



Dear VSCCA Members,

At last, a full season in 2022, our first since 2019, and we are delighted to be building off that for 2023. We have our usual events on the schedule along with some exciting additions. Read on!

Schedule

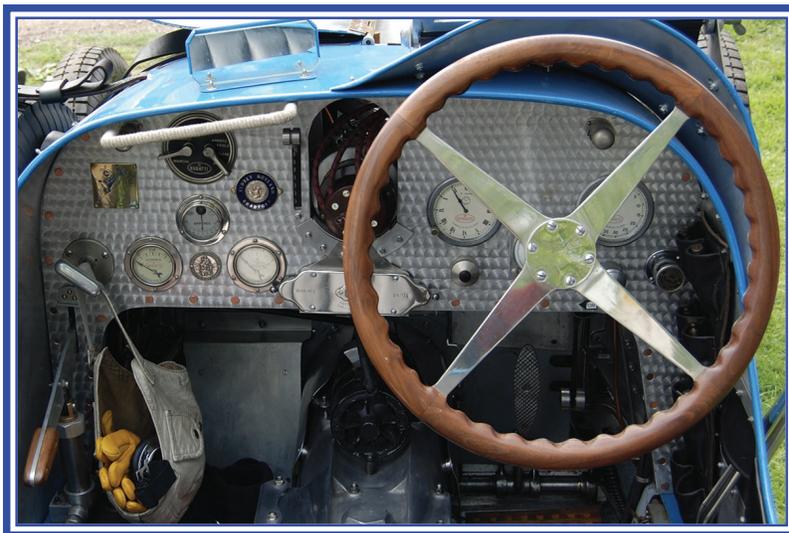
We have a terrific 2023 season planned with some new events and one returning event planned in the spring. After May, our calendar will follow the norm with track events, hill climbs and late season socials so I will focus here on what is new and different up to mid-May.

We will start the season off with a couple of centrally located social gatherings. On Saturday, January 2023 we will meet at Mitch McCullough's shop in northern, NJ to see his collection, hear about his ventures at the LeMans Classic last year with his Alpine, and have a pre-season prep review with Graham Long.

On April 1, we will visit the Nettesheim BMW Motorcycle Museum on Long Island, about 40 miles east of LaGuardia. This collection has to be seen to be believed. Please note for the BMW Museum we will have three tours for groups of no more than 20 each, so 60 people in total. Registration for this event, available online only, will open at noon time, Saturday, January 28. Members may order one ticket for themselves and one additional ticket for a guest, no more than two total. The tours will be at 8AM, 11 and 2, first come, first serve. Once 20 tickets are sold for a tour, you will need to select another time.

On Friday, April 21 we will have an entirely new track event at the New York Safety Track near Oneonta, off of Route 88.

This one-day "Shakedown" is a test and tune or track-day session, with no racing and will be a great opportunity to get ready for the season or to get a Preservation or other car you do not race out to the track. There are a few VSCCA racers who have done track days at the NYST and say it is a fun and challenging track.



As part of our annual Spring Sprints and Driver's School we will again have the Saturday afternoon, May 6 "Driven to Race" event on the Proving Grounds autocross track at the top of the hill. This event is open to anyone in any type of car to let them dip their toes into the world of vintage racing. Entrants will get professional instruction and track time on the Proving Grounds and the big track as well as an

opportunity to meet us and see what we do without making a big commitment.

You will also notice that we have separated the Spring Sprints and the Drivers' School into two separate events, registration-wise. Both are still held together at Lime Rock on the same two days but we decided to promote the Drivers' School as its own separate event to make it easier to understand what it is and, hopefully, gain some more entrants than we might otherwise get.

Finally, after a five-year absence the Wilbraham Hill Climb will be back on Saturday, May 13. This event is for the "less fast" among our cars such as Pre-War, MG Ts, and cars of a similar speed and nature. More specifics on eligibility can be viewed on vscca.org

Marque or Group Captains

An idea that has been bandied about to promote participation is that of a marque or group “Captain”. The concept is fairly simple, that being that an individual will take on the role of rallying their fellow marque, model or groups-of-cars owners to enter various events. This could be being the leader for the Alfas or Morgans, MG Ts, MGAs, Formula Junior or Sports Racers. Lotus or Porsche. And many more. A group does not need to be any specific size, there could be just a few to lead such as Richard Campbell has done with H-Mods. Or there could be a strong contingent such as we have with Alfas, where there are well over 20 active Alfa racers in the club. The all-Alfa grid we had of 19 cars at the Fall Finale in 2020 was one to be remembered. A focused effort on Pre-War generated 18 entries for the Lime Rock Historics in 2021, the best Pre-War race entry we have had in many years.

