



## VSCCA Newsletter, Number 18, March 2024

Dear Members,

You should be getting this with about a week before our season kicks off at the “New England Air Museum” in Windsor Locks, CT on March 23. EC Jim Juhas has organized a terrific event including an “open house” in their restoration shop, something not normally available to the public. As of this writing, March 4, we still have space. If it is a nice day, please consider driving your vintage car, we will reserve a parking area for you. If you plan to attend this event, please sign up on [vscca.org](http://vscca.org) no later than March 16 so we have a headcount to provide the caterer.

### “Rare Precious Metals” Gathering

On April 13 the VSCCA has been invited for a viewing of very private “Rare Precious Metals Collection” of 154 special automobiles in Brighton, MA, a section of Boston. We are among the very few to have been afforded this opportunity. The collection is eclectic. You can expect to see Bugatti, Ferrari, Packard, Duesenberg, Cobra and much more. The collection is very much “under the radar” and you will find nothing online about it. At \$75pp the price is a bit more than we like for these types of events but 81% of the cost is for the catering of morning refreshments, pastries, and lunch (Boston prices and EC Michael Kaleel negotiated the caterer down about 25%! ). Much of the balance will be a contribution to the owner’s favorite charity, the Franciscan Children’s Hospital. We hope you can join us; it is likely your only chance to see this well-guarded secret. If you plan to attend this event, please sign up on [vscca.org](http://vscca.org) no later than April 1 so we have a headcount to provide the caterer.

### VSCCA Website Update

In January we launched a terrific new VSCCA website; we hope you have had a chance to check it out at [vscca.org](http://vscca.org). Quite a few people have tried to log onto the new website to register for events and, being unable to, have contacted Event Chairs or the Activities Chairman. Please note you do not need to log onto or sign into [vscca.org](http://vscca.org) to be able to register for events. All you need to do is find the event you are interested in the “Events” section of [vscca.org](http://vscca.org), click on “Event Information and Entry” for that event which takes you to the [motorsportreg.com](http://motorsportreg.com) registration page (MSR) and register as you normally do. If you do not have an account with

MSR you will need to set one up, there is no cost for the account and there is a link on the registration page to set up an account. Lastly, since the two Gatherings noted above are for members and their guests you will not be able to find them on an MSR search. The only way to get to the registration page for these two events is via the links on [vscca.org](http://vscca.org) or the links we have sent out in club-wide emails.

### Calling all Alfas!

If you have a VSCCA eligible Alfa Romeo you will want to be at Thompson on June 20-22. We will have two race groups largely

based on lap times and at 5PM on Friday we will have a feature race exclusively for the Alfas from both groups. In 2021 we had an exclusive Alfa group at the Lime Rock Fall Finale and Peter Greenfield bested 19 post-war Alfas in his 1932 2300 Monza! Peter has said he will likely be there and give all the “door-slammers” another crack at him.

### Missed Flags

At the AGM we had a good dialog with members about how we should address missed flags; yellows in particular. This topic is not unique to the VSCCA, it was an agenda item for the Vintage Motorsport Council annual meeting in the fall. It seems it is a problem most clubs are having. We have not finalized exactly how we will address when someone misses a flag, but we do intend to place greater scrutiny and follow up on missed flags moving forward. You can expect to hear more at the Spring Sprints Drivers’ meeting and subsequent speed event Drivers’ Meetings.

### Reminders

Does your medical on file cover the 2024 season? Please make sure and send new ones to Charles Bordin in the mail or at [cbordin123@aol.com](mailto:cbordin123@aol.com). Make sure your belts/harness are good for 2024 as well. Our track season commences in about six weeks at Lime Rock with the Spring Sprints, Driver’s School and Driven. Please get your entries in now for these and the spring gatherings!

