

The Vintage Sports Car Club of America



VSCCA Newsletter issue 4, 2020

Dear VSCCA Members,

At long last the 2020 VSCCA season was able to get underway. As of this writing we have staged both the White Mountain Vintage Grand Prix and the Empire Cup. Reports on those events will be forthcoming in Vintage Sports Car however a frequent question is "How did we do?". For the WMVGP we needed 57 entries to break even and we had 31.5 in the final count. We are extremely fortunate that the Club Motorsports management was terrific in partnering with us to allow this event to be a break-even for the VSCCA. It is our hope that we can thank them in 2021 with a bumper grid. The track can easily absorb grids of 40 cars and, assuming we run two groups like we have in the past, you will have fun like you would not believe. The Empire Cup, while a bit down on entries vs. previous years, was a successful event for our treasury thanks to the efforts of EC Charles Bordin.

Sadly, due to circumstances beyond our control it became prudent to cancel this year's Mt. Equinox Hill Climb. The unique nature of this event necessitated making a decision three weeks prior and it became apparent that there were too many hurdles to overcome for the ECs Scott and Julie Fenley, ever-faithful volunteers and the entrants. We thank them for their efforts.

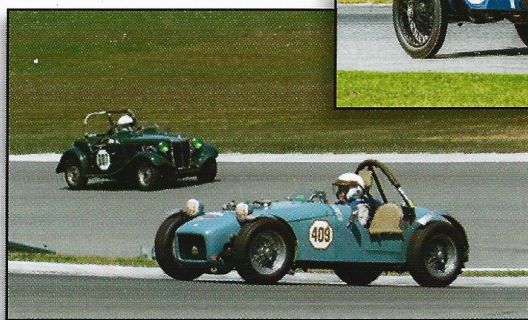
Speaking of Hill Climbs we'd love to see another added to our schedule. The lamented Hunnewell Hill Climb appears to be cast to history. We hope that this year's mid-May Wilbraham Hill Climb that was cancelled will be able to be held at the same time next year. The event tends to be an every-other year or once every-three years occurrence. The future of the Hershey Grand Ascent is unknown which leads me to this. Might anyone know of a possible candidate in the Northeast? Perhaps an every-other year mid-May event to rotate with Wilbraham. A private driveway or road is far more preferable for a various reasons as public roads and state-owned properties present a va-

riety of hurdles and unforeseen landmines that we have encountered in the past. Please let me know if you have thoughts (and, ideally, are in a position to pursue it).

Next on the schedule will be the 38th Lime Rock Historics Labor Day weekend. The track is moving forward with their plans and what promises to be the fantastic debut of Peter Greenfield's Alfetta 158 in demonstration runs – a sight and sound you will not want to miss! Much more detail can be found inside and at limerock.com.



© Deb Weil-O'Day



© Deb Weil-O'Day

Our last track event will be the Fall Finale October 2-3. As has become the norm, the "Pre-War Celebration" should see an outstanding grid of Pre-War cars and we will award the Victory Lane Pre-War Cup. I am also pleased to announce that Whit Smith has volunteered to work with Roger Morse and Lynn Arnold in chairing the event as Roger and Lynn will be unable to be onsite due to the pandemic. It is great to see two of our younger members such as Ben Tarlow and Whit get involved in managing events and it bodes well for our future.

As for the remainder of our schedule, another casualty is the 25th Nutmeg Rally. EC Jim Donick had developed some special plans for this year's edition so we will just have to hold off until 2021 to enjoy the fruits of his labor. Thanks to Jim and we look forward to it in 2021. For now, the AGM and the two Holiday lunches remain tentatively on the schedule however we will have to wait until the fall before we make a commitment. Once we know what the plans are, we will communicate those plans via email, VSCCA.org and VSCCA on Facebook only. If the AGM becomes impractical to hold in November, we will explore options such as a virtual or spring 2021 meeting.

This issue, number 4 of our new-for-2020 Newsletter, is the last one for 2020, as was the plan. As a reminder, the sole purpose

continued on page 2

Upcoming V&SCCA Events



Lime Rock Historic Festival 38, Thursday – Monday, September 3-6, Lime Rock Park, CT

The Historic Festival 38 is on with pretty much its usual schedule, events and race groups with some modifications. In light of the current climate and the rise of COVID-19, Lime Rock decided to run the Historic Festival with no spectators on racing days in order to keep participants, drivers, crews, and staff as safe as possible. Entrants will be able to have their usual four passes for themselves and three crew and “over-crew” passes will be available as well. At this writing more details from Lime Rock will be forthcoming and likely before you read this. They ask that if you plan to enter, please send your entry in as soon as possible.

Lime Rock has updated their safety procedures that you can find on their website to reflect these and other modifications to the event. Go to limerock.com and there will be a prominent “click here” for Historic Festival entrants to get the latest information. For further information you can call Jeanette at Lime Rock (860 435 5000 x 104) or contact EC Bill Gelles at billgellesjr@aol.com.



