



Dear VSCCA Members,

If ever one needed a reminder of how fortunate we all are to have this wonderful club with great friends, special cars and a beautiful place in which to partake our passion the Spring Sprints at Lime Rock was it. I will have one memory in particular of the event. Chasing gremlins with “Babe” I was changing the condenser and dropped the tiny securing screw. Despite my precautions in placing a large white foam matt under the car, the screw was nowhere to be found and a replacement was not readily at hand. I scoured the area for a half an hour. What followed gave new definition to “all hands on deck”. Over time five friends joined me on hands and knees with magnets, even flashlights in broad daylight hoping to cast a little reflective glint off the miniscule screw. One likened to a scene at a college dance where his date lost her contact lens. A replacement was finally procured. Great friends indeed.

The driving season is off to an excellent start and we are now looking at our mid-season events. There are two in particular that need more club support – Thompson and Tamworth.

Thompson Vintage Motorsports Festival

As always, we run two groups at this event we share with the VRG. One will be for sports racer and formula cars, the other grid for all others. This year the popular dinner at the golf clubhouse will be on Friday night. As with last year, we are back to the last Friday-Saturday in June, the 23rd -24th, our preferred date that gives us a breather between events. There is also an optional test day on Thursday.

WMVGP at Tamworth

Two weeks later we have the event that those who enter love – we just need more entrants! The 2.5-mile undulating track at Tamworth is a favorite and you’ll get almost three hours of track time on July 7-8. If you have not tried this event before you really should join us.

Track time for non-racers

This year the VSCCA has made a renewed commitment to provide track time for non-racers and Preservation type cars with five events on our schedule. Thus far we have had the Shakedown at the New

York Safety Track and the Spring Sprints. We are allocating three 20-minute sessions on Saturday, July 9 at our Tamworth event and at the Fall Finale on Saturday, October 1. Additionally, at our upcoming Empire Cup June 2-3 at Lime Rock the Empire Drivers Club has two non-racing track-day type of groups on both days. These Empire groups tend to be faster than our Preservation with the slowest laps times typically in the 1:15- 1:18 range so not appropriate for a slower car or cruising. If you want to see the Preservation initiative succeed, please make sure you support it – surely we can get 20 Preservation cars entered for the Fall Finale!



Medicals for Race Entrants

Please make sure your medical is current for you next race event. We know several race entrants whose medicals are soon to expire. They have been contacted. Don’t be disappointed. Hill climb and Preservation entrants do not require medicals.

Lime Rock Historic Festival 41

The Early Bird deadline to save \$100 is soon - June 1 - so don’t miss out. A link to entry can be found on vscca.org.

Lime Rock Historic Festival Rules

Skip Barber has led a committee from the VSCCA, VRG and Lime Rock to establish rules for the Historic Festival regarding safety equipment and cars. The rules can be found under “Rules and Regs” on the VSCCA website. In reading the rules, if you are left with a concern about the eligibility of your car, there is a mechanism to check, so please do that if you have any concerns about what you read. If your car has been eligible in the past it should continue to be. If, for example, you choose to race your original C-Type or D-Type Jaguar without a roll bar and just a lap belt you will be allowed to do so.

MG 100th at the Lime Rock Historic Festival

MG is celebrating its 100th anniversary this year and it will be the featured race group at the Lime Rock Historic Festival. There are over 75 MG owners in the VSCCA and there are several ways for you to partake. There will be an all-MG class for the bulk of the MGs. Pre-War MGs and modest T-Series will be in a group with

Upcoming VSCCA Events



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The Empire Cup: Friday – Saturday, June 2-3, Lime Rock Park, CT
Save \$50 by entering by May 19th!

The Empire Cup will again be celebrating the Sports Racers of the 1950's and 1960's by offering a dedicated grid in this traditional VSCCA event. Two full days of racing, plenty of unmuffled track time (at least 7 track sessions over the 2 days). This event does have **timing and scoring** using transponders. You can enter both your VSCCA car and a later closed wheel 1960s – 70s race car. We are delighted that the traditional Friday evening cookout at the track for everyone will be back after two years. For more information please contact Event Chair Charles Bordin at cbordin123@aol.com or call 914-968-5700



Thompson Vintage Motorsport Festival: Thursday – Saturday, June 23-25, Thompson, CT
Save \$50 by entering by June 9th!

