



Dear VSCCA Members,

A new season is upon us and the first, since 2019, that will have a full schedule with the return of our Tech Sessions and the Nutmeg Rally. There is much to cover here, so without further ado:

Schedule

The schedule is pretty much in the usual cadence with events in their usual slots, with the exception of the Nutmeg Rally, now May 14. The Thompson event is back to its original slot at the end of June, now providing nice break between both Empire and Tamworth. We have been invited back to Castle Hill for the Pre-War Hill Climb so that is great news. We also may have another Pre-War hill climb that is pending for May 21 in central New Hampshire. More to come on that in a month or so. It is shaping up to be a terrific calendar!

Entry Fees

We are pleased to let you know that our entry fees for 2022 are remaining the same, for the third consecutive year, despite increases in some track rental costs. Our five track events and two hill climbs will be priced the same as 2020 and 2021. It would be great if we can hold the line for entry rates for 2023 as well, but please read the next topic. We need increased...

Member Participation

To recap some of my comments at the AGM, member participation is a key consideration for us. The past seven seasons have seen a reduction in the number of VSCCA members partaking in one or more track or hill climb events. In 2014 we had 221 member participants and in 2021 we had 147, a decline of 35%. Fortunately, we had 38 guests enter our events in 2021 which helped offset some of the decline in member participation. Some

of those guests plan to join the club, hopefully others will.

For our track events increased member participation is vital as 70% of the club's annual expenses are spent on these events. We have carved out as much overhead as possible in recent

years – we have reduced our insurance, while maintaining the same level of coverage, by 33%, to about \$6000 per year. Because of Covid we have not used the Lime Rock Media Center for a Drivers Lounge or ordered food service. We have reduced event related printing costs by 50%, a savings of about \$8000 annually. On the flip side we did pay about \$9500 to Motorsportreg last year for registration fees. While that may seem to be an additional expense, it does save us investing in the servicing and updating of what was



our own proprietary online registration system. It also helps generating guest entrants by extending our reach. The bottom line is that we have carved out pretty much all we can from the costs of our events, while maintaining event entry fees for the third year in succession. If the trend continues, where member participants decline by an average of 10 a year, it is not to hard to figure out where it leads.

The best solution to this is to increase participation among our members and members-to-be. I am very encouraged by the involvement of several members, some of them new to the club, with fresh ideas and boundless enthusiasm. We are going to try some things to increase exposure for the club and generate interest with a goal of adding new, participating members. We have a new Associate Member proposal that you will be asked to vote

on soon that will pave the way to make it easier to join the club (more details on page 3). We have some initiatives for events, starting with the Spring Sprints, that we think will lead to more exposure for the club with the right target audience. We will share more details on that via email and in the March events newsletter.

Spring Sprints & Drivers' School

As noted, we are working on some plans for the Spring Sprints to enhance participation, however you can be assured you will have all of the usual track time. More details will be announced soon. Last year we had a great turnout for the Drivers' School with about 25 graduates. Of particular note, while typically about 25% of school participants go on to enter our speed events, the 2021 class saw about half of the attendees go on to enter events. That was a great result and we want to keep that momentum up. If you know of anyone who has been thinking about the school, please let us know if we can help. Someone can enter the school with just about any car although if they want to race by the end of the weekend they do need a VSCCA eligible car. If you or someone you know has questions about the school please have them contact Charles Bordin. His contact details are listed inside with the Empire Cup.

Lime Rock Historic Festival 40

The Lime Rock Historic Festival is of long-standing importance to the VSCCA for a myriad of reasons. As you may know the event last year fielded an exclusive Pre-War grid. We had up to 25 cars committed at one point but pre-event attrition resulted in about 18 cars - the extended Canadian border closing, mechanical gremlins, a trailer breakdown, etc. We'd like to keep this going, perhaps with the inclusion of select Post-War cars that lap Lime Rock in 1:15 or more that, appearance-wise, will fit in nicely with the grid. We need to have at least 25 cars, likely requiring about 30 commitments. If you are interested, please contact me at mdoday@comcast.net.

