



VSCCA Newsletter, Number 14, March 2023

Dear VSCCA Members,

The 2023 VSCCA season will have started a few days before you receive this with a terrific gathering and tech session at Mitch McCullough's shop.

With two weeks to go we still have some space for the Nettesheim BMW Museum on Long Island. This privately owned museum is not open to the public, so this represents a very rare opportunity to see a world-class collection.

Pre-Season Shakedown Test Day

On Friday, April 21 at the New York Safety Track we will have a new, one-day event, known as "Shakedown", that is a great opportunity for a pre-season test, anyone who may have retired from racing or does not race, or perhaps a racer who has a particular car they do not want to race but would like to get on the track. Pre-war, Race, Track, Street and "Preservation" cars welcome! You'll enjoy at least five 20-minute practice sessions and most any car older than 1975 is eligible - especially those exceptional ones we rarely see (no wings slicks, flared fenders, Formula Fords).

Wilbraham Hill Climb

Held only once every few years The Wilbraham Hill Climb is a revival of the 1908 historic climb up Wilbraham Mountain, an unofficial proving ground for many of the early automobile and motorcycle manufacturers of the Brass Era. The 2017 event was featured on an episode of "Chasing Classic Cars" with Wayne Carini. The hill climb is open to Pre-War cars, Post-War MG Ts, HRGs and other 1950s cars of a similar nature and speed. If you head back east via I-90 after the Spring Sprints you can leave your trailer off at George Holman's house if you'd like to save towing it back again six days later.

New Board Members and Roles

As announced at the AGM last fall, Chip Brown decided to step

down from his role as Treasurer after 11 years and Bill Gelles, who has served a couple of stints on the board and served as our Event Chair for the Lime Rock Historics, is stepping down from both and has retired from racing. We thank Chip and Bill for their long and valued service to the club and hope we will be seeing them at the track. We are pleased to announce that Richard Campbell has taken on the role of Treasurer; for the Lime Rocks Historics Chris Turner has taken on the role of Event Chairman and Ben Tarlow will work with him along with Charles Bordin in his ongoing role. As to Bill's board seat, that will be decided in

the upcoming elections. Additionally, Chuck Schoendorf will serve as Insurance Advisor to the club to help with ever more complex world of insurance.

Dues and Elections

In early March you received a mailing that combines your dues notice and our annual board elections. Usually, these have been two separate mailings, but we are combining them; something both more efficient for our club and members. It is a great help to the club and our volunteers if you can return your dues,

and ballot, promptly.

Approved Driver Photo ID

As you will have seen in the above-referenced mailing we are providing members who have "Approved Driver" status the option of having a photo ID card. This is something many entrants for track events have asked for, primarily for use at events outside of the VSCCA. While we do require proof of Approved Driver status (or license from another VMC club) at our wheel-to-wheel events, you can still use the traditional "non-photo" VSCCA membership card or you may use this new card for VSCCA track events. The card is available for \$10 annually and the details shared in the recent mailing are also available at vscca.org under "Rules & Regs/Approved Driver ID details".

Associate Member Update

We're pleased to advise that our club has implemented sever-



al recruiting initiatives and our new Associate Membership, approved by membership last year, makes it easy to join without the letters of recommendation, and you'll start seeing promotions on social media and elsewhere. A new feature for this year for Drivers' School entrants signing up as non-members, they will now automatically become Associate Members by choosing the non-member entry option. If you know someone who would like to get started with VSCCA membership, simply send an email to Kobus Reyneke at kobusreyneke@gmail.com and point them to the comprehensive "How to get started with the VSCCA" document at vscca.org. Kobus will do the rest and introduce new members to a mentor. Kobus can also be reached at 201-913-2675.

MG 100th

2023 is the 100th anniversary of MG. The marque is one of the mainstays of any VSCCA event. The Lime Rock Historic Festival 41 will honor MG as the featured marque at the Labor Day event on both the track and the Sunday in the Park Concours. We expect there will be a strong showing of VSCCA-eligible Pre-War, T series and MGAs representing the MG marque

on the track. We have quite a few MG drivers who have not been on the track in a while and it would be great to get some practice beforehand, so MG drivers consider entering one of our track events, racing or Preservation, or a hill climb prior to the Historics.

