instructors at our Driver's School; GingerMan with Jeff and Kathy; Blackhawk I and II with Jeff and Ron; Grattan with Alex and Liz and ELVF with Mike and Deb. We thank them so much for all they do to make each event fun, safe and enjoyable. Almost all of these mentioned are Board members—all committed to doing all we can do for you and our club.

Third Gear:

We had great turnouts at all of our 2017 events. With your support next year will be another great year. Our school will evolve and improve as we work to improve the instruction. GingerMan will still be our season opener and will soon have new event chairs to add their flavor. June brings the Blackhawk Classic. The August Grattan takes us to an all-time wonderful track with the paddock crawl. September features our crown jewel ELVF, with so much history and prestige that words can't describe. The new Blackhawk Octoberfest concludes our racing season, will be kept on the calendar as we move into the future. So tell your friends, spread the word and ask them to run with us next year. Our

President's Message Continued

Annual Board meeting (we actually meet about 10 times per year via teleconference) and Banquet are now held on the same day. This will give you an opportunity to come to our meeting and see in person how we are working for you. We moved the date up so our snow birds can join us and to avoid any weather related issues. This is saving the club money and increasing participation. Please mark your calendar for next year as all who attended had a great time. In 2017 This year we held it at the Ameristar Casino in East Chicago, Indiana. The hotel and banquet facilities were terrific. The Board meeting began at 8:00 a.m. and was complete at 4:30 p.m. The Family Reunion started with cocktails at 6:00p.m., a fabulous dinner at 7:30 p.m. and they finally kicked us out at about 11:00 p.m. We had films of ELVF, and so much fun visiting that those that attended are still talking about it. Make a note to join next year!

Fourth Gear:

As your President, I can't thank all the volunteers enough. It's their hard work and commitment that make it all work. If you have not helped in the past, please consider assisting in any capacity you can. This is our club and all of us have a stake in its continued health and growth for all the future vintage races to come. Help us to show all the other clubs we are the best because we are friends, we are family and we are all brought together by our shared passion to hear the roar of race engines, the smell of 110 octane fuel, and the thrill of the speed we drive our cars.

Fifth Gear:

I and all of the Board wish you and your family the best Holiday Season and a Happy New Year in 2018. See you all at the track.

Barb



Guess who's turning 60?



Yes!!!



No (only 56)

Elkhart Lake Vintage Festival® 2018 September 13-16, 2018

Sprite 60th Anniversary
(Special Guest Peter Egan)
Sprite/Midget Feature Race

VSCDA Schedule
School/Gingerman May 3-6 2018
Blackhawk June 14-17 2018
Grattan August 16-19 2018
ELVF September 13-16 2018
Blackhawktoberfest October 12-14 2018



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Meet Jim Donato Driver of the Year

VSCDA Vice President and Driver of the Year, Jim Donato

answers...

The VSCDA

QUESTIONNAIRE.

Q. How did you get into racing?

A: My family has been racing since the late 50's. My father started with a Sunoco gas station in 1954 and soon grew to a dealership by 1959. He raced an MGA Twin Cam. The dealer-

ship was race preparing several sports cars out of it including his MGA Twin Cam, a couple Alfa's, a Stangallini, a Pontoon Fender Bandini and the Scarab's of Aggie Pabst. So my Brother Tony got a Fiat Abarth Allemano spider and race preparing several sports cars out of it including his MGA Twin Cam, a couple Alfas, a Stangallini, a Pontoon Fender Bandini and the Scarabs of Augie Pabst. So my brother Tony got a Fiat Abarth Allemano Spider and raced prepared it. He ran SCCA all over the Midwest and East until he moved to Beloit when he joined Council and ran with them. My brother John who now runs his NSU with

us at that time had an Alfa spider he raced with council and around the Midwest. So with being at all these races seeing both my brothers race and hearing the race stories from my father I just couldn't wait to get behind the wheel. So I stared at Blackhawk working Tech and like they say the rest is history.

Q. Did you follow racing in your childhood?

A: As a kid we watched F1 and of course Indy. My father had many race friends so I followed and listened to them all..

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

inspired you?

A: I would say I have a few - my father with all that he did and my two brothers who I watched and learned from. I helped them prepare their cars. Go out and run the hell out of them, breakem , fixem, and start again. I saw them helping others fix their cars at the track then go right out and race against them all as great sportsman.