Additionally, it is important that when you register for the event you do so with VSCCA credentials. There are many



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VSCCA members entered who do not and as a result, gives the appearance of a much lower VSCCA participation than there actually is.

Supply Chain Issues

Whether you plan to race or just drive your old car on back roads, you may want to think about ordering any supplies you'll need for the entire '22 season now so that you know you'll have what you need. Various bits including basics could be hard to find or take longer to ship. I have spoken with some of the race shops and they said yes, they have had a hard time with some things. I am on a waiting list until at least March for tires I need. I need a new 2020 Snell helmet and while stock has not been an issue, Bell has changed how they size and I have had to return several due to a poor fit. So, my suggestion – plan and order ahead!

New Cancellation Policy

For the past couple of seasons, we have had a very lax cancellation policy due to the pandemic. Please see page three for our new cancellation policy. It is still very accommodating to our entrants however we have eliminated the option of changing a two-day entry to a one-day entry within two weeks of an event. One-day entry is something very few clubs offer however, with the advent of long-range weather forecasts, we have had a considerable increase in the number of entry reductions from two-days to one within two weeks of the event when rain is forecast.

Pre-War Hill Climbs

I have been asked by several members why Castle Hill entry is restricted to Pre-War cars (as will the May hill climb, if it comes to pass, and as was Hunnewell). A good and fair question. These venues are all privately owned and are relatively compact courses on estates that have no safety provisions. The owners of these properties have invited the VSCCA, with no rental cost to the club, to stage an event with Pre-War cars, generally our slowest cars. The fact that these venues can accommodate only approximately 30 cars is also a consideration. Mt. Equinox is open to cars up to 1970 of the type that entered the original SCCA iteration, on the other hand, and if you have not experienced that you really should. Certainly, we are open to pursuing other hill climb venues if you have any ideas. As has been said, hill climbing is the purest form of the sport.

Our track events, hill climbs and tech session are now available for entry on vscca.org. While there, check out our January Video of the Month. Just a couple of minutes long, I think you will enjoy!

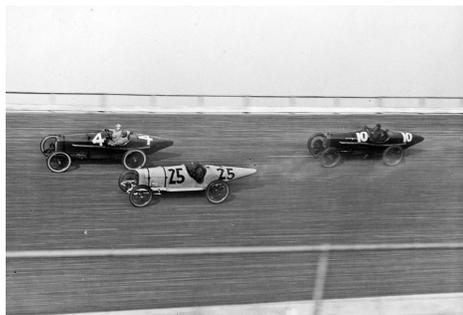
We look forward to seeing you out for the '22 season!

Best regards,

Mark O'Day
Activities Chairman

Cars seen at V&CCA events: 1915 Duesenberg Indy Car

By David Greenlees



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This car is one of the first six Duesenberg racing cars constructed. The three earliest cars used a Mason chassis' and Brother's 8-valve Duesenberg engines. The later cars were named Duesenberg and powered by eight and 16-valve 300 c.i. four-cylinder engines with a 3.75" x 6.75" bore and stroke. The chassis' has semi-elliptic springs, a Timken front axle, and rear housing. The rear end has a Duesenberg combination three-speed transmis-

sion, differential. Stopping power is by two rear wheel drum brakes. It retains its original body, except the tail was destroyed in a crash at the Danbury Fairgrounds track about 1920. The engine has an alloy crankcase, a stout two main "ball bearing" crankshaft, and sixteen-valve horizontal valves in chambers above the pistons. This top end has eight intake valves on one side eight more exhausts on the other, actuated by two cams in the crankcase via 16" long "walking beams" (rocker arms) and 16.5" long rods.

Its history has been known since it was built. Its most noteworthy finishing position in the hands of the Duesenberg's was 2nd at the shortened 300 mile Indianapolis race in 1916 with Wilber D'Arlene driving. In 1917 Jimmy Benedict, a competent racer, purchased it from the Duesenberg's, for whom he was previously a riding mechanic. He entered and drove it in a AAA National 100-mile race and finished 6th place as a privateer against the 16-valve DOHC Peugeots and other more modern and formable competition on the two-mile NYC Sheepshead Bay board track in 1916. Post-WW-I, he raced it on dirt tracks and won the first feature race at Orange County Speedway in Middletown, NY, in 1919.

