



VSCCA Newsletter, Number 12, July 2022

Dear VSCCA Members,

It is mid-season and we have arrived at the final events newsletter for the year. Moving forward, our remaining events will be promoted via email and social media. Emails from your Activities Chairman go out Sundays at 6PM and from Event Chairs as needed. So far, our events are doing fairly well, tracking with 2021 for the most part. Normally, at this time, we are pushing for entries for Mt. Equinox but this year we are delighted that the event is fully subscribed and are adding people to a waiting list should anyone drop out.

Fall Events

More details are on the next page but we have a great slate of events for this Fall. It is not too late to get your entry in for the Lime Rock Historic Festival 40 but you need to do it soon.

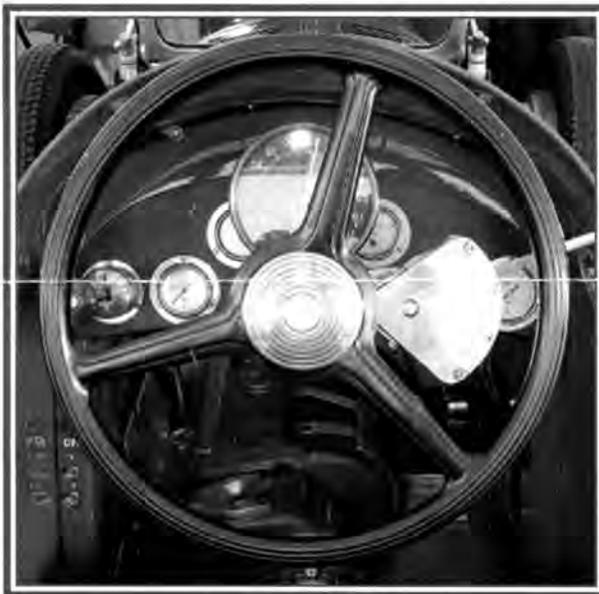
For the Fall Finale we are going to give another try at a Preservation Group. If you want to get on the track to exercise a car at slower speeds without the pressures of racing you will have the opportunity to do so on Saturday, October 1. We hear people say they want this type of group but we need to get entries so here is an opportunity. EC Whit Smith is also looking at a different sort of fun race for Friday afternoon. More details will be shared via email later in August.

The Nutmeg Rally is on for Saturday, October 22nd and this 25th edition will be a memorable one with a dinner cruise on the Hudson along with the splendor of fall colors in the Hudson valley.

The Castle Hill Pre-War Hill Climb only has 14 slots left for the hill climb so get your entries in soon. There is plenty of space for the rally tour on Saturday. As we previously announced we have a special dinner planned for Saturday night in the mansion overlooking the ocean. You do not need a Pre-War car to join the dinner – bring a date to this special evening!

Driver Credentials for Track Events

On your VSCCA member card it indicates that for entrants to our track events the card should be presented at registration for the event. On the back of the card your “Approved Driver” status for track events as well as your track-event medical expiration date are noted. For entrants for our Fall Finale you should plan to present this card, or your racing license from another VMC club.



The Annual Events Calendar

Being mid-July, it may seem early to be talking about the 2023 calendar. The scheduling of events is one of the most frequent conversations I have with members and the 2023 schedule is something I will soon be working on so as to be able to present it at the AGM three and a half months from now. With that, I thought you'd like to know how it comes together. It is both quite simple and challenging at the same time. The easy part is that our annual event calendar is fairly formulaic and predictable from one year to the next. There

are, however, many conflicts to be considered of one sort or another, and more conflicts, it seems, every year. Of course, it is not simply a matter of what the VSCCA wants as the various venues have their own schedules to be factored in.

We try to plan two tech sessions every year. Ideally there will be a few weeks of separation between the two as well as some diversity with the locations – north and south, for example. Since the venues – museums, private collectors, race and restoration shops - are different every year their availability plays a significant part in the date selection. We will also try to do a better job of avoiding the Easter and Passover weekends in the future, which was a miss this year on my part for the Northern Tech.

Moving on to our track events a frequent comment I hear is that it is hard to take Thursday (full or half-day) and Friday

Upcoming VSCCA Events



Mt Equinox Hill Climb: Saturday – Sunday, August 13-14, Arlington, VT
Fully Subscribed - waiting list only!