Q. What is your favorite track? Event?

A: I think that every track you get to race on is a favorite. That's because each track has it's own identity. GingerMan with it's challenges, Blackhawk is a great equalizer of small bore to big bore. Grattan's roller coaster that is so much fun to ride over and over and of course Road America, and as we say, "Yea It's Road America like nowhere else."

Q. What tracks are on your bucket list?

A: My first list would be all of them. I have not had the chance to race out West yet so Laguna Seca, the western tracks are on my radar.

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

A: After racing with the VSCDA for now to be 25 years there are so many great times and still so many to come. A couple of favorites are the ones I have with some very close friends. Duck and I had a race that we both still talk about going back and forth lap after lap only inches from each other, so close in each other's draft that I had to watch my temp gauge. Another one - Gary and I got to the false grid late and started last. We had a blast chasing each other through field. Every event has a great recollection mostly from the close friends that are always there.

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

A: That's a tough one for us car guys. Street car is a toss up between a 246 GT and a 512 BB; race car 1983 March and of course, AH Sprite.

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

A: The new Alfa's are very cool.

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

A: Unfortunately yes, When in doubt, don't!

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

A: Have fun and play safe and remember; most of your best and closest life friends will be the ones at the track.





The VSCDA Survey:
 Finally! Last year's survey results!
 By Jim Perry

Why did we do it?

- To engage VSCDA members
- To provide feedback and ideas for the Board of Directors

Response

- 475 invitations
- 253 responses (53.3%)
- 84% were "regular" members



Event Participation

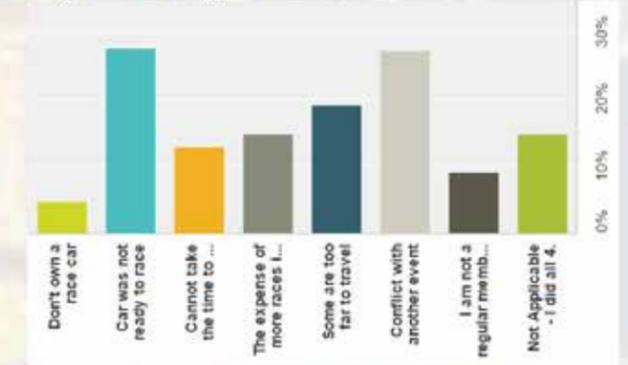
- # of races: 0 – 14%, **1 – 35%**, 2 – 24%, 3 – 13%, 4 – 14%

Why not more?

- Car not ready (28%)
- Conflict with another event (27%)

of events offered by VSCDA

- **4 is Just right – 66%**
- 4 is Too many – 1%
- 4 is Too few – 33%



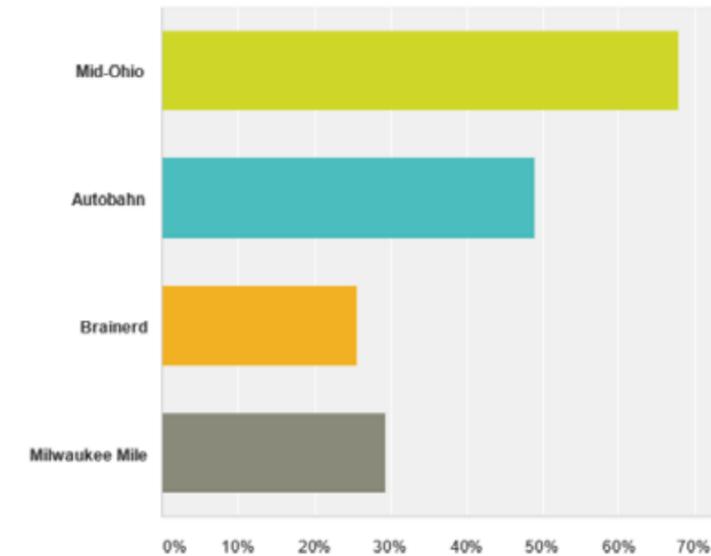
- Determining factors for participation (in order) : Car readiness -> Schedule fit -> Track appeal -> Event cost -> Distance -> Cost other than registration -> Registration cost

Registration Process

- Is CVENT process easy and clear?
 - Yes – 85%
 - No – 5%
 - Don't use – 10%
- Satisfaction with at-track registration (Scale: 1-5)
 - 87.6% rated it 4 or 5
 - Weighted average = 4.37



What other tracks would you like to run?



Paddock (remember Grattan 2016?)