Benedict sold it to Lou Hoyt in 1921 of Haverstraw, NY, who was a colorful ex-circus performer. He raced it on one-mile and short dirt tracks until the late 1920s and then parked it in a barn where it remained until 1941. Charlie Fischer of the Boston area purchased it with the help of Duesenberg Historian Fred Roe. Needing little work, Fisher had it back on the track later that year at Thompson. Since then, it has been owned by Alex Ulman, Camron Argetsinger, Austin Clark, Bob Sutherland, who restored it, and VSCCA member Joseph Freeman who purchased and has vintage raced it since 1993 in the US and UK.

New Associate Membership Initiative

The board has a new initiative to help facilitate membership in the VSCCA called "Associate Membership", as reviewed at the recent AGM. Often, we find we have interested candidates for membership, but they do not have the sufficient acquaintances amongst current members to secure the required reference letters. We did at one time have such a membership, but it was discontinued. The proposed Associate Membership requires a change to the VSCCA's bylaws as a result of approval by 2/3rds of members in good standing. In February, you will receive a mailing that includes your annual dues notice, annual board election ballot, and the details of this initiative with an opportunity to vote yes or no to the bylaw changes.

While the mailing will contain more detail, an overview is that the Associate Membership category would allow a candidate to join the VSCCA without letters of recommendation. As an Associate Member, having paid the same annual dues as full members, they would be entitled to receive the member rates on event entry, the club magazine, the events newsletter, and club mailings. The Associate Member would not receive a club roster, would not be eligible to vote in club elections, and would not be eligible to hold board or committee positions. It is hoped that once the Associate Member has participated in club events and become known to members they will readily be able to secure the necessary letters of recommendation and become Full Members.

Be on the lookout in late January for this mailing that will be included with annual dues and please make sure to cast your vote on this important initiative.

Upcoming VSCCA Events



Southern Tech - Saturday, March 19, Treasured Motorcar Services, New Freedom, PA

VSCCA member Allison Griffiths has invited us to her shop, Treasured Motorcar Services. You'll get a tour of the shop and the various projects and have a presentation to be announced via email. The day will start at 11 with some socializing, the presentation, then lunch and the shop tour. New Freedom is about two hours west of Philadelphia and 40 minutes north of Baltimore. You can register for this event at vscca.org. For more information contact Event Chair Allison Griffiths at Allison@treasuredmotorcars.com or call 410-833-2319



Northern Tech - Saturday, April 16, The Collings Foundation, Stowe, MA

The VSCCA will visit the renowned Collings Foundation in Stowe, 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 TBA, 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 & Drivers' School - Friday - Saturday, May 6-7, Lime Rock Park

Save \$50 by entering by April 23!

Kick off your track season with the Spring Sprints and Drivers' School. School entrants can run just about anything in the school track sessions. 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 or call 914-402-5799. For more information on the School please contact Charles Bordin at cbordin123@aol.com or call 914-968-5700

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

The 25th Edition of this event promises to be a special one. You'll wind your way through wonderful driver's roads along the Hudson Valley. 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 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. 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

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For more information on these and our other events not listed here please go to vscca.org



2022 Schedule of Events

Date	Event	Early Bird Entry deadline <i>SAVE \$50!</i>	Location
Mar 19	Southern Tech, Treasured Motorcar Services	NA	New Freedom, PA
Apr 16	Northern Tech, Collings Foundation	NA	Stowe, MA
May 6-7	Spring Sprints & Drivers' School	22-Apr	Lime Rock Park, CT
May 14	Nutmeg Rallye	NA	Hudson Valley, NY
June 3-4	Empire Cup	20-May	Lime Rock Park, CT
June 24-25	Thompson Vintage Motorsports Festival	10-June	Thompson, CT
July 8-9	White Mountain Vintage GP	24-Jun	Tamworth, NH
Aug 13-14	Mt Equinox Hill Climb	NA	Arlington, VT
Sept 1-5	Lime Rock Historic Festival 40	TBA	Lime Rock Park, CT
Sept 30-Oct 1	Fall Finale: A Pre-War Celebration	16-Sept	Lime Rock Park, CT
Oct 15-16	Castle Hill Pre-War Hill Climb	NA	Ipswich, MA
Nov 5	AGM	NA	TBA
Dec - Early	Holiday - Boston and Righetti (West Point)	NA	Boston, MA & West Point, NY

