



VSCCA Newsletter, Number 7, May, 2021

Dear VSCCA Members,

Friday evening, after the first day of the Springs Sprints, my wife Deb asked me “what was the best part of your day?” It was an easy question to answer. It was the sheer joy I heard from so many people to be back at Lime Rock doing what we love to do and doing it with and amongst good friends. And the unbridled enthusiasm I heard from new members and school students who were so thrilled to be part of the special club that is the VSCCA. How lucky we are to have a shared passion like this and such a beautiful place to pursue it!

If the Springs Sprints are anything to go by, we are in for a great 2021 season. We had 95 entries for the Spring Sprints including a bumper crop of 28 for the school. You’ll read more about the event in an upcoming issue of Vintage Sports Car.

With the season in full swing, we have a busy few weeks coming up. Leading off is the Empire Cup June 4-5. While the entries are good, you still have a few days to enter. We are also looking good for Thompson the following weekend, but we could handle another ten cars or so and have until May 28 to enter with the Early Bird rate.

Our White Mountain Vintage Grand Prix at Tamworth is just six weeks off so we really could use some help with that event; as you have read, we need 57 entries to break even and keep the event on the calendar for 2022. We have 19 as I write.

The Mt. Equinox Hill Climb is back after last year’s hiatus. The Arlington Inn has about a half dozen rooms available as of this writing. As to Vermont’s Covid policies, we will share that via email as the event nears, preliminary reports having Vermont drop their restrictions by July 4.

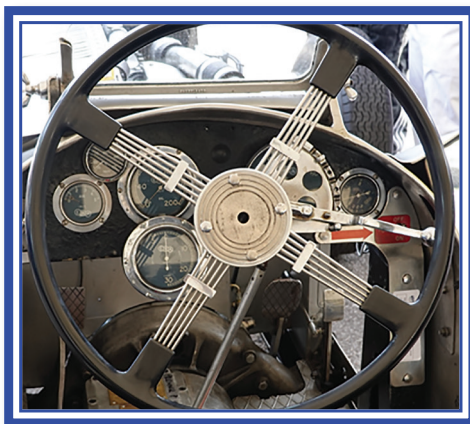
We have a couple of great PreWar opportunities coming up. If we get 23 PreWar entries (made in 1940 or earlier) for the Lime Rock Historic Festival 39 by June 15 the PreWar cars will have their own grid. As of May 17 we have 16 commitments and we need another nine entrees to make this a reality.

Please note that the Early Bird savings of \$100 for this event is good through June 1. You can enter via a link on vscca.org. Let’s make this happen!

We will also plan to do this with our Fall Finale if we get 20 entries for PreWar, including MG TCs and HRGs.

We are also moving full steam ahead with the Castle Hill Pre-War Hill Climb on Sunday, October 17 with a day of activities planned for the 16th as well. Entry will not be available for

another month or so and we will be communicating the availability of that via email. The Hill Climb will be limited to the first 40 PreWar cars entered.



Back to the SpringSprints School, congratulations to the 27 attendees –Mark Axen, James Bailey, John Bailey, William Better, Leo Biagini, Joe Buzzetta, Erol Chicowski, John Clerk, David Cottam, Steven Dibden, Steven Eickelbeck, Garth Gill, Jamie Goodson, Greg Holt, Matthew Ivanhoe, David Leith, Mariano Lozano, John Nikas, Mario Ouellet, Nick Pardee, Christopher Raia,

Kobus Reyneke, Jacob Ricciottim, Jaun Pablo Rocca, Ezequiel Santon, John Staton, and Christine Reed. We hope we will see you at an event soon!

For our event veterans please take the opportunity to mentor our newcomers and school graduates as they enter events as to the ways of a VSCCA event. Some of the students may be known to you – family, in some cases – but others are new to the club and may not know many short of those who sponsored them.

Finally, I hope you have checked out our new vscca.org home page with news, event information and the Video of the Month. The May video is a special one that features our late friend, George Fogg, and his Alfa Romeo TZ2.

Best regards,

Mark O’Day
Activities Chairman

Upcoming VSCCA Events



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The Empire Cup Friday - Saturday, June 4-5, Lime Rock Park , CT

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 1960's – 70s race car. If conditions allow, we will have the traditional Friday evening cookout at the track for everyone. For more information please contact Event Chair Charles Bordin at cbordin123@aol.com or call 914-968-5700



© Mark Sherman

Thompson Vintage Motorsport Festival Thursday - Saturday June 10-12, Thompson, CT

Save \$50 by entering by May 28!

The 7th 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. We will have two grids at this event. For more information on the Thompson event please contact Event Chair Steve Morici at moricimotorsportswest@yahoo.com or call Steve in California (PST time!) at 760-249-1112



© Deb Weil-O'Day

White Mountain Vintage Grand Prix Friday - Saturday, July 9-10, Tamworth, NH

Save \$50 by entering by June 25!

The event that gives you more track time than any other – over three hours in 2019 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 7-8, Arlington, VT

The quintessential VSCCA event, a must if you have not done it! Enter one or both days. With the lower portion repaved along with the switchbacks higher up it will be a smoother ride than in many a year. The balance of the event is proceeding as always with a reception Friday night and dinner Saturday with appropriate modifications. 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 39 Thursday – Monday, September 3-6, Lime Rock Park, CT

Save \$100 by entering by June 1!