Back to it's original late June date, the 10th annual Thompson event will take place at Thompson Speedway in the beautiful "quiet corner" of Connecticut. As in the past, the VSCCA and the VRG will be sanctioning the event this year. Thursday the 23rd is an optional test day. We will have two grids at this event, one for Pre-War and production based cars, the other for open wheel and sports racers. There will be an a special open-wheel car feature on Friday. For more information on the Thompson event please contact Event Chair Steve Morici at morici motorsportswest@yahoo.com or call Steve in California (PST time!) at 760-662-1112



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White Mountain Vintage Grand Prix: Friday – Saturday, July 7-8, Tamworth, NH.
Save \$50 by entering by June 23rd!

The event that gives you more track time than any other – over three hours on the fantastic 2.5 mile Club Motorsports circuit! Eligibility is open to VSCCA cars and guests with VSCCA-type cars as well as small bore front-engine cars with largely stock bodies made up to 1970 (or of that type, a '73 Alfa GTV is acceptable, for example) and running on treaded tires. This is a muffled event – 90 dB limit. For more information, please contact Event Chair Mark O'Day at mdoday@comcast.net or 603-580-5827



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Mt Equinox Hill Climb: Saturday – Sunday, August 12-13, Arlington, VT

With a newly repaved full course over five miles in length, this is the quintessential VSCCA event, a must if you have not done it. Enter one or both days but do so soon as the event is already half-full. We will have the traditional Friday night reception and the Saturday night dinner at the charming Arlington Inn. For more information, please contact Event Chair Scott Fenley at 215-901-4324 or at fenleyts@yahoo.com



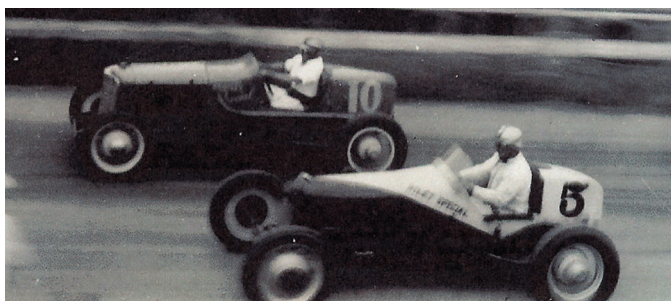
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Lime Rock Historic Festival 41: Thursday – Monday, September 1-4, Lime Rock Park, CT
Save \$100 by entering by June 1st!

2023 will be the 41st running of the classic Lime Rock Historic Festival. Take in the popular Thursday night tour, Sunday in the Park and all the great Vintage racing. MG will be the featured race group to celebrate its 100th anniversary. You can enter the event this year via a link on vscca.org and use your motorsportreg account or you may write specifically to Jeanette at Historics@limerock.com. For questions please contact Jeanette or VSCCA EC Chris Turner at cturner@prestigeops.com

Cars seen at V&SCCA events: 1938 Riley K-8 Sprint Car

The 2023 season will see the return of a VSCCA favorite run for many years by the late Dick Waite. The Riley K-8 Sprint Car now in the hands of Ben Bragg, via Tom Lee. Following the Philson Falcon and the Jabro Mk III this is our third profile this year of a homemade car. The Riley was built in 1938 in Southbridge, MA by Johnny Wright. It was based on plans published by Ray Kuns in a publication called "Automobile Racing". The idea was for a simple do-it-yourself racer for short dirt tracks. You have to love the directions: "The radiator shell shown by the letter D in the drawings is best made by shopping a used car graveyard. Find a 1926 or 1927 Buick sedan...". Similar references lead to the sourcing of its '26 or '27 Essex frame, '32 Ford front end and Model A rear end. It had several suggested engine options, this car has a Ford Model B four cylinder with 200 cubic inches with a Riley 4 port head, which is the source of the name. George Riley designed and built a cylinder head that converted the flat head Model A and B engines from flat head to an F head (the intake valves are in the head and the exhaust



