



Dear VSCCA Members,

I hope this newsletter finds you and your families well.

Issue number 3 of our new newsletter is a month later than planned due to the ongoing uncertainty of our schedule. Promoting awareness and participation in our events is the purpose for these newsletters and we have waited for something more concrete to share. What we have been doing is sending out frequent emails with event updates as they have been warranted; pretty much one every couple of weeks the past few months. In early May, Mark Sherman and Scott Fenley worked to expand the email list from about 400 to 700 names. If you have not been getting emails from "VSCCA" please register at <https://www.vscca.org/register/> to get on the list (or to update your email address if you have changed it). All emails are posted on "VSCCA Facebook" as well. (Note: If you are not on the Lime Rock Histories email list please go to <https://limerock.com/historicfestivalparticipantinfo> and you can sign up for it at the bottom of the page.)

To date we have cancelled our two tech events, Spring Sprints, Thompson, and the Wilbraham Hill Climb. The Empire Cup at Lime Rock has been moved to a new date of Friday-Saturday, July 24-25; the Pittsburgh Vintage Grand Prix having been cancelled for this year. The White Mountain Vintage GP at Tamworth, Mt. Equinox Hill Climb, Lime Rock Histories and Fall Finale all remain on the schedule as planned. More information on those events can be found inside this newsletter. Please remember that with our new motorsportreg.com entry system your credit card will not be charged until after the event so there is no risk to enter and no cost to withdraw your entry if you need to. Also, as we announced in an email, we are maintaining our "Early Bird" rates for all entries this year right up to the event to make it easier to enter. Please, however, be considerate of the Event Chair and try to enter at least a week before the event so they are not left scrambling. Also, please note we will not be accepting entries, checks or cash payments on site.

We realize that many of you are on the fence about entering events this year. Making sure everyone will be able to participate safely is our main concern. I have heard from some that they will not attend any events – of any sort – until there is a vaccine. From others I have heard about a pent-up demand to get out and on track. How this will play out for our entries

we've no idea. Inside this newsletter we have also outlined what Lime Rock, the venue for three of our next five events, is doing for precautions. Tamworth and Mt. Equinox are being worked on due to the different nature of those facilities and we will share more details as we have them.

As for our Fall events, the 25th Nutmeg Rally, scheduled for October 24th, is TBA with a decision expected in early July. The November 7 AGM and our Holiday gatherings will be announced later in the season.

Another topic that we emailed about recently was Driver Medicals. If your medical expired at the end of the 2019 season, that medical will be accepted for the 2020 season. We encourage you to get it updated as soon as it is reasonable to do so. The Event Chair does reserve the right to deny racing privileges to a member with an expired medical if he feels that there is a high probability that the member in question would not be given medical clearance by a doctor. If you are scheduling a medical exam in the future, please bear in mind that for the 2021 season we will be strictly enforcing the medical exam/approval requirement. To enter our track events in 2021 you will need a current medical that covers every event you plan to enter. Medical exams can be good for up to 26 months – at your doctor's discretion - so please make sure you discuss this with your doctor when you have your exam.

Lastly, please make sure to read the Tech Tip penned by Mark Lefferts, the VSCCA's Chief Scrutineer, in this issue. If nothing else, these past few months have been great for catching up on car projects and what he outlines is clearly something we can all benefit from.

We hope we will all be seeing each other at an event soon. "Safety Fast" and safe socializing!

Best regards,

Mark O'Day
Activities Chairman



Upcoming V&SCCA Events



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White Mountain Vintage Grand Prix, Friday - Saturday, July 10-11, Tamworth, NH

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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The Empire Cup, **NEW DATE!** Friday - Saturday, July 24-25, 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. For more information please contact Event Chair Charles Bordin at cbordin123@aol.com or call 914-968-5700



© Michael DiPleco

Mt Equinox Hill Climb, Saturday – Sunday, August 8-9, Arlington, Vermont

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. We already have 20 cars registered, so get your entry in soon! For more information please contact Event Chair Scott Fenley at 215-901-4324 or at feneleyts@yahoo.com



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Lime Rock Historic Festival 38, Friday – Monday, September 4-7, Lime Rock Park, CT

Enjoy vintage racing at its best with the ever-popular Lime Rock Historic Festival. As a spectator event there will inevitable updates throughout the summer. Murray tells us an Alfa Romeo 158 will be demonstrated – something you will not want to miss seeing – and hearing! The early bird deadline has been extended to July 15 and no cards will be charged or checks cashed until the event is confirmed. For more information please contact Lime Rock at 860.455.5000 or contact Bill Gelles at billgellesjr@aol.com



