



## VSCCA Newsletter, Number 6, March, 2021

Dear VSCCA Members,

We have little more than a month before the VSCCA opens up with the Spring Sprints and Driver's School at Lime Rock May 7-8. There is a lot of pent-up enthusiasm as the season approaches after our abbreviated 2020 event calendar and entries are off to a good start.

As a first order of business a reminder that the Early Bird entry savings of \$50 for the Spring Sprints is good through Friday, April 23. The Early Bird entry rate for the Empire Cup and Thompson events are good through May 21 and May 27 respectively. The next newsletter will come out after those dates so, whether you enter via Motorsportreg.com or paper, if you plan to enter those events, please do so now! We will send emails out about the upcoming deadlines, but this is the last printed reminder.

Some other reminders as the season approaches. For the 2020 season we waived updated medicals but for the 2021 season your medical needs to be current. Also, make sure your safety harness is valid through the 2021 season.

While the overall entry looks good at this point the school entry at the Spring Sprints is very low and we need to make sure to keep the pipeline filled. If you know of someone interested, now is the time. They do not need a VSCCA eligible car to partake in the school. In concert with the Labor Day Historics, Porsche will be our featured marque along with H-Mods at the Spring Sprints.

The Empire Cup entry is shaping up nicely. For the Thompson event I am pleased to let you know we have committed to a second grid. Our VRG friends hold the contract for this event and it was important for the viability of the event that it has six full grids; the VRG taking four and the VSCCA two. Thanks to all of you who stepped up with early entries.

Next up will be the White Mountain Vintage Grand Prix at the fantastic 2.5-mile Tamworth, NH track. The Club Motorsports management did us a huge favor in 2020 by charging us only by the entry and thus we were able to break even with only 32 cars. Not only do we want to keep this great event but hope to be able to support the track given the challenges they had in 2020. We need 57 entries to break even. You'll get over 3 hours of track time over two days!

The balance of the calendar flows as usual with one notable exception. Plans are proceeding with the Castle Hill Pre-War Hill Climb in Ipswich, MA. The hill climb will now take place on Sunday, October 18. Tom Ellsworth has volunteered to EC the event and we are also looking at a rally on Saturday, along with a shop visit and a dinner, so stay tuned as this exciting addition to our calendar develops.

If you have not checked out our new home page for [vscca.org](http://vscca.org) you'll want to. It now has our complete 2021 schedule with links for entry and to see who has entered. We also have a VSCCA news section with links to a variety of things. We will also feature a "Video of the Month" with a link to videos we know you will find of interest!

Lastly, in an effort to bolster our grids for the 2021 season we will accept, for our wheel-to-wheel events, log book cars and approved drivers from VMC affiliated groups. A list of the eligible cars and other details are on our website; you can find a link in the news section of the new home page.

We look forward to seeing you at the track or other venues as our 2021 season unfolds! Let's make 2021 a banner year for the VSCCA!

Best regards,

Mark O'Day  
Activities Chairman



# Upcoming V&SCCA Events



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**Spring Sprints & Driver's School** Friday - Saturday, May 7-8, Lime Rock Park, CT

**Save \$50 by entering by April 23!**

Kick off your track season with the Spring Sprints and Driver's School. We will be featuring Porsche so calling all 356s, Speedsters and their brethren! There will also be a gathering for H-Mods. School entrants can run just about anything in the school track sessions. If you don't have a Porsche don't worry, you'll get all the usual track time at this two-day event. This is a muffled event. For more information on the Spring Sprints please contact Event Chair Ben Tarlow at [info@midcenturymotoring.com](mailto:info@midcenturymotoring.com) or call 914-402-5799. For more information on the School please contact Charles Bordin at [cbordin123@aol.com](mailto:cbordin123@aol.com) or call 914-968-5700



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

**Save \$50 by entering by May 21!**

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](mailto: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](mailto:moricimotorsportswest@yahoo.com) or call Steve in California (PST time!) at 760-249-1112



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**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](mailto: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](mailto:fenleyts@yahoo.com)

**For more information on these and our other events please go to [vscca.org](http://vscca.org)**

# Cars you'll see at V&SCCA events: Alfa Romeo Monza

by Peter Greenfield



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In his three-volume set about the Alfa Romeo 8C2300 titled “The Legendary 2.3” the author and well know Alfa historian Simon Moore begins the chapter about 2211114 by stating “For a long time I was not completely certain that this car was a Monza, since I had never seen a photograph which could identify it as such from the registration number. However, I have now found one on page 77 of the Napoli GP book and can now positively say that it was a Monza”.

The author then goes on to delve into the history of the car including its ownership by Scuderia Ferrari. There is a chart accompanying the story the shows the car being driven by such luminaries as Guiseppi “Nino” Farina and Pietro Dusio. After various different owners, and sometime after WWII, one of the new owners commissioned Zagato to build a new fixed head coupe body on a new chassis retaining the engine, gearbox and bulkhead from 2211114.

