



VSCCA Newsletter, Number 10, March, 2022

Dear VSCCA Members,

The 2022 season is upon us!

Tech Sessions

By the time you read this our Southern Tech at Treasured Motorcar Services will either have taken place or will in a few days. With the legendary Judy Stropus as the featured speaker we hope you don't, or didn't, miss it.

On April 16 our Northern Tech will have JR Mitchell speaking with us about trailer prep and general pre-season prep questions, all with a backdrop of planes, vintage cars, race cars and tanks. More details inside.

Schedule updates

In the January newsletter I mentioned the possibility of a mid-May hill climb in NH. As it happens, we will not be able to pull this off in '22 but it is still possible for '23.

We have also added a different sort of event at our Springs Sprints on Saturday afternoon, May 7 called "Driven to Race: An Introduction to Vintage Racing". Have you ever known someone who sits on the hill side at the Lime Rock Historics and has expressed a wish to be out there with us? For someone like that the Labor Day Historics can be pretty intimidating; a beehive of activity, thousands of people, tractor trailers and expensive cars. The idea, the brainchild of Kobus Reyneke, is to provide a low-key introduction to someone at one of our club events where they can get some track time, in their own car, professional car instruction and meet our members in the paddock in the casual atmosphere we all love. The program was developed for non-members as a way to dip their toes into the waters of vintage racing without making the commitment of buying a car and all that goes with it. It is open to members as well, of course, but best suited to members who would perhaps

like to take that next step without making the full investment quite yet. Limited to 24 entries, we only have five slots left at this writing.

Website Reorganization

We have continued with the reorganization of the vssca.org home page we started a year ago. This year's update is the menu items across the top of the page. We deleted a couple categories and added a couple of new ones that better define the various dropdown options contained within. There are a few items that can be found in two places, such as our By-Laws, which will now be in both "About Us" and "Rules & Regs". Just like your file cabinet, over time you add things that don't always fit in the folders you set up originally and you need to update the system. That is what has been done. Check it out and don't forget to check out the



"News" column and the "Video of the Month" as well. The March video is a hoot! The April video is one of my favorites. Thank you to Mark Sherman for his efforts on this.

New Marshal Program

We are pleased to announce a new program to recognize the efforts of our Marshal volunteers. Please see the details on page 3.

Expanded Eligibility

Last year the board approved "Expanded Eligibility" for our track events. What this means is that, as stated on vssca.org, "beginning with the 2021 season the VSCCA will accept, for our wheel-to-wheel events, logbook cars and approved drivers from VMC affiliated groups.

Upcoming V&SCCA Events



Northern Tech, at the Collings Foundation, Stow, MA Saturday, April 16

The VSCCA will visit the renowned Collings Foundation in Stow, MA. We'll meet in their hangar where they house a collection of early warbirds, race cars, and micro cars. At 11 we'll have a presentation on Trailer maintenance and pre-season prep from JR Mitchell, followed by a buffet lunch at 12. After lunch we'll tour the vintage car museum and the new American Heritage Museum which has one of the finest collections of armored vehicles in the world with a focus on WWII. For more information contact Event Chairman Peter Ross at Boltonmg@comcast.net or call 978-831-8424



Spring Sprints & Driver's School, Friday - Saturday, May 6-7, Lime Rock Park

Save \$50 by entering by April 22!

Kick off your track season with the Spring Sprints and Driver's School. School entrants can run just about anything in the school track sessions. If you know someone interested but not quite ready for the school, we have a new program called "Driven to Race: An Introduction to Vintage Racing". Regular entrants will get all the usual track time at this muffled two-day event. For more information on the Spring Sprints please contact Event Chair Ben Tarlow at info@midcenturymotoring.com or call 914-402-5799. For more information on the School please contact Charles Bordin at cbordin123@aol.com. For more information on "Driven to Race" contact Kobus Reyneke at kobusreyneke@gmail.com

© Deb Weil-O'Day



The 25th Nutmeg Rally, Saturday, May 14, Hudson Valley, New York

The 25th Edition of this event promises to be a special one. The colors of the Hudson Valley should still be in their splendor as you wind your way through the hills and valleys. The day will be capped off by dinner on the river. For more information please contact Rallymaster Jim Donick at 845-635-2373 or whimsey1@earthlink.net.