Now fully repaved, this is the quintessential VSCCA event, a must if you have not done it! At this writing the hill climb is sold out but you can get on a waiting list. The balance of the event is proceeding as always with a reception Friday night and dinner Saturday. 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 40: Thursday – Monday, September 4-8, Lime Rock Park, CT

A milestone event, this year's 40th Historic Festival will be outstanding, as always. The event starts with the 17-mile tour through the area for entrants. Three days of racing, the Sunday in the Park Concours and gathering of the marques and for the first time ever, a gathering of over a dozen concept Corvettes. To enter go to vscca.org or you may write specifically to Jeanette at Historics@limerock.com. For questions please contact Jeanette or EC Bill Gelles at billgellesjr@aol.com



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Fall Finale: A Pre-War Celebration: Friday-Saturday, September 30- October 1, Lime Rock Park, CT
Early Bird Expires September 16!

A great way to end your track season will be the Fall Finale where we celebrate Pre-War cars. Any Pre-War car that is entered into the Lime Rock Historic will get a \$100 discount on entry for this event. If you enter a car in another Fall Finale class your Pre-War entry, made prior to 1941, will be free! We are also planning a fun race on Friday and a Preservation Group for Saturday. All of our usual entries are welcome, of course, so come and enjoy the glory of the fall colors in the Berkshires. For more information please contact Event Chair Whit Smith at w@fws.nyc or call 847-561-7515



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Castle Hill Pre-War Hill Climb, Rally Tour and Dinner: Saturday- Sunday, October 17-18, Ipswich, MA

After a wonderful return last year, Castle Hill again will see 30 Pre-War cars that will have the chance the make their way up the same course we ran for eight in the late 1990s. Starting below the Inn we go by the Casino, wind our way through the Italiante Gardens and finish in the courtyard where we can enjoy sweeping views of the Atlantic over the Grand Allee! The Hill Climb will be preceded on Saturday with a Rally and dinner in the mansion at the top of the hill. For more information please contact event co-chairs Tom Ellsworth at pfkbos@msn.com or 978-768-7000, or Steve Silverstein at milano164@ymail.com or 774-232-2990.



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The 25th Nutmeg Rally: Saturday, October 22, 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

off for our track events, which are all Friday- Saturday. As I am sure you know there is no racing or on track activity at Lime Rock on Sundays. With Thompson the Connecticut laws prohibit Sunday racing until noontime. For the first Thompson Vintage Festival Sunday afternoon was part of the schedule but so many people left after Saturday, rather than hang around Sunday morning, that there seemed no point to keeping Sunday afternoon as part of the event. At Tamworth a local agreement prohibits track activity on Sunday until after 11AM. So, for the tracks that we use, Sunday is either not possible or curtailed leaving us with Friday-Saturday events.

Our four Lime Rock events follow an easy pattern. The Spring Sprints and Drivers' School is the first Friday-Saturday in May. The Empire Cup is always the Friday-Saturday after Memorial Day. The Historic Festival is always Labor Day weekend. For the Fall Finale we try to target four weekends after the Lime Rock

Historics and the first weekend in October which, most years, are the same weekend. It is this last date that is a particular challenge. We want to avoid the early October Parents' Weekends at the local private schools that make lodging a problem. Many of us will have been at Lime Rock over Labor Day weekend and were we to move the Fall Finale a week earlier having another Lime Rock event a mere 17 days after the Historics is not ideal; likely to curtail entry at one event or the other. We want to give our Marshalling volunteers a break between events (not just these, but all events). The VRG have moved their Watkins Glen event to the last full weekend in September and there are many that like to do both that and our Fall Finale. And then there are the concours. From late-July to mid-October there are no fewer than six major concours weekends in the Northeast of interest to our members. That does not include the Monterey events in August, which many of our members like to partake in one way or another.

Simply put, there is no perfect weekend for this event; indeed, I have already been asked for 2023 to avoid the dates that fall both four and five weekends after the Lime Rock Historics due to conflicts. The current slot of four weeks after Labor Day seems to be the best, unfortunately making difficult choices for some.

Our two other track event dates have scheduling challenges as well. For Thompson the VRG holds the contract with the track. Last year the track offered the weekend after the Empire Cup, which was not great for either club but especially the VSCCA. Again, many members of both clubs like to enter both events. For this year the VRG and the track were very receptive to our request to push it back to the last weekend in June, the event's original date, and we are very appreciative of their efforts. This year that gave us three weeks between the Empire Cup and Thompson and will do our best to keep a two or three week break for 2023.