Best regards,

Mark O’Day  
Activities Chairman



# Upcoming VSCCA Events

**March Gathering:** - Saturday, March 23, New England Air Museum, Windsor Locks, CT  
**April Gathering:** - Saturday, April 13, Rare Precious Metals Collection, Brighton, MA

**VSCCA Driver's School:** Friday - Saturday, May 3-4, Lime Rock Park, Lakeville, CT  
**Save \$50 by entering by April 19!**

The VSCCA Drivers' School is similar to a full-on race school with one major difference – it teaches you about vintage racing and the mind set and attitude essential to get involved. It is 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](mailto:cbordin123@aol.com) or call 914-968-5700



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**Spring Sprints:** Friday - Saturday, May 3-4, Lime Rock Park, Lakeville, CT  
**Save \$50 by entering by April 19!**

Our traditional opening race meeting which is open for VSCCA eligible cars and Event Chairs allowances. In addition to our three racing groups we will have a Preservation class on Saturday if there are 10 entrants. It 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](mailto:info@midcenturymotoring.com) or call 914-402-5799.



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**Driven to Race:** Saturday, May 4, Lime Rock Park, Lakeville, CT

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](mailto:kobusreyneke@gmail.com) or call 201-913-2675



**The Empire Cup:** Friday - Saturday, May 31-June 1, Lime Rock Park, Lakeville, CT  
**Save \$50 by entering by May 17!**

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 have a Friday evening party for everyone under the timing tower. For more information please contact Event Chair Charles Bordin at [cbordin123@aol.com](mailto:cbordin123@aol.com) or call 914-968-5700



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**10th Thompson Vintage Motorsport Festival:** Thursday - Saturday June 20-22 Thompson, CT  
**Save \$50 by entering by June 7!**

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 are changing the format this year, we will still have two grids but largely based on speed. This year the Friday "feature", a bonus session, will be all Alfas from both grids. For more information on the Thompson event please contact Event Chair Phil Roettjer at [rtsllc@earthlink.net](mailto:rtsllc@earthlink.net) or call 774-232-3673.



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

## Cars seen at V&SCCA events:

# The PBX - An American Barchetta National Champion

By Santo Spadaro

Candy Poole's PBX (**P** for Poole, **B** for partner Bob Bentzinger and **X** for eXperimental) despite its diminutive dimensions was by far one of the most successful and feared SCCA race cars of the 50s. Born from humble beginnings in a small garage in Glastonbury Connecticut, the PBX was constructed by the two friends from Pratt and Whitney by utilizing a modified FIAT Topolino chassis, Crosley 750 engine, MGTC gearbox, a fully adjustable front and rear suspension and uprated FIAT brakes and steering. The all-aluminum body was built by Sikorsky Aircraft ex pat Sven Johnson of AEROFORM New Haven Connecticut. Between Candy, Bob and Sven they applied all of their aircraft knowledge, acumen and ethic in its creation. It was the winner of 46 races, a National Championship and a Regional Championship... and beat cars of twice its displacement regularly. The car had been raced for over 6 years and it kept winning throughout its long racing life. Briggs Cunningham said "It exhibited workmanship of a very high standard" and according to automobile journalist Karl Ludvigsen it was "the finest handling car I have driven to date" in 1956.

Candy Poole was a legendary pioneer and an institution in Northeast racing during the 1950's operating out of his Manchester/Glastonbury, CT Headquarters. He had his own shop with a dynamometer and maintained race cars for many of the competitors. His combination of Mechanical/Engineering prowess and driving skill was

hard to beat. He was able to best the European exotics of OSCAs, Bandinis and SIATAs with his hard to conceived home built special.

It is a very sophisticated little race car that is a testament of what two friends can accomplish applying a Yankee New England "can do" ethic working in their backyard.

I had the very good fortune to be able to purchase her three years ago from VSCCA member Jeb Ebbott (who raced it for twenty years in the club!) with an assist from Orrie Simko who both took great pains to make sure that she not only stayed in the northeast but in our club. I can only hope to steward her as well as the two previous owners. With any good luck she will be exercised in the manner that it was conceived for many years to come.