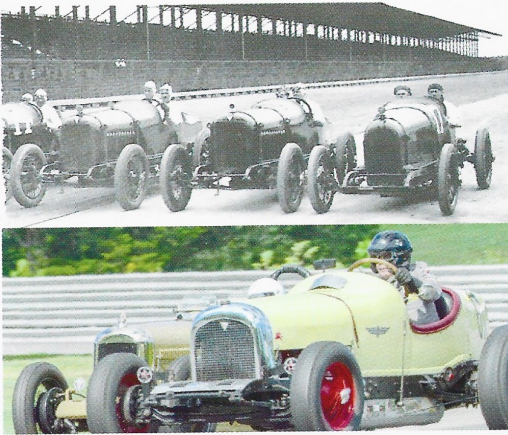
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The Fall Finale: A Pre-War Celebration, Friday, Saturday, October 2-3, Lime Rock Park, CT

Our racing season will wind up with our classic Pre-War Celebration the first weekend in October. This event has become the best Pre-War event east of Monterey. Any Pre-War car entered into the Historics will get a \$100 discount on their entry for this event. We will award the Pre-War Celebration Cup donated by our friends at Victory Lane. Of course all of our usual entrants are welcome. For more information please contact Event Chairs Roger Morse & Lynn Arnold at 518-461-7106 or rgmorse@morse-associates.com

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

Cars you'll see at V&SCCA events: 1934 Hudson Indycar

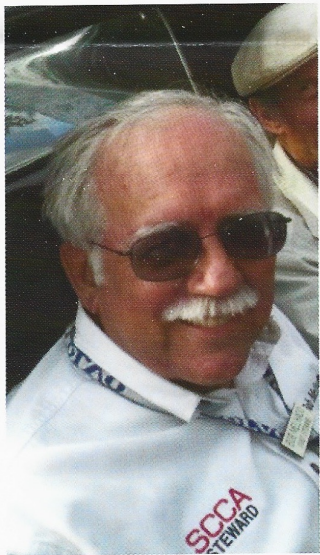


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The 1934 Hudson 2-man Indycar of Dorian Berteletti may be the oldest car that continues to be campaigned on the tracks of the VSCCA. "Nonsense!" you say, "I can name a dozen or more cars made before 1934 still racing with us." True enough. 1934, however, merely represents the year of the current iteration upon a frame that was built in 1917 and the only known survivor of the three built. As the car appears today, as it did when rebuilt in 1934, Dorian chooses to designate it as such. He could justifiably call it a 1917 Hudson. After its original build in 1917 the factory modified several times from 1930 to 1938. It ran at Indy in 1919 and 1931, a DNQ in the former and a breakdown in the latter. It has had a Hudson Straight 4.2 litre flathead six for most of its life putting out about 200 HP through two gears and rear brakes only, although Dorian has added hydraulics at the front (those of us who Dorian has caught up to entering Big Bend thank him for this addition!) It ran in the '40s and '50s with an arresting zebra paint job. About 1950 Hudson's head of performance and prototypes, Ber-

nie Siegfried, acquired it from the factory and he ran it on ovals in Canada. Dorian acquired the car close to 50 years ago and had the good fortune of having extensive dialog with Mr. Siegfried who he said was an amazing help in rebuilding the car and how to drive it, including him insisting on having any extra threads past a nut cut off so as to save weight! It is a truly rare treat to have had the engineer of your Pre-War car advise you on the restoration! You can see it here as it appeared at Indy in 1932 and how it is today