For the WMVGP at Tamworth we have been bedeviled with conflicts. Our first try was late July, the same weekend as NASCAR at Loudon, and lodging and traffic were problems. Looking to move it forward we did not want to conflict with the Pittsburgh event, nor the Beaver Run event, so we moved it to the weekend after July 4. It was only in April this year that we learned that the Mt. Tremblant event was to be revived that same weekend for this year and we lost several likely entrants (and then it was subsequently canceled two weeks before the event.) It appears the second weekend in July is the safest date for this event.

For our two hill climbs they are pretty well set, Equinox with an early August weekend and the new Castle Hill event hopefully will settle in for the third weekend in October. We are very much dependent, however, on what the venue offers us as weddings are very popular and profitable for Castle Hill. Should we add a third hill climb the ideal date would seem to be the third weekend in May where the much-missed Hunnewell Hill Climb was slotted.



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The AGM historically has been targeted for the first Saturday in November although for 2022, for the second year running, it will be the second Saturday as our host, GMT Racing, is at Daytona the first weekend in November. Lastly, our two holiday gatherings are targeted for a Saturday or Sunday on the first two weekends of December, not conflicting with one another and depending on how the calendar falls a given year and venue availability.

Having focussed on the timing of our events I would like to add a few words about the location of our events, specifically the ones outside of New England. Many will remember that 10-20 years ago the VSCCA held, shared or sanctioned track events in Virginia, New Jersey and at Pocono, Pittsburgh and Watkins Glen. As recently

as three years ago we held a hillclimb at Hershey. These events are no longer on our calendar for various reasons which can be boiled down to that some were simply not financially feasible for the club to continue them and others departed for reasons beyond our control.

There you have it, VSCCA scheduling 101! We are indeed fortunate to have so many great events to choose from, but it does create difficult decisions to be made in both making the schedule and for our entrants.

Bylaws Update

The Bylaws updates, as outlined in the January Events Newsletter and the mailing sent to membership earlier this year, have been approved by an overwhelming majority of members. The

Cars you'll see at V&SCCA events:

Stanguellini Formula Junior w/CS001 76

By Bill Gelles



In 1958 Count Giovanni "Johnny" Lurani conceived the idea for a new racing class, intended to provide an entry level for single seat cars so younger Italian drivers could progress to Formula One. The rules required cars be powered by production based engines, transmissions, rear end differentials and brakes. The maximum production engine volumes were 1,000 cc with a car weight of 360 kgs (792 lbs) or 1,100 cc with a car weight of 400 kgs (880 lbs). In Italy the most popular choice was the Fiat 103D 1100 engine.

I had known about formula juniors but I never paid much attention to them. In 1972 I was speaking to a friend, Gene Baron, about our Ferrari 500 TRC cars. Gene told me he had his Stanguellini formula junior for sale. When I first saw the French Racing Blue car I was smitten. It was love at first sight. Only the Italians could design and construct such a sensuous racing car. I bought the car immediately.



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I had been racing my Ferraris at Lime Rock and knew my way around the track. When I first drove the Stanguellini I was amazed by the handling and ease of driving this car. After this experience I knew that not only could I be competitive with this car but I could possibly be a winner. Then I began a full program of improvements to make the car a force to be reckoned with.

I had given the car to Don Lefferts of Vintage Auto Restorations to begin the refinement work. Don said he remembered the car being one of the Cunningham/Momo team cars. My research into the car's history indicated many interesting facts. Stanguellini built around 100 formula juniors. There were three iterations: about 67 front engine chassis' with cable locat-

ing rear suspensions, about 33 front engine chassis' with sliding block rear suspensions and 2 rear engine chassis cars. Most cars imported to the USA were done by Cunningham/Momo. Almost all of the formula junior races were run by SCCA but they did not keep chassis numbers of the formula junior cars. Accurate racing records are not easily obtained. My car was equipped with the updated rear suspension and many unique refinements done by Alfred Momo (Alfred Momo, Team Manager of the Cunningham/Momo racing team, is seated in the car in the period photo above).

I have compiled the following history of my car: Stanguellini Chassis Number CS001 76. The car was raced by Walt Hansgen, Ed Crawford, Pinky Windridge and Augie Pabst. Since 2003 the car has been prepared, repaired and under the complete care of Mark and Scott Lefferts of Vintage Machine Works. Due to their superior support I was able to accomplish winning the Formula Junior Histories North America - Walt Hansgen Star, 2013 Formula Junior Championship Class FJ1 - Front Engine at the Circuit of the Americas on October 27, 2013.

new bylaws are available in full on the VSCCA website. One aspect allows for a new class of membership, “Associate Member”, which provides for an easier path to joining the club. The other is for a class VI of eligible cars; cars that are eligible for a logbook in class I-V but determined by the Board of Directors, in consultation with the CCC, to require special considerations for approval to participate in any event.