in the block). With the increases to the volumetric efficiency and dual Stromberg 97 carburetors the 40-50 HP engine could produce 140 or more HP through a three-speed gearbox to propel its surprisingly heavy 1500 lbs. Stopping comes from a handbrake that operates four hydraulically activated drums. Johnny Wright won several races before the war at tracks in Brockton and Topsfield with it. In 1943 it was sold and became known as the Gibbs Riley Special and then the Alexander Special in the 1950s and it was raced until worn out and stored. Dick acquired it in the early 2000s from club member Joe Rodman who found the remains in California. Dick restored it to its original livery and raced it in many VSCCA events. Tom acquired it in 2015 and restored it once again, making its return in 2017. When Tom advertised

it Ben bought it so to return it to its roots in New England. One of the ironies of the story is that Dick lived almost next to the Topsfield Fairgrounds where the car raced in the 30's. How it went full circle from there to the west coast and back home again is as they say "The rest of the story".

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other Pre-War cars. As of this writing there are 32 MGs entered. There are a lot of VSCCA MG racers that have not entered so I hope you will join us.

There will be a tent at the front of Paddock A where historic MGs will be on display for the weekend. There are several cars of note that have committed to that and if you have one of note, please contact Skip Barber at historics@limerock.com about having your car displayed.

The Friday night dinner will have several notable MG personalities as speakers including Mike Dale, OBE. Mike is the former head of Jaguar in the US and the man behind Group 44's MG team. Dale was also a racer, winning an SCCA national championship in a Sprite and a former RAF pilot.

Sunday in the Park on Sunday, September 3 will have the Concours with three MG classes- Pre-War, Post War and Competition MGs. There will also be the "Gathering of the Marques" around the track and MGs will be right next to the Concours cars.

Dumping Oil

At our recent Shakedown event we had two cars (not MGs!) that

dropped so much oil that the event was shut down at 3PM when the track ran out of oil dry. While race cars are required to have oil drain plugs safety wired it is not always easy for our tech inspectors to check, so we are counting on race entrants to ensure this is done. Preservation cars are strongly advised to have drain plugs safety wired. There are ways this can be done without drilling holes. Please read the Tech Tips article by Mark Lefferts in this issue on this important topic. Don't be the one that shuts down the track.

School grads

This year we had a very strong entry for the school with 22 graduates. Congratulations to Michael Armilio, Lexy Barlow, Allen Begnoche, Seamus Brown, Frank Ditta, Jonathan Fischer, Jim Foster, Jason Hancock, Cheyenne Hill, Trevor Hill, Jess Jameson, John Oliva, Todd Pajonas, Peter Pappas, Christopher Rich, Charlotte Santomero, Scott Schermerhorn, Kenneth Texler, Alexander Thompson, James Trudeau, Jamie Waters, Robert Zaslow. We look forward to seeing you all out in future events!

Best Regards,

Mark O'Day
Activities Chairman

Tech Tip: Safety Wiring

by Mark Lefferts



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Most of us either know how to safety wire a drain plug or have a mechanic that does. When you consider the consequences, not just to your driveline, but to the poor souls behind you as well as a lengthy track shut down, the subject remains a worthy topic. When you are making sure that your engine, gearbox, transaxle or differential plugs are wired, consider doing the same to your level plugs. If you don't already own "Prepare To Win" and or "Nuts Bolts, Fasteners, and Plumbing" both by Carroll Smith, do yourself a favor and make the purchase. I've been using these books as a reference for many decades. Each of these books have sections on safety wiring as well as tons of other information directly related to what we do. There are times when cars come through the tech line without wired plugs. When this happens, a hose clamp can be tightened around the plug and safety wire wrapped around the head and tied off. I use NORMA brand clamps when a plug can't be properly drilled (hollow). The NORMA clamps off-set design allows one side of the clamp can be put against the head of the plug, allowing it to stay in place when tightening. The NORMA clamps also have a large face on the screw that will allow you to tighten safety wire around it. I have also added a photo that shows some of the clamps and tie-off tabs that I use on a regular basis. Clamps can also be used to safety wire oil filters from coming undone. If anyone has questions please ask, the wealth of knowledge within the V.S.C.C.A. membership is vast. Safety first!



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