- Should paddock space be assigned?
 - Yes: 35% No: 33% Unsure: 32%
- Should groups of 5 or more get an assigned space in advance?
 - Yes: 62% No: 16% Unsure: 22%
- Should distance traveled be a factor in paddocking?
 - Yes: 8% No: 69% Unsure: 23%
- Should paddocking be first-come, first served?
 - Yes: 52% No: 24% Unsure: 23%
- Should there be a maximum size for individual paddock space?
 - Yes: 21% No: 51% Unsure: 28%

Vintage Spirit



- How much of it do you read?
 - All: 48% Portion: 31% None: 22%
- Perceived Quality (1-5 Scale)
 - Weighted average: 3.96
- What is most important to include?
 - Pre- and post-event coverage -> Report on Board of Director activities -> Technical articles
 - > Driver profiles
- Frequency: 61% said frequently enough



Facebook

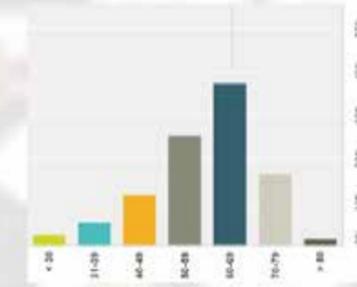


- Never look at it: 64%
- Add content to it: 4%
- Read it, but rarely comment: 32%
- Read it and comment frequently: 3%
- Many people commented they did not know we had a FB page or that they do not do FB.



Membership

- Age distribution



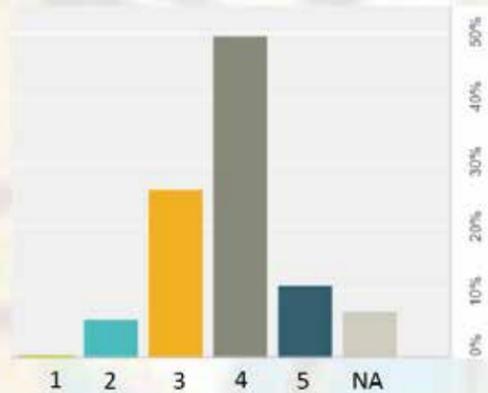
- Should we attempt to increase membership?
 - Yes: 61%
 - No: 11%
 - Maybe in certain Race Groups: 29%
- How? Increase car eligibility, partner with marque-specific organizations



Website

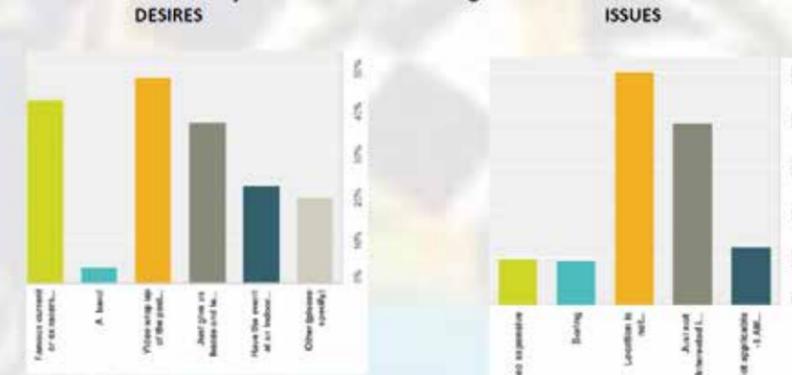


- Ease of Navigation
 - 50% rated it a 4/5
- Content Quality
 - Weighted average: 3.63/5
- Suggestions
 - Regalia sales
 - Needs to be updated more frequently