Date	Charity Events (of interest to members staged by Members)	Charity	Location
July 22-24	2022 Vintage Charity Tour	TBA	The Berkshires
TBA	Spadaro Memorial Drive	Sloane Kettering Memorial Hospital	New York area
Aug 6-7	Vintage Racing Stable Rally, Dinner & Concours	Boys & Girls Club of NH	Sanbornton, NH
Sept 9-11	Radnor Hunt Rally & Concours	Boy Scouts & Thorncroft Equestrian Center	Edgemont, PA

New Entry Cancellation Policy

We have new entry cancellation policy for the 2022 season. Prior to Covid, our cancellation policy was simple: “NO CANCELLATIONS after 10 days prior to the event unless for medical or family issues.” For the 2020 season, understanding the uncertainties with Covid, we allowed an entrant to cancel any time up to placing a wheel on track. We continued that policy through 2021.

New Policy

- An entrant may cancel their entry any time up to an event if they do so via cancelling their entry on motorsportreg.com and they will not be charged.
- If an entrant has entered with a paper entry and check they must inform the Event Chair of their cancellation prior to the event and their check will not be cashed.
- If you arrive at the track and do not turn a wheel on the track due to circumstances, other than weather, you must inform the Event Chairman immediately your decision to cancel – Event Chairs have no way of knowing who has been on track. ”No-shows” will not receive a refund or credit.
- While the VSCCA does offer one and two-day entry options an entrant may not reduce their entry from two days to one within two weeks of the event.

We are introducing this aspect of the policy due to a rash of weather-related entry reductions from two-days to one.

VSCCA Helmet Regulations effective 2022-2025

The topic of helmets was covered at length in the issue number 4, 2020 of the VSCCA Newsletter (available at VSCCA.org). What follows is a synopsis of that article.

- For the 2022 season the VSCCA will accept helmets with the following Snell designations: 2015 and 2020.
- For the 2022 season 2010 Snell helmets will no longer be accepted for VSCCA wheel-to-wheel events. You must have a 2015 or 2020 Snell approved helmet for the 2022 season.
- If you race with an organization that requires the helmet to carry the FIA specification, be aware that not all SA2020 helmets meet this requirement. To meet the FIA standards, the individual manufacturer has to supply the FIA with helmets for testing. Always check with the supplier before purchasing.
 - The VSCCA does not accept helmets that are approved by the SFI (even though the SCCA does).
 - You can't use a Snell M prefix helmet when driving a race car. The Snell M helmets are for motorcycle use and have a larger eye-port than the Snell SA. The Snell SA helmets have also been tested for roll bar impact, compatibility with Hans devices and are fire resistant.
 - There are still a large number of Snell SA2015 helmets on the market. These are being heavily discounted by many of the suppliers and can be used in the VSCCA until at least 2025.
 - The Snell Memorial Foundation states the following “Helmet price is not an indication of protective capacity”. All Snell helmets have passed the same testing, regardless of price.
 - If you are not sure if you have a Snell 2010 or 2015 helmet look under the lining at the back and there will be an orange sticker noting SA2010 or SA2015. If there is a “H” between the SA and the year that denotes it is HANS compatible.

VSCCA Medical Requirements for the 2022 season

There are no changes or updates to the VSCCA medical requirements for the 2022 season. They are the same as they have been for several years now. Drivers who would like to enter one of our wheel-to-wheel track events must have an approved medical that is valid through the event they are entering. If your medical is valid through June 1, 2022 it will not be valid for the Empire Cup, for example. Don't be disappointed! You can download a form on vscca.org and if you need your medical updated, schedule a doctors appointment now! Medicals are not required for hill climbs (or the Preservation class should we have that at any events).

