



VSCCA Newsletter, Number 11, May, 2022

Dear VSCCA Members,

Our driving season got underway with a well-attended Springs Sprints & Drivers' School, and we have much to talk about.

Mt. Equinox has been repaved!

Yes, it is true, the entire Mt. Equinox road has been repaved, including the notorious switchbacks and the frost heaves have been eliminated. If the bumps in the road were your reason for not entering than now is the time! Entry is limited to 38 cars and it is already half full so get your entry in soon!

Lime Rock Historics Early Bird deadline and the Pre-War Class

The Early Bird savings of \$100 for entry into the Lime Rock Historics expires June 1, just about two weeks away. If for some reason you enter and are unable to make it, you have until August 16 to cancel and you will not be charged. We are again working to pull together a stellar Pre-War grid and, at this writing have about 15 entrants who have told me they will or hope to enter. We need at least 25 firm entries from Pre-War, MG TC and HRG before other cars are added.

Fall Finale

Roger Morse and Lynn Arnold have stepped down as Fall Finale Event Chairs after 8 years at the helm. We thank them for the efforts over the years and hope to see them at the track soon. Whit Smith, who has chaired the event on-site the past couple of years, has volunteered to formally take on the event; Roger and Lynn will help as needed. The event has been, and will continue to be, in good hands.

Castle Hill Pre-War Hillclimb update

Tom Ellsworth has arranged for the Saturday night dinner to be in the Great House, the mansion on top of the hill. This is a special treat. Even if you don't have a Pre-War car to run in the Hill Climb, join your VSCCA friends for dinner at this wonderful venue with sweeping ocean views. For Pre-War entrants for the Hill Climb we only have room for 30 entries so don't miss out.

Dues and Bylaws vote

Your membership renewal notice was sent out in February. Also included was a ballot for voting on proposed changes in our club bylaws. If you have not yet sent in your 2022 dues, please do so as soon as possible and don't forget to cast your vote. Your vote is needed on the proposed changes to our bylaws.

Comings and Goings

The 2022 Drivers' School at Spring Sprints had another strong

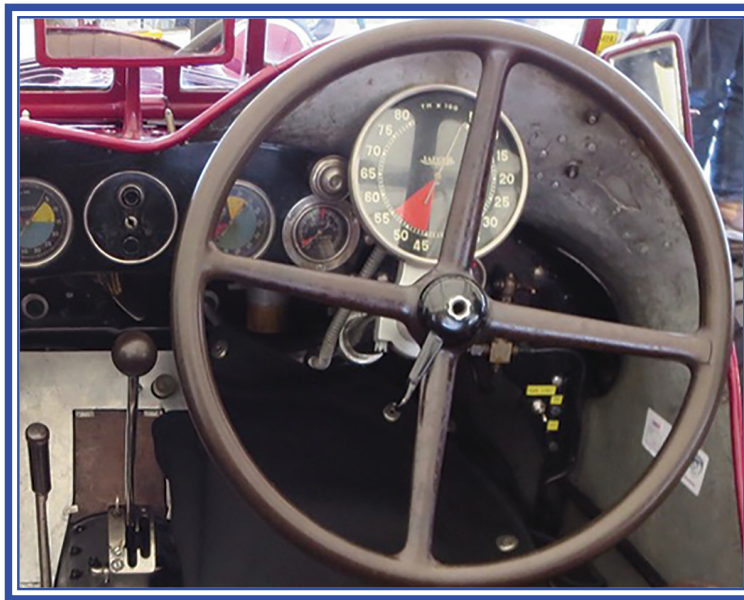
turnout with 18 students. Congratulations to Steve Lane, Dirk Burrowes, Michael Palma, Mark Curry, Jeffrey Wacker, Nicholas Vorderman, Barry Prehodka, Jonathan Levy, Michael Finkelberg, David Geanacopoulos, John Lee, Pasquale Fusco, Sivan Dor, John Bubela, Jamie Goodson, Nathan Niemiec, Dominic Cullen and Graham Scaife. It is important that we help these folks become entrants at our events so please let's make sure we have a collective mentorship for them and welcome them to the club and our events. We also had a strong turnout

for our first "Driven to Race" event with the event fully subscribed and several more waitlisted and we hope they will enter the Drivers' School next year.

Last Fall we have also had a couple of noteworthy retirements from track events. Former Koshland Award winner Tom Ellsworth and former Goodchild Award winner Frank Mount have called time on their track endeavors. Tom will continue to run his Amilcar-Ford in hill climbs as well as chair the Castle Hill event. After a racing career that spanned eight decades Frank has sold his TC and TB to active racers so that they continue to be raced (the latter to a fortunate yours truly). We hope we will see Tom and Jane and Frank and Connie at our events in the future.