2021 will see the Lime Rock Historic Festival back in all its glory for edition 39 of this great event. Porsche will be the featured marque. New for 2021 will be a one-hour enduro on Monday afternoon. The special guest will be Stefan Johansson who drove in Formula One for both Ferrari and McLaren, among other teams and he also won the 24 hours of Le Mans in a Porsche. You can enter the event this year via a link on vscca.org and use your motorsportreg account or you may write directly to Event Admin Jeanette at Historics@limerock.com. For questions please contact Jeanette or VSCCA Event Chair Bill Gelles at billgellesjr@aol.com

For more information on these and our other events please go to vscca.org

Cars you'll see at V&CCA events: Jomar SSR1 Formula Junior



As I set out to profile the Jomar SSR1 Formula Junior I found there is much more to it than I expected. The specific car does not have an overly extensive history with only seven documented races from 1959 to 1963 and eventually it was stored in a basement for the next 28 years, all the while in Saidel family ownership, as it has remained for 60 years now. For a full history of the Jomar line you will be better served to go to www.jomar-cars.com. In a nutshell, the cars, the name derived from it's creators first two children Joanna and Marc Saidel, were a small production run of 27 sports cars, sport racers and a Formula Junior in the late '50s and early '60s. In fact, the Jomar line was instrumental in TVR going from producing a couple of cars a year to a production line after Saidel ordered 25 chassis from TVR over a three-year period beginning in 1956. You'll note the short wheel base that TVRs and Jomars have in common. I'll leave the rest of the marque story to the website. As for the F.J. shown here, SSR1 stands for Saidel Sports Racing Cars #1. It was the first in a line of F.J. cars built by Ray Saidel, a Manchester, NH based auto dealer along with Lou Turner and Norman Leeds in the winter of '58-'59. The SSR1 featured a chrome moly ladder construction with all four torsion bars cut from a TVR racing chassis. Its power came from a Coventry Climax 1220cc engine

with a Shorrock supercharger. Originally it had an MGA transmission that was later replaced by a lighter weight Morris unit. The car was raced primarily at Thompson, Watkins Glen and Lime Rock in period, the last of which saw its best result with an overall 2nd and first in class in a 1959 LISCA race. In 1991 the SSR1 was recommissioned by Alex Saidel and Lou Turner for Ray to vintage race. Now Alex runs his late father's creation and it is entered into the upcoming Thompson Vintage Festival.

Charity Drives and Rallies

We have heard you would like more tours and rallies. Local and marque clubs stage quite a few of these and there are also VSCCA members who stage events for charity. The annual Spadaro Memorial Drive in the New York area will not take place this year but Santo expects it to be back next year. This summer there will be two such events.



The June Vintage Charity Rallye, White Mountains in New Hampshire, June 25-27, 2021

This year's venue takes in the White Mountains and includes a rally, touring, lunch at Nick Grewal's farm and an opportunity to see his significant collection, and touring laps of the fantastic 2.5 mile Club Motorsports track. The charity for this year's event is the Compass Classical Academy charter school. Please contact Ed Hyman for more information at 860-355-1804 edsautophotos@gmail.net



Vintage Racing Stable Rally, Dinner & Concours, Sanbornton, NH, July 31 - August 1

This year will be the third edition of the VRS event at Nick Grewal's farm and it grows every year; it will have three components in 2021. Saturday there will be a rally, Saturday night a gala dinner seated amongst Nick's collection and Sunday the concours. Enter one or all. Several charities are the beneficiaries including the Boys and Girls Club of New Hampshire and the New England Motorsports Museum. Please go to vintageracingstable.com or contact Tanya Frost at tfrost@centralnhclubs.org or call her at 603.496.2799 for more information.

Tech Tip: Braking Systems II

by Mark Lefferts



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This is the second part of the tech article started in the last newsletter. Most members understand the basics, so I'll touch base on some of the many parts of the braking system that are often overlooked.

I'll start with a problem that I run into on a regular basis with a car that comes to me for the first time. Many of the sports and racing cars that we run in the VSCCA have banjo fittings and banjo bolts incorporated into the brake hydraulic systems. By now, most of the banjo bolts and many of the banjo fittings have been in service far too long. When you consider that the condition of the sealing surface (where the crush washer goes) has to be just about perfect in order to keep the system sealed, many of these components are no longer able to do their job. I replace the banjo bolts on every job that I do for several reasons, including the fact that they are made from steel and the sealing surfaces rust under the head. The banjo bolts are also hollow (by design) and therefore much weaker than a standard bolt. This leads right into the next item, the crush

washer. I have found that many of the copper crush washers supplied today are too thick and hard to crush properly, especially when you are tightening a hollow banjo bolt. Almost without exception, I use soft aluminum crush washers for this exact reason. The aluminum crush washer requires far less torque to do its job than a thick copper version. There have been a few times that I had to use copper crush washers and when I do, I choose thin ones. The same careful inspection has to be done on any other sealing surface, including wheel cylinders, master cylinders as well as calipers. If you don't have a smooth surface for the crush washer to seal against, you will run into problems. In some cases when a new brake component isn't available, we have made a simple drill jig and re-machined the sealing surface using a piloted counterbore. As with most topics, this isn't the only way of doing something the right way, however it's what I've learned and put to use for the last 43 years with no hydraulic failures.

Safety first!



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