The Empire Cup, Friday - Saturday, June 3-4, Lime Rock Park

Save \$50 by entering by May 20!

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. The traditional Friday evening cookout at the track for everyone will be back. For more information, please contact Event Chair Charles Bordin at cbordin123@aol.com or call 914-968-5700

© Deb Weil-O'Day



Thompson Vintage Motorsport Festival, Thursday - Saturday June 23-25, Thompson, CT

Save \$50 by entering by June 10!

The 9th annual Thompson event will take place at Thompson Speedway in the beautiful "quiet corner" of Connecticut. As with last year the VSCCA and the VRG will be sanctioning the event this year. We have two grids; an all-comers grid for all VSCCA eligible cars and a second for formula cars and sports racers. There will also be a special formula car race. 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.

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

Cars seen at V&SCCA events: Aston Martin DB4GT



© Deb Weil-O'Day

A car probably all of us look forward to seeing at one of our events is the Aston Martin DB4 GT of Andy Greenberg. Often mistaken for a DB 5 due to the Perspex covered headlights, Andy's DB4 GT is the last of 75 built (#0175L) between 1959 – 1963. This car is one of eight factory lightweights, and the "L" designation identifies it as one of only three of which are left-hand drive. Aston then fitted the equally stunning Zagato coachwork to the next 19 chassis. These cars were developed under the auspices of the renowned John Wyer to be an answer to the Ferrari 250 GT SWB and were raced by the likes of Stirling Moss, Innes Ireland, Jim Clark and Roy Salvadori, among others. The

wheelbase on the DB4 GT is 5 inches shorter than the standard DB 4 or the DB5 that subsequently picked up its styling cues. This car also has aluminum framing throughout – the bonnet and boot lid, door frames and various other places replacing the standard steel. The windows are Perspex as well, all resulting in a weight reduction of about 187 pounds. The 3670cc engine, which has never been bored out, is a high-compression motor with three Weber carburetors generating 302 HP, a healthy increase from the standard DB4's 240. The twin plug head, used on all the GT's and a handful of regular DB4's, and the dual competition quick release "Le Mans" style fuel fillers catch the eye of many enthusiasts. Amongst the other subtleties of this car one might not pick up on are the original rare and graceful convex Borrani knock-off spinners and the special lightweight alloy interior door closers.

0175L is a well-traveled car, having been first registered in Switzerland, then on to Beirut, next to Holland and eventually being obtained by VSCCA member Jack Boxstrom in Canada. While its early competition history is unknown, since coming to North America the car has seen extensive use in vintage racing, long-distance rallies and hillclimbs. Andy acquired the car in 2010 and VSCCA member Jon Clerk, who restored the car for Jack, continues to maintain it for road and track use. We are glad 0175L is still in the VSCCA to be enjoyed by Andy, as well as the rest of us.

Editor's note: While we like to include period photos of the featured cars sadly the early photos of the DB4GT/075L were lost in a fire. Also, for more information on the Duesenberg Indycar, featured in the January Newsletter, (and much more) please go to the theoldmotor.com.

V&SCCA Marshalling: A rewarding way to get involved with a great group of people.

It cannot be said often enough; those of us who get out on the track and hills with our vintage cars cannot do what we do without the dedicated group of volunteers. Whether you call them Marshals, flaggers, corner workers or grid workers, these folks keep drivers safe in a myriad of ways, some that are not always obvious. Green, yellow, checkered and passing flags are the things that usually come to mind, but they are always observing – perhaps a low tire or a fluid leak on the false grid, maybe some part appears to be loose on track and a driver is shown a very well-intended black flag. When they are not looking out for the drivers, the Marshals also enjoy a great sense of camaraderie and fun at our events.