Cancellation policy update

We have an update to our new cancellation policy announced in our Events Newsletter (#9, January, 2022 and available as part of



Upcoming V&CCA Events



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The Empire Cup: Friday - Saturday, June 3-4, Lime Rock Park, CT

Save \$50 by entering by May 20!

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. We are delighted that the traditional Friday evening cookout at the track for everyone will be back after two years. For more information please contact Event Chair Charles Bordin at cbordin123@aol.com or call 914-968-5700



Thompson Vintage Motorsport Festival: Thursday - Saturday June 23-25, Thompson, CT

Save \$50 by entering by June 10!

Back to its original late June date, the 9th 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, one for Pre-War and production based cars, the other for open wheel and sports racers. There will be an a special open-wheel car feature on Friday. For more information on the Thompson event please contact Event Chair Steve Morici at morici motorsportswest@yahoo.com or call Steve in California (PST time!) at 760-662-1112



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White Mountain Vintage Grand Prix: Friday - Saturday, July 8-9, Tamworth, NH.

Save \$50 by entering by June 10!

The event that gives you more track time than any other – over three hours 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 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



© Michael DiPleco

Mt Equinox Hill Climb: Saturday – Sunday, August 12-13, Arlington, VT

With a newly repaved full course over five miles in length, this is the quintessential VSCCA event, a must if you have not done it. Enter one or both days but do so soon as the event is already half-full. We will have the traditional Friday night reception and the Saturday night dinner at the charming Arlington Inn. For more information, please contact Event Chair Scott Fenley at 215-901-4324 or at fenleys@yahoo.com



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Lime Rock Historic Festival 40: Thursday – Monday, September 1-5, Lime Rock Park, CT

Save \$100 by entering by June 1!

2022 will be the 40th running of the classic Lime Rock Historic Festival. Take in the popular Thursday night tour, Sunday in the Park and all the great Vintage racing. You can enter the event this year via a link on vscca.org and use your motorsportreg account or you may write specifically to Jeanette at Historics@limerock.com. For questions please contact Jeanette or EC Bill Gelles at billgellesjr@aol.com

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

Cars seen at V&SCCA events: Sabel-Porsche Mk I

At the Thompson Vintage Motorsports Festival in 2019 a pretty little car made its VSCCA track debut; one that few of us had ever seen or knew about. The Sabel-Porsche Mk I was the creation of a one-time west coast hot-rodder, John Sabel. After spending his early years customizing Fords, Sabel became enamored with sports cars while stationed with the military in Germany in the late '50s. With his hot-rodder mindset he decided to design and build his own sports car. Having had a Karman Ghia, a VW became his starting point. With a '52 VW chassis – belly-pan, really – he used his design and fabrication skills to create a buck from which came a steel-reinforced fiberglass body weighing all of 120 lbs. The standard wheel-based car had the VW engine, a de-cambered rear and lowered front. The total weight, with a modern roll bar, is 1150 lbs. By the time it made its debut in 1964 at the Hershey Hill Climb it had a Porsche 356 motor and drivetrain and 550 Spyder drum brakes and wheels. Sabel kept this car for another couple of years while running many SCCA events including taking a class second at the runoffs at Daytona. Sabel also had a third party make a run of his bodies, 38 in all, some of which still exist in Mk I, II or III form. This car, the original, passed through quite a few owners in the subsequent years, including a spell with a Corvair motor, and at one point sat for 30 years awaiting restoration. Eventually it was restored in time to make its “re-debut” at Hershey in 2014 with a special final touch added to the restoration when John Sabel made new Perspex headlight covers for it. It has the distinction of having won the Hershey Hill Climb twice – 40 years apart! A few years later VSCCA member Chris Turner acquired the car and has been running it with us with both he and Gaspare Fasulo at the wheel.



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Carbon Credits and the V&SCCA

Global warming and climate change are topics that need no introduction, certainly, nor is it our intention to step into the debate. One thing is for certain, though, is that they are topics very much here to stay. Over the winter two members on opposite ends of our membership spectrum, age-wise, approached the board with thoughts on the topic. Thanks to Victor Cromie and Whit Smith for doing so. Whit has taken the lead on developing a recommendation for the club regarding “Carbon Credits” to offset the “Carbon Footprint” our events generate. It is expected that such an initiative will be a nominal cost for us but should help position our club for the future in a number of ways.