© Deb Weil-O'Day

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

A great way to end (or perhaps start!) your racing season will be the Fall Finale where we celebrate Pre-War cars. There will be plenty of open space to feel secure yet this event always gains a good entry and has the best Pre-War field on the east coast. Any Pre-War car that is entered into the Lime Rock Historic Festival 38 will get a \$100 discount on their entry for this event. If you enter a car in another Fall Finale class your Pre-War entry will be free! We will award the Pre-War Celebration Cup donated by our friends at Victory Lane. While we have a Pre-War focus, all of the usual entrants are welcome, of course. For more information please contact Event Chairs Roger Morse & Lynn Arnold at 518-461-7106 or rgmorse@morse-associates.com. Roger and Lynn will be assisted by Whit Smith.

continued from page 1

of this has been to create awareness for and participation in our events; combining the best of our old letter pack mailings and our post-cards of the past few years. Given how this year has unfolded it is impossible to know whether the newsletter has been successful in that regard or not. Let's hope that our events – and everything – is back to normal next year and we can get a gauge on its effectiveness.

Also new for 2020 was having motorsportreg.com (MSR) be the portal with which to sign up for our events. Here it is a bit easier to assess the performance. For our White Mountain Vintage Grand Prix, we had 46 registrations on MSR and one via paper. For the Empire Cup we had about 75% enter via MSR. Overall, our first two actual events generated about an 81% online registration rate vs. what had been about 60% with our old system. Perhaps the best benefit of moving to the MSR system, albeit one entirely unforeseen, is that our esteemed Treasurer, Chip Brown, has not had to issue a single refund. Under the old system the refunds or credits would have been in excess of 100 year to date.

Lastly, Mark Lefferts, with the new Snell 2020 helmets available later this year, provides us with an update on helmets for 2021 and 2022. As noted in Newsletter #3 for wheel-to-wheel events in 2021 all entrants must have an up-to-date medical exam that is valid every event you enter. In Newsletter #1 we outlined that safety restraints in 2021 must be current and will be enforced.

We hope to see you at the Fall Finale!

Best regards,

Mark O'Day

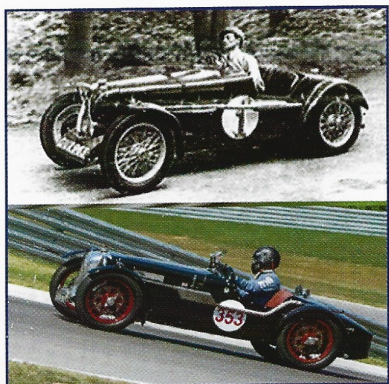
For more information on these and our other events please go to vscca.org

Upcoming V&SCCA Events

Annual General Meeting, November 7 (tent.), venue TBD and Holiday Lunches dates and venues TBD

At this writing it is impossible to say whether an indoor gathering in the fall would be feasible for our Annual General Meeting or the Holiday lunches; more than likely it will not be. Of primary importance is our AGM, something we both want and need to do. We will explore options such as a virtual meeting or perhaps a late winter or early spring meeting in 2021 and tie it in with a tech session. Please note that whatever we decide, our notification to you of these events will be in the form of the V&SCCA website, email, and V&SCCA on Facebook.

Cars you'll see at V&SCCA events: Lester MG P-type Special

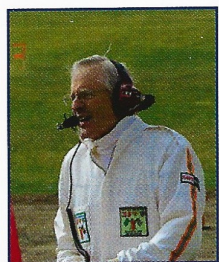


© Deb Weil-O'Day

For those long on membership and memory the 1935 Lester-bodied MG P-type Special was documented quite extensively in Vintage Sports Car Number 3 of 1983. As that was 37 years ago you may not have seen it... Since it was first built up by Harry Lester in 1946 on a PA frame – in 14 days – the car has an extensive and impressive competition history on both sides of the pond, over which it has travelled back and forth several times. With a 939cc PB engine, largely other PB mechanicals, a TC front axle for a wider track and a lovely Lester body, GUR 963 saw early success in the late '40s at various speed trials, the Prescott Hill Climb and won the handicap Ulster Trophy Race in the hands of former MG factory driver D.C. Pitt. A unique brass plaque sits on its flanks to commemorate that victory where it defeated the likes of ERAs, Bentleys, and a MG K3. Well documented in journals of the day, from the mid-'50s to late-'60s the car was un-accounted for before it was acquired as a basket case (for 60 GBP!) and eventually built up by 1981. By the mid-80's the car was in the stewardship of a V&SCCA member, Ralph Stevens, before heading back to England later

that decade and back to the US in 1999 where it had a couple of owners including Joseph Delucia before Jason Urban acquired it in 2008. Since then it has been a frequent runner in V&SCCA hill climbs and track events. More recently Jason carried out a mechanical restoration and, back on track for the first time in a few years at our 2019 Fall Finale, he and the Lester PB were awarded the Victory Lane Pre-War Trophy. It is pictured here with its creator Harry Lester guiding it up the Prescott Hill Climb and more recently with Jason Urban at the wheel.