In the early 1950's the car wound up in Kuala Lumpur where it was raced at least once. The car was eventually abandoned and left to disintegrate with only the engine, gearbox and chassis plate being salvaged by American Bob Feingold who subsequently sold it to the late David Black. Towards the end of 1993 the engine and chassis plate was sold to Franz van de Fleuvel who

commissioned Paul Grist in the UK to build a complete car using the 2211114 engine, gearbox #2141148, steering box #2151087, front axle #2161176 and rear axle #2171031 and various other original Alfa parts. Paul used a new Monza length frame whilst other missing parts and new bodywork where fabricated. In late 1996 our good friend and fellow VSCCA member, the late Peter Giddings acquired the car and raced it all over the USA, and New Zealand. I acquired the car from Peter in April of 2004 and have thoroughly enjoyed racing and owning it ever since.

*Editors note: Peter Greenfield has had number 41 on his various race cars for 40 years. Ironically the Monza sported number 41 on occasion, as you can see here at the varese Campo dei Fiori Hillclimb in 1934 and, at other events in period, it sported number 31, the number used by its previous owner, the late Peter Giddings, on his cars for many years!*

## Course Marshal Profile: Kate Liba



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Something we may not think about is that working the grid is far more than lining us up, telling us how many minutes to on track and sending us out. The keen eyes of the Marshals on the grid are looking out for our safety. Belts and helmet strap secure, visor down, any leaks of water, oil or fuel or anything else look out of sorts? We have Kate Liba and her colleagues to thank for organizing and looking out for us before we head out. Kate has been volunteering her time on the grid since she started at the Lime Rock Histories in 2014. She joined the VSCCA the next year and has added helping us at Mt. Equinox, where she finds station 2, the first parking lot, her favorite vantage point although the Histories remain her favorite event. Kate is focused on vintage events and she said that “since you guys like driving them, I’m happy to help that happen”. We could not do it without Kate and her fellow Marshals. Kate’s response to advice for VSCCA drivers was good for a chuckle when she said, “When positioning on grid at Lime Rock, please keep backing up when directed to do so; we will not let you back into the fence or the berm!” Who hasn’t had the bit of trepidation whilst, harnessed in with your helmet on, you back your prize into what seems like the abyss! We are in good hands. Kate adds she’d like to get to know the faces that go with the cars, so try to get to grid early, sans helmet. Away from the track Kate enjoys her ’74 Mercedes 450SL, as well as gardening, reading and ballroom dancing. We thank Kate for all she has given to our club.

# Tech Tip: Braking Systems

by Mark Lefferts



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The subject of braking systems is far too broad a subject to cover in one short article. For this tech article, I'm going to cover brake cylinders, including master and wheel cylinders. I see the portions of sports and racing cars that many owners never have to look at, the parts that are located under the brake drums, floorboards, etc. I've been working in this profession for almost 43 years and most of the cars that come through my shop for the first time have seized, leaking or seized and leaking brake cylinders. There's no reason for this to happen, not ever. Whether you realize it or not, there are more solutions to all of these brake hydraulic problems than ever before. As an apprentice in the late 1970's, I would get handed a master or wheel cylinder and sent to both of the local auto parts stores. Calling was useless, the unsuspecting parts counter-person would start the conversation by asking "what does it fit". If the local stores didn't have what I needed, I would be sent as far away as Long Island (from CT) to a parts store that had been in business for ever and my father had worked for in his much younger days. The owners would let me go back into their parts room



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and start opening boxes in an effort to match up parts. Now we have the internet, brake hydraulic cylinder sleeving and rebuilding services and an ever improving supply of newly manufactured parts. Whenever I get a replacement brake cylinder (even newly manufactured) I disassemble them and inspect the pistons, bores and seals. I have found that many of the manufacturers don't use enough assembly lubricant, so I use some brake assembly grease on the bores and internal parts. "Penrite" and "Tilton" both make brake assembly grease that I like and use. The aluminum cylinder bores are more forgiving when sitting on the shelf than the cast iron ones. I often have to use a very fine grit "Flex-Hone" to clean up cast iron bores, even on cylinders made in just the last few years. In the case of new-old-stock brake cylinders, a far more intensive approach must be taken. Unless you can purchase a rebuild kit made in the modern era, I stay away from the new-old stock cylinders. The rubber seals are far too old to be put into service. If you can't locate a new rebuild kit, there are several subcontractors that will rebuild the cylinders for you. When matching up components by eye, don't be fooled by the fact that a

brake cylinder looks identical on the outside, manufacturers often use the same castings for several different bore sizes. Always bring your caliper. I'll cover more on brake systems in future tech articles.

Safety first!