1953 Top points winning H Modified in USA  
1953 Regional Champion

1954 H modified National Champion  
1955 2nd National H Mod  
1956 2nd National H Mod  
1957 3rd and 10th. H Mod scoring combined more points than the champion

Total entries: 62 (contains 57 finishes 92%... 46 class wins 74%...55 wins and podiums 89%... Including 9 overall wins & 5 DNFs)



Photo courtesy of the Poole family



© Kobus Reyneke

## Passing with different types of cars on track



© Autophotos 2023 Ed Hyman

Clemens, who has raced all kinds of different vintage cars for over 30 years, said it very well at the AGM:

*"Some of the older cars we drive require the driver to turn in a line and stay with it through the corner...changing a line can cause a loss of control. Some drivers, particularly those in "newer" vintage cars seem unaware of the problems they can cause by passing after the car ahead has already started to turn in, taking away the line that some older cars require....a pass in a vintage car at the bottom of the downhill (at Lime Rock) should almost never be done except with a point by and even then with great trepidation. The consequences of messing up the entry for some of our early cars could be catastrophic."*

While it is necessary to watch your mirrors, it bears repeating that the onus for a safe pass is primarily on the driver making that pass. And "safe" does not just mean no contact occurred. It means an entirely reasonable pass that both drivers can feel good about, hurt pride aside. If you are held up in a corner by a slower car and lose time to the car you were closing in on, so be it. Just put yourself in the other driver's shoes - or car - and think how you would like to be passed.

# Tech Tip: Wheels

by Mark Lefferts



VINTAGE SPORTS  
CAR CLUB  
OF AMERICA, INC.

39 Woodland Drive,  
New Britain, PA 18901

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With the VSCCA 2024 season just about two months away, I thought I would cover some tips on wheels. One of the most overlooked parts of a vintage race car might just be the wheels. Many of our cars have steel wheels that have been in use since the car was new. With the influx of tires with more grip, steel wheels should get some attention. Have them media blasted and crack tested. These steel wheels have been loaded on every turn for many decades and yes, they do break. There have been some serious incidents caused by the wheel centers breaking away from the outer portion of the rim. Not that we race Formula Fords, but they make a great example. Most Formula Fords came new with Triumph Spitfire 13" steel wheels. So many started failing under race conditions that most cars now have aftermarket "Weller" steel wheels. On cars with wire wheels, the spokes should be checked after each race. Having your wire wheels re-laced from time to time is a great idea. Why wait until they start to break spokes? This will ruin your weekend quickly. I stay away from stainless spokes; in my experience they break far sooner the plain steel spokes. Another thing I've been doing for the last few decades is to order a set of extra spokes when I get wheels relaced. If you have different size wheels front to back then one wheels worth for each. On the formula juniors with Borrani wheels, I've replaced spokes in the paddock more than once. I have also replaced the wheel centers on the Borrani's, they weren't meant to last for 60 years of racing. When I replace the wheel centers, I also order new

knock-offs made by the same supplier to make sure the tapers all match. Make sure to mask off the hub tapers on the inside of the wheel center as well as the taper on the front side where the knock-off taper seats when having your wire wheels repainted. If this isn't done, your wheels will loosen rapidly. The last thing I'll mention is to choose the type of wheel weight carefully. I have found that stick on weights require tape to hold them on place. I have used the traditional foil tape with success and have recently started using "Gorilla" tape on certain applications. Make sure that the stick-on weights used on the back side of the wheel have clearance with the brake drum. Some of the formula juniors that we run have no clearance and require a clip-on weight. If anyone would like more information, I'm always willing to share my sources as I've found some great ones over the years.

Safety first!

This wheel has two hairline cracks highlighted by the white



What looks like a scratch in the paint is actually a subtle hairline crack between the red dots.



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