Course Marshal Profile: Bob Webber



© AutoPhotos 2020 Ed Hyman

Bob Webber has been active with the V&SCCA in a variety of ways for almost 30 years now; entrant, volunteer and Marshaling. Bob's history with our most venerable of events, Mt. Equinox, goes back even further to his first visit in 1951 (while it was an SCCA event back then it is safe to say the entrants were very much in the spirit of the V&SCCA). By 1956 he had entered the event with a MG TD. In the 1960's Bob got involved with volunteering at Thompson and got to be friends with George Weaver. He even drove their Packard ambulance. He served as the Black Flag Marshall at Thompson for a couple of years since its reopening. In the early '90s Bob would take his family-owned-since-new Jaguar XK 120 and started to volunteer for at V&SCCA events; first working registration for the Historics, then flagging corners and ultimately he became the "Captain" of the False Grid. In recent years he has helped out parking the big rigs at the Historics and worked on the grid as recently

as this year's Empire Cup. For 20 years Bob, along with Ed Hyman, was the Event Chair for the Spring Rally. A few years ago Bob added an Autodynamics Formula Vee and has run it at Mt. Equinox and Lime Rock. As both a long-time entrant and Marshal Bob has extensive experience from both sides of the fence and asks that drivers bear in mind that the Marshals always have the drivers best interest in mind and is an advocate for drivers getting out and working the corners; there is much to be learned from that perspective. And he advises, please, always check every flag station! As for a favorite car Bob said that would have to be a Maserati 300S. Bob is retired from two accomplished careers; first as a commodities researcher on Wall Street and then as a professor at Fairfield University. Bob still runs his Formula Vee and was delighted last year to break 6 minutes for the first time at Mt. Equinox. Bob was presented with the Mal Donaldson Award for his vintage spirit at the event; his second major V&SCCA recognition having been honored with the Koshland Award in 2012. We thank Bob for almost three decades of volunteering for our club.



Tech Tip: Snell SA 2020 Helmets

The subject of racing helmets has been a popular topic of conversation in the paddock this season. Specifically, the release date of the new SNELL SA2020 helmets and when the VSCCA will no longer accept

the SA2010 that many drivers are still using. I have contacted several of the major suppliers and gathered some facts.

1. Snell released their SA2020 decals back in May of 2020, so they could begin manufacturing. Helmets are then supplied to Snell for their own in-house testing.
2. The advertising and sale of SA2020 helmets can't take place until October 1st.
3. The SA2020 helmets are going to meet or exceed the more stringent FIA standards for impact testing.
4. 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 despite meeting the FIA impact standards. To meet the FIA standards, the individual manufacturer has to supply the FIA with helmets for testing.

Always check with the supplier before purchasing.

5. The VSCCA does not accept helmets that are approved by the SFI (even though the SCCA does). The SFI doesn't perform any testing themselves, they sell their stickers to the manufacturers and rely on the testing that the manufacturers perform on their own. The Snell Memorial Foundation does all their own helmet testing on helmets supplied to them by the manufacturers.
6. 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-ports than the Snell SA. The Snell SA helmets have also been tested for roll bar impact, compatibility with Hans devices and are fire resistant.
7. 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. In late July, I was able to get prices of under \$300.00 for a SA2015 helmet.

I would also like to add the following.

1. Try to purchase your helmet at the suppliers store whenever possible. Make sure that you can fit your glasses, balaclava, etc. Many suppliers are trained to help with the correct fit when trying on your new helmet.
2. I have always carried a spare visor and screws in my gear bag, along with anti-fog and cleaner.
3. Consider how much air flow you need when looking for a new helmet, this varies from manufacturers and model to model.
4. The Snell Memorial Foundation has a great website, www.smf.org, it's filled with valuable information.
5. The VSCCA has always allowed a one-year grace period (2021) to allow members to make the transition to Snell SA2015 and Snell SA2020 helmets. Please bear in mind the VSCCA's policy may not be the same as other vintage clubs so make sure to check with the sanctioning club before you enter.
6. 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 SA 2010 or SA 2015. If there is a "H" between the SA and the year that denotes it is HANS compatible.

Safety first!

Mark Lefferts



VINTAGE SPORTS
CAR CLUB
OF AMERICA, INC.

39 Woodland Drive,
New Britain, PA 18901

PRSRT

FIRST-CLASS MAIL
U.S. POSTAGE
PAID
ROCKPORT, ME
PERMIT NO. 87



VSCCA Newsletter
August, 2020