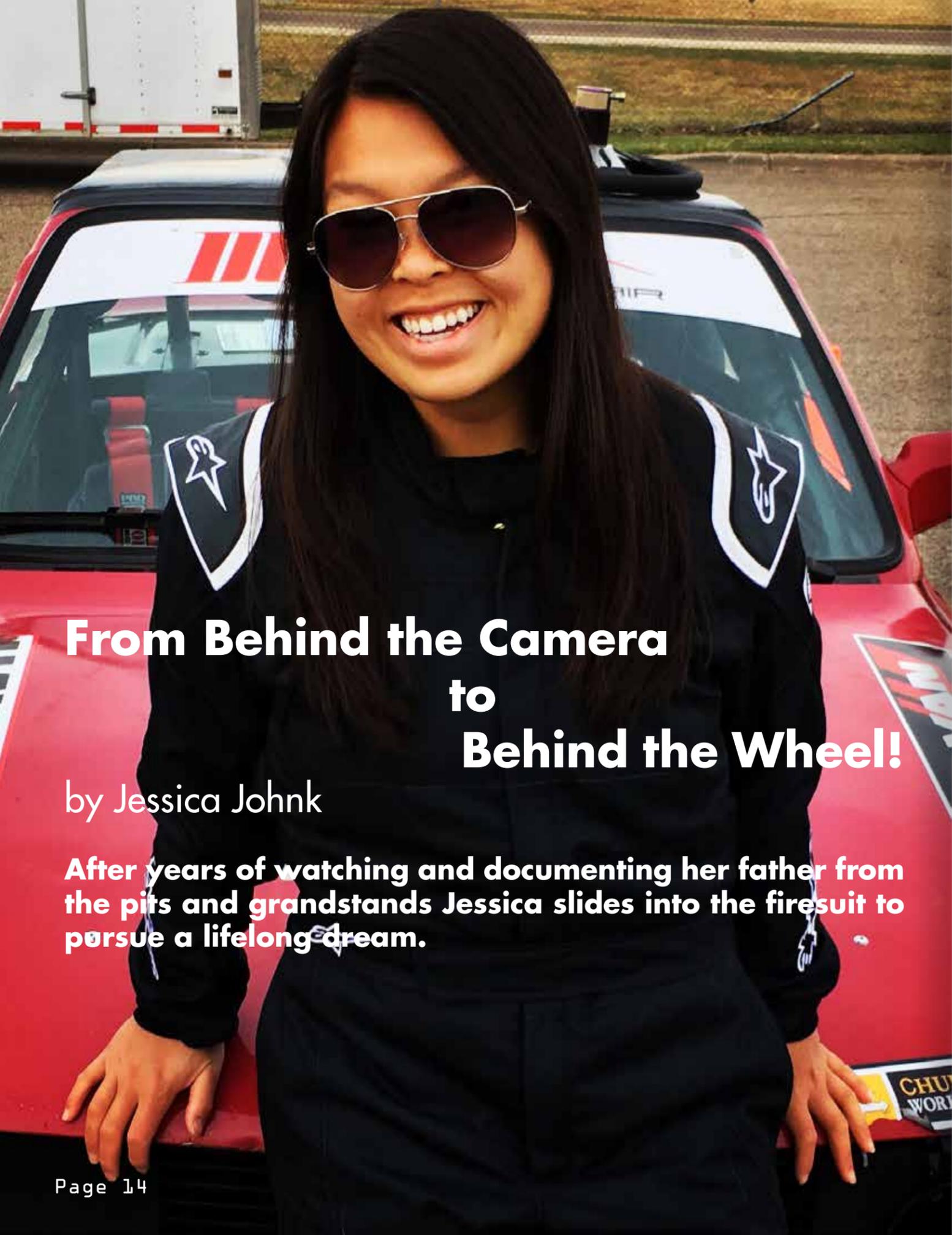


Banquet (currently in Feb. with MIRPA)

- 69% indicated they were not attending



- Geography was listed as the primary reason people don't attend (a problem that is not solvable for people spread over a wide area)
- Ideas – Move to earlier in year, add an ancillary event



From Behind the Camera to Behind the Wheel!

by Jessica Johnk

After years of watching and documenting her father from the pits and grandstands Jessica slides into the firesuit to pursue a lifelong dream.

For kindergarten graduation, my teacher gave our class an assignment to write down what we wanted to be when we grow up. Six year old me wrote down, "I want to be a racecar driver." After spending 21 years growing up at race tracks across the United States, I decided that 2017 was going to be the year I get my race license.

After spending several years playing pit crew for my dad, I started working at Road America during the ELVF running time sheets. It all started when I was 11 years old - the ELVF was the weekend after 9/11 and I wanted to do a fundraiser to raise money for the families and the victims of the attack. After being given permission from Road America to solicit donations throughout the race weekend, I partnered with the American Red Cross to raise money, and VSCDA was generous enough to match whatever I raised that weekend. As I went around to drivers and crew collecting funds, I was constantly being asked where timesheets were from the sessions. Since I was getting this question a lot, I just started grabbing handfuls of timesheets and giving them out as people donated money. After that, I was asked by VSCDA to work as a runner during the ELVF which led me to start doing

other various tasks during the race weekends at Road America.