Video of the Month

We hope you check out our "Video on the Month" at vscca.org as there have been many terrific videos over the past couple of years. The February and March videos are special ones featuring VSCCA members Santo Spadaro and Bradley Price, "Fer-ravechio" and "Timeless Racer", respectively. They are both wonderfully produced and capture the essence of the VSCCA.

We hope to see you out in 2023!

Best regards,

Mark O'Day
Activities Chairman

Cars Seen at VSCCA Events: 1956 Jabro MkI H-Mod By Kevin Clemens

Some cars have been a part of the VSCCA for a very long time. Such is the case with the 1956 Jabro MkI which was club stalwart Frank Righetti's first VSCCA car in 1971. Righetti owned and raced several vintage race cars including another Jabro (a Mark III) and a Lotus Seven, as well as an Austin Healey Bugeye Sprite that he raced with the SCCA.

Jabros were designed by James Broadwell, a businessman from St. Louis. The SCCA created the H Modified class in the early 1950s for racers who wanted to build their own low-cost racers. The rules were simple: two seats, doors, the capability to carry a spare tire, and no more than 750cc. A variety of engines from Saab and Panhard sedans, BMW motorcycles, and even Mercury outboard were used in H-Mods, but the 747cc Crosley four-cylinder was the most popular.

Broadwell built a kit that consisted of a steel tube frame and fiberglass front and rear body sections. Find an old Crosley sedan in a junkyard, transfer the engine,



This is not the Righetti/Clemens car but a shot taken from the 1957 Jabro brochure.



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transmission, axles, and brakes to the Jabro kit, and you have a viable racecar. Broadwell made a Mark II, Mark III and a very rare Mark IV version of his kit before ending production sometime around 1963.

The ex-Righetti Jabro MkI raced throughout the 1970s before finding its way

to club member Jeffery Scott Brown. Around this time the car gained a fairly simple rollbar. The car next went to George Lustig, who, along with his son, raced the car in the early 2000s at Lime Rock, Pocono, Pittsburgh, and other venues. Eventually, it found its way to current owner Kevin Clemens in 2020 who was talked into owning and racing the tiny machine by noted H-Mod evangelist Richard Campbell.

The Jabro runs a 750cc Crosley, with a single side-draft Weber carburetor, a Vertex Magneto, with a period Volvo 4-speed transmission, and a Crosley rear axle. Braking is through period Crosley four-wheel discs and the car runs on 145HH13 radial tires mounted on stock Sprite steel wheels. It weighs in at about 900 pounds. "I find that momentum is the key to driving a Jabro and that its tiny size makes it very nimble. Best of all it is a hit in the paddock—from racers who remember when Frank drove it and by kids who love to sit in a car that seems just their size."

Upcoming VSCCA Events



April Gathering - Saturday, April 1, Nettlesheim BMW Museum, Huntington, NY

This is not only the finest collection of vintage BMW bikes in the world, but it also has several cars, a Rolls Royce Merlin engine, a vintage machine shop and automobilia galore. We will have three groups of no more than 20 people for each group. The first tour will be from 8-10AM, the second 11AM-1 PM, the third 2-4PM. Registration for the event will be via motorsportreg only with payment by credit card, only, as we are unable to accommodate unregistered "day-of" arrivals. For more information, please contact Event Chair Frank Filangeri at filafrank@gmail.com or call 631-356-4137 whimsey1@earthlink.net



PRE-SEASON SHAKEDOWN TRACK DAY - Friday, April 21, Harpersfield, NY

Save \$50 by entering by April 7!