There are two key components to this initiative; quantifying our on-track carbon emissions and finding an appropriate, local source of carbon offsets to purchase. On the first item we'd like to ask for your help. If we understand exactly how much fuel is burned on track we can understand exactly how much carbon has been emitted from our events. While we can't quantify this precisely we're building a model to approximate our emissions. We are looking to source as much data on fuel consumption over a race weekend as we can amongst our membership. If any of you have information on how much fuel you've used, per car, at prior events at Lime Rock, Tamworth, Thompson, etc. we can use that to refine our model. We will take any data on consumption you have, regardless of the rigor used to collect it. If you have anything to share please contact Whit Smith at w@fws.nyc or 847 561 7515.

Let's face it, there are those that think that old cars are a problem and have, or eventually will have, hobbies like ours in their cross-hairs. We ignore the topic at our peril. The VSCCA can be out in front on this. More details to come as we fine tune our plan.

Tech Tip: Fuel Cells

by Mark Lefferts



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This article will cover several portions of the fuel system that will help vintage racers keep their cars safer as well as more reliable. I'll focus on fuel cells and what has worked for me and why. Several times we have had to have custom nylon bladders made for specific applications such as cars with monocoque tubs. Most of the cars that I work on in my shop get the ATL (Aero-Tec-Labs) nylon or molded hard rubber bladders. These bladders can be run with aluminum or steel containers and in some applications without a container. In many cases, they don't need to be special ordered. I only use the cells that meet the FIA-FT3 standards. Even though the VSCCA doesn't require fuel cells most other sanctioning bodies do, so the FIA-FT3 specs will solve that problem. There are several reasons that I prefer hard rubber. The first reason is that if you purchase your race fuel from storage tanks (I try not to) there is the high probability that at some point you will get some rust in your cell. Every two years I clean the internal portion of the bladder and the hard rubber bladders make this easier. At this point you can also replace the foam if you see any in your filter or at the bottom of the bladder. In the front engine formula juniors I install a 5 gallon hard rubber bladder that is not meant to be in a container. These small vertical tanks are designed with the pick up at the bottom rear of the bladder. Because it's hard rubber, I call ATL and have them pull the bladder from their warehouse prior to being drilled for AN-6 pick-up fittings. I have the bladder converted to a top pick-up so that if the car is hit in the rear, the fittings aren't the first things to be broken. The hard rubber will also allow the conversion to a fuel pressure regulator that uses a return line. This can be added by drilling and adding an AN bulkhead fitting. The molded hard rubber bladders are safe for all fuels including brands that may have some alcohol and can even handle methanol. I have ATL SF110 foam used when I order a bladder new. This foam (charcoal colored), is an extra cost, however it handles all gas and alcohol fuel without any breakdown. The last reason I prefer hard rubber bladders is that I can inspect the location and length of the fuel pick up hose before I ever put it in the car. For instance, we took a new customer to "Spring Sprints" a few years back and spent the weekend troubleshooting a fuel problem. We had installed a new bladder, however the pick-up hose was trapped by the foam and was near the top of the bladder instead of the bottom rear. Since this unpleasant experience, I now remove the fill plate on every new bladder and check the location of the pick-up hose. Since then, I have found another pick up hose that was 4" too short. I plumb most cars with AN-6 hose and a 10 micron fuel filter. Use the largest bodied filter housing/element you can fit safely in your car as the 10 micron filters clog more quickly (by design). If your car uses Weber carburetors, the 10 micron element is a big help keeping small passageways (like pump jets) clear. Safety first!



VSCCA Newsletter
May, 2022

Continued from page 1

our online entry process). Some our events include meals, such as tech sessions and the AGM or others have meals that are a separate registration item such as Mt. Equinox, Castle Hill and the Holiday Lunches. The club is required to commit quantities to caterers five to seven days in advance of the event. Moving forward if you have signed up for an event with a meal and you cancel within one week of the event you will be charged the club's cost for the meal.

Waivers

There seems to be a groundswell of new waiver requirements for speed events by the insurance underwriters. The VSCCA is not the only organization dealing with this. Bottom line, we need to have

everyone associated with the VSCCA - drivers, crew, corner workers, spouses, friends, guests, photographers, whomever, sign a paper VSCCA waiver for our speed events. For our Lime Rock events that means you will be required to sign two waivers at the gate, one for Lime Rock and one for the VSCCA. For the other events we are still working out the details and will advise when we have finalized the process.

We hope to see you at one of our events this summer!

Best Regards,

Mark O'Day
VSCCA Activities Chairman