When I'm not working and playing pit crew for my dad during the race weekends, I like to take pictures and videos of everything happening in the pits and

"The feeling you get when you capture a pass or a moment between family members racing with each other on the track, is something I would call pure joy."

on the track. It all started with a film camera 12 years ago, when a man at Mid Ohio scoffed at me and told me I would never be a photographer. Using his words as fuel, I set out to show him he was wrong. I took photography all throughout high school, learned how to roll my own film, went in to school early and stayed late developing the film, and spent all of my free time in the dark room making those images come





to life. 2008 was the year I bought my first DSLR camera and started taking pictures at Road America. Over the years I have learned a lot through trial and error, studying where the sun is at certain times of the day, and walking the tracks to understand where the brake points and apexes are so I can get the ideal action shot. The feeling you get when you capture a pass or a moment between family members racing with each other on the track, is something I would call pure joy.

“...nothing is better than growing up at the track. Period.”

Speaking of pure joy - nothing is better than growing up at the track. Period. Throughout the years, competitors went to being friends to being family. They are the people I can't wait to see, I count down the

days until I get to see them next, and my heart always feels like it's about to burst at the end of every race weekend because it's so full. I really wanted to try to capture those feelings for those that are living in different countries or the ones that miss race weekends, which is why I started to make videos from the race weekends. Since I have about a six hour drive from Minneapolis to Road America, I spend a lot of time listening to music in the car. There are some songs that I listen to and immediately I can envision moments that I want to capture on video because it aligns so perfectly with the beat or the words in the song. When I put the videos together I'm always so giddy to produce the final product, that I don't even notice the hours going by as I work to line up the clips.

I've given you all of this background information to lead into the next chapter: the one where I made my kindergarten dream come true. At the beginning of the year, I knew this was the time to just go for it. I



found a racecar (in the town where I went to college no less, which is also the same town my dad found his racecar), made some modifications to make it my own, did a test day at our local track in April, then

“I knew this was the time to go for it. I was nervous, yet excited and couldn't believe that my dream was finally coming true!”

signed up for the VSCDA Drivers School at Gingerman in May. I was nervous, yet excited and couldn't believe that my dream was finally coming true! I completed the school with a lot of help and encouragement from my instructor, Scott, and finished the race weekend at Gingerman (I even signed up for the enduro on Sunday which was an absolute blast!). On the way home, I was already itching to sign up for

the next race. I did the Blackhawk race in June and definitely got my fill of what it's like to be a true racer. I have been to this track several times but never had the opportunity to drive it. Luckily, I was surrounded by racers who were more than willing to share their knowledge and expertise with me. Sadly, my last race of the weekend was cut short due to my engine calling it quits. I sat the rest of the race season out, but got to take a lot of photos, videos and worked the ELVF weekend so I'm not crying the blues. I'm just looking forward to coming back next year with a new engine, ready to race!



SPONSOR SPOTLIGHT

Jeff Porasik, Wells Fargo Advisors

By Ron Soave and Jim Perry

At VSCDA's driver's school in 2003, a red Austin Healey Sprite driven by a guy named Jeff Porasik stuck close to Ron Soave's own Sprite ("White Trash") for the entire weekend. In what turned out to be a preview of things to come, Jeff and Ron have been through quite a bit together in the years that have followed. Interestingly, like most great racing friendships, their "day jobs" never crept into their conversations.

As it happens, Jeff is a financial advisor for Wells Fargo Advisors. There is the natural tendency to see "Wells Fargo" and think "bank." But Jeff is not a banker, he's a financial planner. Jeff works with clients to ensure that they will have sufficient resources to do all the fun things in retirement that they did not have time for when they were working (including, of course, more vintage racing.)

In their daily offseason "I'm faster than you," "No, I'm faster than you" phone calls, Jeff often spoke of ways to give back to the club. Most of us have a general understanding that it costs a lot to put on our racing events. The costs drivers experience might be even more if it were not for individuals and companies that provide financial support to VSCDA. They're called "Sponsors."

Seeded by serving disabled veterans he raced with at Targa Newfoundland, Jeff began his years of sponsorship of The Jeff Porasik/Wells Fargo Advisors Enduro, which has benefitted causes for disabled veterans since 2014. In Jeff's typically humble fashion, he does not mention that he personally matches the donations raised throughout the season dollar for dollar. Tens of thousands of dollars have been raised since the advent of the Enduro in

2014. In addition to his sponsorship of the Enduro, Jeff gives back to the club through his service as a VSCDA board member and as co-chair of our annual Blackhawk Classic.