This is a great opportunity for anyone who may have retired from racing or does not race, or perhaps a racer who has a particular car they do not want to race but would like to get on the track. Or, for racers a Pre-Season test and tune day. You'll enjoy at least five 20-minute sessions and can bring any car older than 1975 - especially those exceptional ones we don't usually see on the track. No wheel-to-wheel racing with groups for novices, Preservation and race cars. For more information, please contact Kobus Reyneke at kobusreyneke@gmail.com or call 201-913-2675



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VSCCA Driver's School - Friday - Saturday, May 5-6, Lime Rock Park

Save \$50 by entering by April 21!

The VSCCA Drivers' School is similar to a full-on race school, but at a fraction of the cost and you can bring your daily driver. You'll have a great time and will want to return for VSCCA races, hill climbs and rallies. The VSCCA's Drivers' School is one of the easiest ways to get into vintage racing and with VSCCA approval in hand, you can participate in other VMC vintage organizations' events across the country. For more information on the School Please contact Charles Bordin at cbordin123@aol.com or call 914-968-5700



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Spring Sprints - Friday - Saturday, May 5-6, Lime Rock Park

Save \$50 by entering by April 21!

Our traditional opening race meeting which is open for VSCCA eligible cars and Event Chairs allowances. This year we will have a Preservation class on Saturday if there are 10 entrants. We will also have potluck cookout on Friday night at the track. The Spring Sprints is run in conjunction with the School and Lime Rock Drivers Club. 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.



Driven to Race - Saturday, May 6, Lime Rock Park

Driven to Race is a half-day, low-key, introductory event for prospective VSCCA members and vintage racers. You'll get about 2.5 hours of track time with professional instruction on both the half-mile Proving Grounds "autocross" course and the iconic Lime Rock road course. There will be two groups of 12 cars each and you can enter with just about any car. Tell your friends who have dreamed about getting out on the track! For more information please contact Kobus Reyneke at kobusreyneke@gmail.com or call 201-913-2675



Wilbraham Hill Climb - Saturday, May 13, Wilbraham, MA

The Wilbraham Hill Climb is a revival of the 1908 historic climb up Wilbraham Mountain, Open to Pre-War cars, MG Ts and select Post-War “Preservation” or “Exhibition” type cars of a similar speed as space allows – please contact the EC if you have a Post-War car you wish to enter. The VSCCA festivities begin Friday at 5pm with a Kick-off barbecue under the VSCCA tent at George Holman’s home. This event is a town wide celebration in the spirit of the good old days. For more information please contact Event Chair George Holman at gholmanjr@fmkeefe.com or call 413-426-1857



The Empire Cup: Friday - Saturday, June 2-3, Lime Rock Park, CT Save \$50 by entering by May 19!

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

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Thompson Vintage Motorsport Festival: Friday - Saturday June 23-24, Thompson, CT Save \$50 by entering by June 9!

Back to its original late June date, the 10th 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 moricimotorsportswest@yahoo.com or call Steve in California (PST time!) at 760-662-1112

Race Gas Availability



Many of the cars used in VSCCA competition run on leaded fuel with various octane levels. Not all of the venues have leaded race fuel available, however. For the venues with no race gas availability you should plan to bring the race gas you will need. The easiest thing to do is to fill up with what you need at Lime Rock or Thompson, should you be there, for upcoming events where there is no race gas availability. Alternatively, you can search sunocoracefuels.com or vpracefuels.com to find a seller near you. Lastly, if you have a circle track or drag strip near you, they often carry leaded race fuels. It is highly recommended you call about availability and pricing before you go. Last season I found pricing from \$9.75 to \$15 per gallon for 110 leaded. For Tamworth only, you may be able to have GMT or KTR provide your needed race gas but that depends on how many clients they are servicing that weekend and what they may have to spare. You would need to make arrangements with either shop well in advance of the event.

Leaded Race Fuel is available at these VSCCA venues:

- Lime Rock: Spring Sprints, VSCCA School, Driven to Race, Empire Cup, Historic Festival and Fall Finale
- Thompson Speedway: Vintage Motorsports Festival

Leaded Race Fuel is not available at these venues:

- New York Safety Track: Pre-Season Shakedown Test Day
- Tamworth: White Mountain Vintage Grand Prix
- Hill Climbs: Wilbraham, Mt. Equinox, Castle Hill

Track Procedures

The following two topics regarding our wheel-to-wheel and hill climb events are not common occurrences but they do happen on occasion. On the first topic, for those of you with long memories, this was covered in a letter to membership from club President John Schieffelin and Driver Qualification Committee Chair Don Natrass on April 22, 2006 in very much the same manner. So, this is nothing new, just a reminder that we do need follow certain procedures. We appreciate your cooperation with these.