Course Marshal Profile: Bob Melhado



Bob Melhado is the VSCCA's Chief Steward and has been volunteering for our club for over 40 years. He got his start doing SCCA rallies in the '60s and became a Marshaling volunteer for the SCCA in 1967 at Bridgehampton. At his first Marshaling event at Lime Rock, pre ARMCO barriers, he was actually hit by a spinning Can Am car and thrown 30 feet, none the worse for wear in a lucky escape. After that he set his sights on working in the tower as a steward and has been doing that pretty much ever since; long-time VSCCA Chief Steward Malcom Labatt Simon having asked Bob to assist him. Bob has been the Chief Steward at the Labor Day Historics every year bar one since 1989. In what is clearly a consistent theme amongst our Marshaling volunteers in this series is that he advises us that we need to pay closer attention yellow flags and to slow down when we see them. Despite our collective challenge with yellow flags vintage racing has become Bob's favorite over the years and he enjoys all facets of it, the racing, the cars and the people. He is active with vintage cars as well as he owns three Austin Healey Bugeyes and even got to know Donald Healey. Bob, a lifelong resident of Poughkeepsie, retired after 30 years as an engineer with IBM and now, when he is not volunteering at vintage events, he can be found fishing or partaking in Ham radio operating. As all our race entrants know, Bob will speak to us at the Driver's Meeting at every Lime Rock event. He has just about seen it all in his 40 years of volunteering and everything he says is with our best interest in mind; we are well advised to heed his insightful words of wisdom and we thank him for that.

Remaining V&SCCA 2020 Calendar

- **White Mountain Vintage Grand Prix**
July 10-11, Club Motorsports,
Tamworth, NH
- **The Empire Cup**
July 25-26, Lime Rock, CT
- **Mt. Equinox Hill Climb**
August 8-9, Arlington, VT
- **Lime Rock Historic Festival 38**
September 4-7, Lime Rock, CT
- **Fall Finale, A Pre-War Celebration**
October 2-3, Lime Rock, CT
- **25th Nutmeg Rally (tentative)**
October 24, Hudson Valley area
- **VSCCA Annual General Meeting**
November 7, Salisbury, CT
- **Righetti Holiday Brunch**
Date TBA, West Point, NY
- **Boston Holiday Lunch**
December 13, Boston, MA

COVID-19 Precautions

Three of our next five events will be at Lime Rock Park; The Empire Cup, The Historics and The Fall Finale. The Track is doing everything they can to make a safe environment for us. We must do our part also to social distance, wear masks, gloves and to be considerate of our fellow competitors. Lime Rock will be following a Health and Disinfection protocol to provide a safe, secure, and healthy environment for its competitors, reducing the possibility of transmittal of the COVID-19 / Coronavirus. Some examples of this include: The guest service gate attendant will approach each vehicle separately in a non-invasive, non-contact manner and take each occupant's temperature with an infrared thermometer. This includes not only guests but track employees as well. You are expected to sign in on the plastic shielded clipboard using your own pen. Hand sanitizing stations will be set up wherever there is contact with other people. We will be using both A and B paddock to increase social distancing. Details on sign-in and tech procedures will be sent to entrants prior to the event. Our other two upcoming events, The WMVGP at Tamworth and the Mt. Equinox Hill Climb, are unique events to those venues and precautions are being worked on and will be announced well in advance of the events.



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V&CCA Newsletter

June 2020

Tech Tip: What Tech Inspectors are Looking For

By the time early May comes around each year, most of us have already been on the track at least once. This year is different to say the least. We have two extra months this year, so it's the perfect opportunity to spend some extra time prepping your car for the 2020 season.

It didn't take me much time to come up with a topic for this addition to the newsletter. One problem that came up during the 2019 racing season was the large number of active fuel leaks discovered during Tech inspection. I went over last years' batch of tech sheets and counted over 20 leaks around the engine compartment area. Most of the leaks were around the fuel line connections to the carburetors, pumps and pressure regulators. Although we can't have any fuel leaks, the problem with many of our cars is that they have non cross-flow cylinder heads. With the exhaust header/manifold right under the carburetors. Many vintage sports and race cars are running fuel systems that incorporate banjos and banjo bolts. Depending on the type of carburetors that your car uses, careful attention has to be paid to the choice of sealing washers used in conjunction with the banjos and banjo bolts. Although there are many different types of washers available, I have almost always used soft aluminum crush washers for fuel systems. Many of the copper washers on the market are much

too thick and when used against an aluminum or pot metal carburetor they don't crush and the threads in the carburetor body winds up getting stripped. I'm not a fan of fiber washers either, however there are some applications that require them. When I use a fiber washer, I smear a very light coat of Hylomar (blue) sealer on the sealing surfaces. There are some fuel pumps and pressure regulators that have female pipe thread ports in them. A light coat of Loctite Teflon paste (#567) on the threads, will assure that you will have no problems with leaks in those areas.

In about five minutes, you can check the fuel system for an active leak. It's going to add to enjoyment of your race weekend if you don't have to go through a repair and a re-check during your tech inspection process, so take the time to check for leaks before you put the car on (or in) the trailer.

Safety first!
Mark Lefferts