Sponsors do this for one or more reasons – because they want to support vintage racing and/or they hope that by assisting we will also support them.

As an event co-chair, Ron can tell you firsthand that our sponsors are critical to the success of our events and our club. It is our responsibility to give back to our sponsors in any way we can. While most of us think of going to our sponsors for parts and supplies for our race cars, please expand those thoughts to our entire sponsor base. Should you be in need of investment advice or a financial plan you can contact Jeff at the track (look for the Lola S2000 that has long replaced that red Sprite), via phone at (262) 635-2562, via email (Jeff.porasik@wfsadvisors.com) or on his website (www.porasikfinancial.wfsadv.com).

Please support those who support us!



Driver's Committee



**DC
CORNER**
Go stand in the corner!

VSCDA Driver's committee activity and notes								2016
2016/17 Annual Summary & Comparison								2017
Event	Date	# of Incidents	# of Probations	Verbal Warnings	Mechanical Issues	# of cars Involved	Cars involved in Car to Car contact	Notes
Gingerman '16	4/30/16	6	1	5		11	8	
Gingerman '17	5/6/17	4	3	1		8	6	
Blackhawk '16	6/17/16	19	10	7	2	34	17	
Blackhawk '17	6/16/17	8	4	4		15	12	
Grattan '16	8/19/16	5	3	2		16	4	
Grattan '17	8/19/17	5	3	2		9	8	
Road America '16	9/17/16	12	10	2		17	10	
Road America '17	9/16/17	19	5	14	4	30	14	1 suspension for 13 months
Blackhawk Two '17	10/14/17	6	2	4		7	2	
2016 Totals		42	24	16	2	78	39	
2017 Totals		42	17	25	4	69	42	
2017 Notes	We seem to have fixed (or drastically improved) the passing under yellow problem. Overall, a good year with the exception of ELVF (Road America) - too many serious infractions. We are reciprocally communicating with and reporting to VMC. Appeals are no longer allowed. New or temporary members were involved with a disproportion number of the infractions.							



To Be or Not To B-Sedan



TABS Wrap Up for 2017

By Mike Pranka

2017's TABS season was a bit pared down and low key, but still great fun for all who participated. The first race at Blackhawk saw beautiful sunny weather and a podium of Alfas and a Datsun, with Mike Recine (Alfa GTV) finishing 3rd, Don Eichelberger (Datsun 510) taking 2nd and Mike Pranka (Alfa GTV), 1st. With it a sprint race, there were no concerns about "oversized" fuel cells in the Alfas. Rookie Rob Cowen in his #38 Alfa GTV finished a strong 4th in his first B-Sedan race.

Next on the TABS schedule was Grattan Raceway. A small, but handsome (the cars, anyway) field battled for 12 laps on Michigan's rural roller coaster. Rod Beer and his Alfa GTV took third, Mike Pranka took 2nd and David Michele and his trusty Alfa Alfetta finished an impressive 1st. Pranka had to play catch up after a mid race, on-track spin in Turn 9. Said Pranka after the race, "too much throttle and not enough sense".



Left to Right
Rod Beer
David Michelle
Mike Pranka



The Final Lap at Grattan. Mike Pranka has David Michelle looking in his mirrors.

With returning and new B-Sedan racers preparing cars for next year's season, 2018 looks to be a fun time in the making. Tentative weekends for next year's VSCDA/TABS races are: Blackhawk, Grattan, Road America and Blackhawk in October. As well, the SVRA recently announced a national B-Sedan championship in cooperation with regional vintage racing groups.

From the SVRA's November, 2017 announcement:

"The Sportscar Vintage Racing Association (SVRA) announced today a new B-Sedan Challenge Series in response to the large number of requests to showcase the popular car class. The goal is to provide a series with close, competitive racing for small bore sedans that competed from January 1966 to October 1979 in SCCA B-Sedan and the IMSA 2.5 Challenge Series. The new championships will be at both the national and regional level. Champions will be crowned at COTA during the season-ending U.S. Vintage National Championships, November 1-4, 2018. In addition to a national B-Sedan championship, SVRA is sponsoring eight regional championships. The B-Sedan Challenge Series will include select races by other vintage racing clubs at no cost to those organizations. The participating teams will provide their results to SVRA where points will be tallied and posted online. The other vintage racing clubs involved are Vintage Auto Racing Association (VARA), Society Of Vintage Racing Enthusiasts (SOVERN), Corinthian Vintage Auto Racing (CVAR), and Vintage Sports Car Driver's Association (VSCDA)."