Wrapping up

Again, the balance of the year will be promoted via email and social media. Thanks to all who make our events possible – Event Chairs, Marshals, Tech Inspection and a myriad of other

volunteers for various tasks. And thanks for the contributions to our event newsletter and event promotion – Mark Lefferts for his insightful Tech Tips, Lynn Arnold for her proofreading, **Mark Sherman for managing the website and sending out the emails**, Richard Campbell and Whit Smith for their social media postings, Deb O’Day for her photography and Bill Gelles, Andy Greenberg, David Greenlees and Joe Freeman, and Chris Turner for volunteering their cars to be profiled.

Best Regards,

Mark O’Day
Activities Chairman



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Upcoming VSCCA Events



Annual General Meeting: Saturday, November 12, GMT Racing, Newtown, CT

This year we will again gather at GMT Racing for our Annual General Meeting. Last year this centrally located venue proved very popular and we had a strong attendance. We will review the '22 season, preview our '23 schedule, have our annual awards and more. This is a great opportunity to share your thoughts on the club with the board. A buffet lunch will be included and more details will be emailed in the coming months.

Holiday Luncheons: Sunday, December 4 in Boston and Sunday, December 11 in West Point, NY

As always, we will wrap up our season with Holiday luncheons in Boston at the Chart House and West Point at the Thayer Hotel. We will send out emails in the fall with more details. Please contact Boston EC Steve Silverstein at milano164@ymail.com or 774-232-2990 and West Point EC Joan Harmer at joan@harmersinternational.com or 914-962-2652.

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



Tech Tip: Safety Considerations

By Mark Lefferts

I was half-way through my next tech article when it was time to leave for our Thompson Race weekend. I had no track support customers to take care of, so all I had to do was run the VSCCA tech line and assist with the VRG tech inspections. There are quite a few differences as far as tech standards between the two clubs, mainly safety equipment. At Thompson, these differences most likely saved a life. As many of you may have heard, there was a terrible accident at the end of the main straight towards the end of the test day. One of the VRG entrants in a Shelby Mustang had some sort of mechanical failure at top speed, hit the outside retaining wall, rolled and caught on fire. The driver had very serious injuries, but managed to crawl out of the damaged, burning car. So how did he survive? The driver had three layers of Nomex as well as a Hans device and a roll bar. The driver had also practiced exiting the car in a hurry after an incident. So, what do we learn from this terrible accident? First of all, I'm not in favor of adopting all of the VRG tech standards. The VSCCA has had an incredible safety record since 1957, without mandating roll bars, fire systems and fuel cells. That being said, our drivers/owners should seriously think about incorporating some of these changes as we go forward, even if they are not mandated. Where possible, consider installing a fuel cell (my father installed them in the tail sections of Grand Prix Bugattis). And for those cars that already have a fuel cell, replacing the bladder as per the manufacturer's recommendations. Three cars that have come into my shop for the first time had leaking bladders. Many of our cars have room for a fire system as well as a hand-held (I would recommend both). For those that already have a fire system, when was the last time the cable of solenoid system batteries were changed? Five cars that came into my shop for the first time had non -functioning solenoid operated fire systems with leaking batteries. **I have been applying non-skid adhesive paper to the floors of our cars, as well as a short section of aluminum**



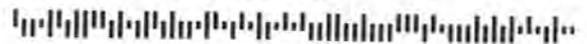
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VSCCA Newsletter

July 2022

I-beam on the floor so the driver can push against it with their feet when exiting the car. When I had the opportunity to start driving one of the Stanguellini juniors a few years ago, the first thing I did was to figure out how I was going to get out in a hurry if I had to. Gravity helped get me down into the seat, but it wasn't going to help get me out. I realized that I could get out much faster by grabbing the windscreen on my way out. It would break but in an emergency, who cares? Give this some thought, practice your exit and come up with a plan. Look your car over carefully, or have someone do it for you, consider improving your safety equipment of updating the equipment you already have. Not all of these improvements are going to be applicable to all of our cars, but most will be. Safety first!

Editor's note: The injured driver is Mark Gunsales, who is the VRG event chair for Thompson and has been a terrific partner in managing the event with Steve Morici. Mark suffered a number of broken bones and is recuperating well. The VSCCA sent him a get-well case of his favorite IPAs.