V&CCA Regalia

Ordering items is easy ... call Joan Harmer at 914.962.2652 or email joan@harmersinternational.com.

A) Baseball Caps
\$13.50



B) Three-Season Fleece-Lined Jacket
\$110 for SML \$125 L,XL,2XL
Custom Color Jackets P.O.A.



C) Polo Shirts
\$25.00



D) Light-Weight Fleece Vests
\$28.00



E) Heavy-Weight Fleece Vests
\$35.00



F) T-Shirt, 100% cotton
\$15.00 (w/or without pocket)



G) Hoodie
\$38.00 - Medium-Weight
\$45.00 - Heavy Weight



H) Denim Shirt
\$35.00



**I) VSCCA Kill Switch or
Fire Extinguisher sticker**
\$1.00 each



Misc. logoed Regalia

J) VSCCA white or blue turtleneck
with embroidered logo \$35

K) VSCCA Stickers – 4” round,
with or without white border \$2.50

L) VSCCA magnets – 4” round \$3.75

M) VSCCA cloisonne lapel pin \$6.50

N) VSCCA Umbrella 42” (navy) \$10.00

O) VSCCA 16 oz. Glass \$19.99

P) VSCCA Shot Glass \$13.99

Q) VSCCA Golf Ball (3) \$19.99

R) VSCCA Grille badge \$35.00

Tech Tips: Spindles and Bearings

By Mark Lefferts



VINTAGE SPORTS
CAR CLUB
OF AMERICA, INC.
39 Woodland Drive,
New Britain, PA 18901

Indicia



This tech article will cover the spindles and wheel bearings. I'll start off with the spindles, one of the parts that should receive the most care on the entire car. When you think about what we put the spindles through, it's no surprise that they break from time to time. In my shop, we remove the spindles for crack testing at the end of each season (or after the car has had a rough off-track excursion). There are several methods that can be used to crack test, I rely on Magnaflux. The paint should be removed from the spindle to allow the inspector to see the entire spindle. Once the spindle and king-pin have passed crack testing, we take a close look at the king-pin to bushing fit. If there is any play, the bushing (and sometimes the king-pins) should be replaced. Of course, it's easier to feel the wear in the king-pins/bushings while the wheel is still on the car. The wheel bearing to spindle fit should also be checked. If the inner race of either the inner or outer wheel bearings have excessive play, it's time for a new spindle if possible. Many of the English built race cars are using early Triumph vertical links with trunions. These vertical links have removable spindles that are held in by a taper and a lock nut. These spindles are available from many sources, however since I don't know where they're made and what they're made of, I buy mine from GMT. When it comes to front wheel bearings, for the cup and cone type (tapered) I try to stick with Timken when possible. Some of the older Italian cars originally used R.I.V. brand, these have become harder to find over the years. I have had to come up with Timken replacements for the R.I.V. bearings, however the assembled width is slightly wider. In this case I have had thinner



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spindle washers made as well as having to machine the castellated spindle nuts to make up for the extra width. If the bearing races become slightly loose in the hubs, Loctite makes several different types of retaining compound that can be used. When you are setting up the tapered bearings, great care must be taken to make sure they are not set up too tight. Make sure that you aren't using the slots in the castellated nuts to determine your settings on the tapered wheel bearings, one slot may be too loose and the next slot may be too tight. In most cases the correct feel will require the back face of the nuts to be reduced in width. I have a thick glass plate with a sheet of sandpaper taped to it. I use a small amount of cutting oil on the sandpaper, then press the back side of the castellated nut in a circular motion to remove a slight amount of material from the back face of the nut. With a little patience, the correct set-up for the tapered style bearings can be achieved and the cotter-pin will still line up with the nut. Many years ago, when we started running vintage cars with disc brakes, we realized that due to the heat being generated we had to change the type of wheel bearing grease we were using. We solved the problem by switching to "Red Line" CV-2 grease. We have run the CV-2 grease in everything from formula juniors to the Chevron B31 without any problems.

Safety first!