For questions regarding TABS racing, contact Steve Bonk: datsunracing75@aol.com



David Michelle receives First Place Trophy from Sponsor Mike Basic of Basic Motorsports



Trans-Am-B
Sedan Grattan
Powered By
Basic Motor Sports
VSCDA 8-19-2017
1st Place

The 5 Best Movie Corvettes

By: Scott Oldman of Hagerty

5. Hot Rods to Hell (1967)

Belching smoke throughout this classic car flick, the star car—a 1958 Chevy Corvette—was done up gasser style with a high-riding suspension and missing front bumper, grille, and valance. Paint-

the only one.

4. King of the Mountain (1981)

In this cult-car lover's classic about street racing on L.A.'s infamous Mulholland Highway, Dennis Hopper drives a mean 1967 Corvette coupe with side pipes and deep dish slot mags. With missing bumpers, hood, pop-up headlights, and backlight, the rough Corvette is one part red and two parts

and ultimately meets an explosive demise as it leaves the mountain road and plummets to its final resting place.

3. Con Air (1997)

The Corvette in this Nic Cage action flick is a complete contrast to the King of the Mountain Corvette. Although they are both 1967 models, the Con Air Corvette is a roadster and it's in beautiful condition with shiny and correct Silver Pearl

sign. It also wears an unfortunate license plate: AZZ KIKR. Like the King of the Mountain Corvette, it is completely destroyed at the end of the film, first dragged behind an airplane and then dropped to its destruction. So it goes.

2. Corvette Summer (1978)

Although it's not universally loved, this is without a doubt the world's wildest and best-known movie Corvette. It's a full custom job with exaggerated bodywork, extreme paint, side pipes, and right-hand drive. Welcome to 1978. The movie car started out as a small-block 1973 coupe with the L48 350

and automatic transmission, but some internet sleuths say two cars were built for the movie, and they may have been different vintages. This is the first movie Mark Hamill made after hitting it big the year before as Luke Skywalker in Star Wars.

1. Clambake (1967)

Elvis Presley made some good movies and more than a few duds. Clambake isn't one of his best, but there are cars in this film, including vintage Ferraris, Jags, and one of the coolest Corvettes of all time, GM's Corvette Stingray XP-87 Racer. Designed by Peter Brock (who would go on to create the Shelby

Cobra Daytona), Larry Shinoda (who would also create the Ford Boss 302 Mustang), and GM's VP of styling Bill Mitchell, the Stingray XP-87 arrived in 1959. Essentially, it was a race car with a tube chassis engineered by Zora Arkus-Duntov, and a thin fiberglass body for people to gawk at. Its shape foreshadowed the second-generation Corvette, which debuted in 1963.

Although red in Clambake, it was originally silver when it raced, winning an SCCA C-Modified national championship in 1960. Afterward it became a regular on the auto show circuit. Powered by a fuel-injected small-block, the Stingray Concept is still owned by General Motors and is once again silver. It often makes appearances at significant events and concours, including Pebble Beach, and it recently appeared at the Petersen Automotive Museum.



ed red, with two yellow stripes that run the length of the car and flames covering much of its coves, the Corvette was also equipped with a two-point roll bar and Radir five-spoke wheels with spinners and slicks. Tim Allen once told Motor Trend that Hot Rods to Hell was his favorite car movie, and he's not

primer, with a custom-molded rear spoiler. It's the perfect embodiment of a tired Corvette street beast circa 1981, only it's unclear if it's a small-block or big-block. All we can see is that it has a single carburetor. And man, does it sound good. The car comes out of mothballs for the final climactic race

paint and all of its body panels and bumpers. It's a small-block, four-speed car with a black interior, no side pipes or headrests. It wears incorrect aluminum knock-off wheels, which were, in fact, used on Corvettes from 1964-66. They look great, but by 1967 Chevy had switched to the similar bolt-on de-

Corvette Summer wasn't quite as

Ginger Man

Spring O Brake & Driver's School

May 3-6, 2018
South Haven, MI

VSCDA
VINTAGE SPORTS CAR DRIVERS ASSOCIATION

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