Guest Drivers and Swapping Cars

From time to time a couple of entrants may swap their cars for a wheel-to-wheel session or hill climb, just for fun. Or perhaps ask someone to take their car out to see what they think about some aspect of its state of tune. Maybe it is a test drive for a possible transaction. Having someone else drive your car, or you driving another's car, is OK as long as the following conditions are met:

- 1) The Chief Steward is advised that someone other than the entered driver will be driving a car in a particular session.
- 2) Anyone driving a car in a track event race or practice session is a VSCCA approved driver or has a vintage racing license.
- 3) The "guest" driver has signed a VSCCA waiver (not just the track waiver).

If anyone is found to have not met the conditions laid out here the car owner and driver(s) will be immediately excused from the event and will go on probation for 13 months. This is a very serious topic. If an accident were to take place and a misidentified driver needed medical attention imagine the possible complications of treating the misidentified driver and the liability implications to the club.

Changing Race Groups

For each of our five wheel-to-wheel track events the entry tends to vary both in form and quantity. Because of that the makeup our race groups will vary from event to event depending on the entry. There are a variety of factors that go into the makeup of race groups. We try to keep Pre-War cars together. We also try to keep the small, light and fast cars together such as Sports Racers and Formula Juniors. The preponderance of our entry, production-based sports cars, will largely be assigned a race group based on the speed capability of the car and the driver. This is not a perfect science, though, and there will be instances where someone may prefer to be in a slower race group than what they have been assigned. As long as they are not asking to be in a slower group so they can race at the front, this is OK provided they secure the permission of the Event Chair to change groups. If you have such a request and the Event Chair turns down what you think is a reasonable and prudent request, please speak to the Chief Steward. Our paramount consideration when making these decisions is for safety. I will also note that drivers should not "self-assign" their race group.



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Tech Tips: Brake Fluid

By Mark Lefferts



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This is the perfect time of the year to be thinking about prep work for the upcoming driving and race season. Do yourself a favor and make sure to look over your brake hydraulic system. You should always bleed/flush the system to replace the old brake fluid. Several rounds of bleeding gets rid of any moisture in the old brake fluid. In my shop, I stock three different brake fluids for three different applications. For all street driven cars, I have always used Castrol brake fluid. It's great quality however Castrol GT-LMA, which was renamed Castrol DOT4, was discontinued in 2021 (you might find some leftover stock in parts stores). For almost all competition cars, I use AP Racing R1 (formerly called AP 551). AP R1 has

a dry boiling point of 516 F and is compatible with magnesium brake cylinders. The final brake fluid I use is Castrol SRF. SRF has a dry boiling point of 590 F. The only time I had to switch to SRF was with the Chevron B31 (yes, a non VSCCA car). We started out with AP R1 and boiled the brake fluid during a race at Lime Rock. We switched to Castrol SRF and never experienced the problem again. All of the brake fluid manufacturers list "Dry" and "Wet" boiling points for their products. The dry number relates to fresh brake fluid (no moisture). The wet number relates to older fluid that has absorbed moisture. A great example of why it's so important to keep fresh fluid in your system is as follows – AP R1 wet boiling point

is 516 while it's wet boiling point drops to 284 F. One tip I'd like add is that when you are done bleeding the system, take the time to wipe up the spillage and wick up any leftover fluid from bleeders. You can't possibly check for leaks if you haven't done this. I run into this constantly during the tech inspection process. I equate choosing the right brake fluid in the same category as racing engine oil. If you ask the top 10 engine builders in the world what oil they use, you would get 10 different answers and they would all be correct. There are many great brake fluids out there, use what works for you and in your application.

Safety first!