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**WeatherTech International Challenge
with Brian Redman**
Road America, Elkhart Lake, Wis. / July 13-16

VARIETY IS THE SPICE OF LIFE

They say variety is the spice of life, and that's an idiom one can easily adopt when it comes to Road America's WeatherTech International Challenge with Brian Redman.

From the Concours d'Elegance held Friday and Saturday on the streets of Elkhart Lake, to an eclectic on-track lineup – this year featuring the 21st running of the Kastner Cup for all things Triumph – and plenty of off-track happenings and personalities, this was a five-sense buffet of vintage racing, with plenty of spice included.

One ever-changing aspect of Road America's July classic is the featured marque. For 2023, it was Triumph and the 21st running of the Kastner Cup race named in recognition of R.W. "Kas" Kastner. A huge figure in North American racing, Kastner, who passed in 2021, was the prime mover for much of Triumph's 20th century racing success in the U.S., as well as a driving force behind Nissan's late 1980s IMSA GTP rampage.

“I’ve been racing for 25 years, and there are just so many ways to work in this field”

LISA WEINBERGER



The 35 Triumphs on hand made themselves known throughout the weekend, and especially so during Sunday's feature race, which Tony Garmey led from flag to flag in the unmistakable TR250K. Peter Brock, responsible for the TR250K's stunning lines, was there to congratulate Tony and reunite with the racecar built specifically to take on the 1967 Twelve Hours of Sebring.

The Kastner Cup is an honor bestowed upon a driver with results on the track accounting for only 50 percent of the criteria. The rest comes from presentation of the car and interest in

ABOVE Pearce Raeder's 1971 Lotus 69B puts an inside move on Bruce Hamilton at Turn 5 and heads for the podium. **LEFT** Rex Barrett ran in the Millers at Indianapolis event in his 1933 Ford Indy Special, then a week later won the Group 11 race at Road America.



LEFT Dave Riddle goes side by side out of Turn 3 in Lyman Scherer's 1959 "Baja" Triumph TR3. **BELOW** Tony Garmey led flag to flag in Sunday's Kastner Cup race in the sleek, Pete Brock-designed 1967 Triumph TR250K.



vintage racing, and this year's winner was Tony Drews and his 1963 TR4. Tony has been to all but one Kastner Cup and his late father, Jack, was the first cup winner back in 2003.

With an abundance of classics from Coventry, England, on the menu, it was the

perfect place to induct new members into the British Sports Car Hall of Fame. The ceremony took place on Road America's Victory Lane after the participants' dinner on Thursday evening, with Chairman Gary Kincel introducing the seven inductees. Four were

on hand to receive their honorary plaques. The inductees included legendary drivers Brian Redman and David Hobbs, long-time vintage racer and Triumph community organizer Mark Bradakis, and journalist/novelist/ride-mooch extraordinaire Burt "BS" Levy.

BRITISH SPORTS CAR HOF



LEFT British Sports Car Hall of Fame chairman Gary Kincel (center) with its newest inductees: (left to right) Mark Bradakis, David Hobbs, Burt Levy and Brian Redman. The Hall of Fame is reserved for those who've made a significant impact on the British sports car industry and hobby, and the class of '23 joins such luminaries as Colin Chapman, John Cooper and "Kas" Kastner.

RIGHT Turbine-powered 1968 Howmet TX leads the racecar parade down Elkhart Lake's Lake Street in front of enthusiastic crowds. **BELOW** Rick Mooney's 1968 Chevrolet Corvette heads out of Turn 3 and on to a second-place finish in the Group 6: Classic Big-Bore Production race.



Throughout the weekend, Burt and his wife Carol were busy hawking his usual wares (books, apparel, and more) in Road America's paddock shop and had sold out of most of the books by Sunday.

Saturday morning, Levy asked if I'd like to join him on a tour he was about to give to a group of scholarship winners enrolled in vocational automotive programs. Er, yes please...

"You need to talk to Lisa Weinberger; let me call her right now" he added.

An avid vintage racer and automotive

enthusiast, Lisa runs the John Weinberger Drive to Care Legacy Scholarship program as a tribute to her late husband and the passion he had for the automotive community.

"I scholarship up to 20 students a year in the categories of automotive engineering, vintage restoration, dealership management, and automotive technician," she says. "I sold a significant car, a Ferrari 166 MM, put the proceeds into our private foundation, and was able to increase the number of scholarships to up to 20 students a year."

The idea was never to simply hand over a check and say, "Good luck" – hence why the students are following the knowledgeable Levy around the bustling Road America paddock.

"I want them to make it," says Weinberger. "I want them to meet industry professionals so that they can be exposed to it and see what speaks to their heart. I've been racing for 25 years, and there are just so many ways to work in this field that people may not be fully aware of."

Find out more at [DrivenToCare.org](https://www.drivencare.org).



LEFT Burt Levy takes this year's John Weinberger Driven To Care Legacy Scholarship winners on a paddock tour. **ABOVE** The scholarship's driving force, Lisa Weinberger, racing her ex-Janet Guthrie 1972 Toyota Celica.

PRANCING HORSES IN THE PADDOCK



LEFT James Fuchs is ready to get on track behind the wheel of his 1953 Ferrari 166MM/Vignale Spyder **BELOW** 1996 Ferrari 333 SP blasts past a 1955 Ferrari 410 Sport – not something you see (or hear) every day...

Adding even more spice to the WeatherTech International Challenge paddock was a corral of 16 Ferraris set up across from Victory Lane. With many eras represented, it was a unique opportunity to get up close and personal with the evolution of the famed Italian marque.

Neenah, Wis.-based Ferrari specialist shop Motion Products Inc. played a key role in bringing this stunning collection together.

"If I remember right, [Ferrari enthusiast and Road America board member] Kevin [Caulfield] and I were talking about this group of cars that he wanted to put together back in January," says Dustin Wetmore, who's been with MPI for nearly two decades and wears many hats within the organization. "It was connections Kevin had over the years, plus customers of MPI, that we were trying to gather. The philosophy behind it was a lot of these cars are already in Wisconsin, or at least close,

so let's try to lean on the people that we have good relationships with."

The result was a stunning array including 250 GT Tour de Frances, 333 SP prototypes, a 512M, a 308 GTB, and more.

"There was a point where people were two-deep all the way around the tent,"

Wetmore says with a smile.

Having the cars there was special, but seeing them on track was an essential part of the plan – a heart-pounding experience for everyone, even some of MPI's employees.

"There were a number of people from the shop that normally don't see the cars at events. Our engine builder [Mark Buhler] got to see his work in action instead of maybe just seeing photographs. He recently finished rebuilding one of the car's original engines [for Judson Dayton's 1960 250 GT SWB]. I think he had a pretty big smile on his face after seeing the car on track..."



MAIN The incredible selection of Maranello's finest lines up for a group photo with the '53 Ferrari 166M/Vignale Spyder and '51 212 Export up front.