© Autophotos/Ed Hyman

Just as we need to replenish the entrants to our events so too do we need to replenish the Marshal ranks. We are doing a couple of things for the 2022 season to both recognize our well deserving Marshals and to help with recruitment. One is that any Marshal that volunteers six days in a season will receive a full credit for their VSCCA member dues for the following year. In 2021, 9 individuals qualified for this: Jim and Rebecca Bottomley, Richard Brown, Steve Chisholm, Jean Petryshyn, Desiree and Joe Faulkner, Kate Liba and Bob Melhado.

The other is that Des Faulker is starting up a Marshal recruiting tool at motorsportreg.com. Most importantly this tool will make it easier to sign up to work events as well as easier to communicate with anyone interested in volunteering for an event, to provide updates about events and to keep track of one's volunteer days.

If you are interested in joining the Marshalling ranks please contact Jim Bottomley at jimbotmga@gmail.com at or Des at racebetty215@gmail.com. And, next time you are at a club event don't hesitate to buy a Marshal a beer or a glass of wine and ask about how their day went.

Tech Tip: Fuel Tanks

by Mark Lefferts



VINTAGE SPORTS
CAR CLUB
OF AMERICA, INC.

39 Woodland Drive,
New Britain, PA 18901

Indcia



This article will cover gas tanks. For starters, we may be the only club that allows cars to compete with gas tanks as well as fuel cells. I hear more complaints from members of other clubs regarding this subject than any other. Our safety record speaks for itself, and the attitude of our drivers is the main reason for this. If you are one

of our competitors that's still using a gas tank, please keep safety in mind. When was the last time your gas tank was removed, cleaned and inspected? I have taken many photos of what comes out of an old gas tank, simply because a picture speaks a thousand words. In many cases, I have taken many cups of rust and sediment out of an old tank. The rust doesn't just appear, it is coming from the inside of your tank. Over the decades the tank is getting thinner and thinner. What I recommend is that you remove your gas tank and inspect the condition. If you are not comfortable doing this, there are many radiator repair shops that will do this cleaning and inspection for you. The tank should be cleaned and can also be chemically sealed if it passes

inspection. If you have a hard time finding a good shop to do this, call me and I'll refer you to the one we use. If the tank has an integral vent tube, make sure it stays clear during this process. We had a Moretti in the shop a few years ago that would start and run, but only for about 100 feet. It turned out that the tank had been resealed and the vent was missing. The filler neck had been replaced, it originally incorporated the vent tube and the replacement had none. I opened the gas cap to make sure it had gas in it and heard the noise from the vacuum that had been created. Also be aware that you can consider removing your original tank and preserving it. An exact replacement can be purchased or made if not available. You can also have one of the fuel cell companies install a bladder into you original or replacement tank, this may provide the best of both worlds. The last thing to consider is how the tank is mounted. If you do the math and consider that a gallon of gas weighs about six pounds, a properly mounted tank is extremely important. If your tank uses straps to hold it in place, make sure they are in good shape as well and don't use any padding that may absorb moisture.

Please remember, safety first!

Continued from page 1

The cars should meet VSCCA safety regulations, comply with the regulations of the organization issuing the log book, and be equivalent to SVRA groups 1, 3, 4, and 5b i.e. sports and small bore production cars and pre-1970 sports racing cars under 2 liters, all running on treaded tires." The cars should have "stock bodies without fender flares or aerodynamic aids". These cars will be accepted at VSCCA events at the discretion of the Event Chair. The VSCCA has not changed its logbook eligibility. For details on cars eligible for VSCCA logbooks or eligible for entry under the "Expanded Eligibility" rules please go to vscca.org and look under "Rules & Regs".

By-Laws Revision Approval and Annual Dues

By now you should have received your annual dues notice that includes a ballot question about the new Associate Member proposal that was described in the January Events Newsletter (available at vscca.org in the "News" section). Details about this By-Laws change are also included with the dues mailing. Please mail your dues, roster changes, and signed By-Laws Ballot confirming your vote back to VSCCA Secretary Scott Fenley in the pre-addressed envelope provided ASAP.

Best Regards,

Mark O'Day
Activities Chairman



VSCCA Newsletter
March, 2022