There is no job description for the role, it is not a formal one nor will the Captains be something the board appoints. This is up to the individuals in a particular group to decide who should lead them and what their focus will be. It could be generating more entries from a given marque or group for select or all of our speed events. Or to have a specific focus on one event. Perhaps the Captain will develop an email list of their fellow marque or group owners. In addition to rallying event participation a group could share prep and repair tips, parts needed or for sale. Cultivating new members and participants could also be a function of the role.

The ask is that over the coming months the various groups identify a Captain, let me know and I will share who these marque/group Captains are in an upcoming events newsletter. Then, it is up to the new Captains, or whatever a group would like to call its leader, to rally the troops!

Entry Fees

For the past three seasons we have had the same entry fees for our speed events, in fact some events had lower entry fees than they were prior to 2020. We have held the rates even though the track rental costs have increased. For 2023, due to increases in both track rental costs and event insurance we are taking the entry fees for our five race events up \$25, so the Early Bird Member entry fee for Springs Sprints, Thompson, Tamworth and Fall Finale will now be \$500. The Empire Cup will now be \$550 for the Early Bird price. We have not finalized the entry fees for hill climbs as of this writing.

New Cancellation Policy

After three years with a very forgiving event cancellation policy due to the pandemic, we find we need to change our policy. The 2022 season saw an unprecedented amount of

entry cancellations in the week leading up to several events. 21% of the entrants to the Fall Finale cancelled within a week of the event; the rainy forecast for Saturday was likely the primary motivating factor. The event went from a projected \$5000 surplus to a \$2500 loss due to the cancellations. We opened this topic for discussion with our members at the AGM and had a healthy dialog. As a result, we have arrived at a new policy based on the member feedback. Please see page five for our new cancellation policy that will be in effect for all 2023 events.

Racing in the Rain

Following up on what you just read above, something that has clearly increased is “weather watching” or, more to the point, “Weather Channel App” and radar watching. Mobile devices are frequently at hand with entrants looking for when it is going to rain and planning their day accordingly. At the Fall Finale, with rain forecasted for Saturday, not only did we have 16 cancellations in the week leading up to the event but on Friday evening many people left for home given the Saturday forecast still called for rain. More people left first thing Saturday morning. It never rained Saturday at the track! It was a bit overcast but there were patches of blue sky from time to time. It was a fine day for racing. Unfortunately, so many entrants had left by mid-day in anticipation of the deluge that never arrived that we ran an all-comers race at 3PM, something I am hard-pressed to recall us ever doing. The weather at Lime Rock defies accurate forecasting and cancelling or leaving early based on what your weather app shows is akin to a roll of the dice.

In the event that it does rain, please bear in mind that the Marshals – the flaggers, the grid workers, the starters and race officials are all out there on a rainy day for all of the entrants. Some may be under cover, others not so, but they are giving their time and, in some cases, getting wet so entrants can be out on the track. You don’t have to push your car and, in fact, it is a great way to hone your driving skills so please, reconsider before bailing out on a wet session or wet event.

Preservation

At the Fall Finale last year we gave the Preservation class another try and, this time, it worked pretty well with 10 entries and some wonderful cars at that, such as Tom Ellsworth’s beautiful 1936 AC. We are going to try to expand the Preservation offerings in 2023 with four opportunities for the group. The one-day events will be Friday, April 21 at the New York Safety Track with five sessions and the following Saturdays – May 6 at Lime Rock, July 9 at Tamworth and September 30 at Lime Rock with three sessions. The key to holding a Preservation group at any one of these events is to have at least 10 entries signed up two-weeks

before the event. If we do not get 10 entries the session will be cancelled, and entrants will not be charged anything. This is a great example of where a “Group Captain” would help to rally a good turnout so that the required entries are garnered by the deadline.

A reminder that “Preservation” is a non-race group for VSCCA eligible cars. The car does not need to be race prepped nor does it require a logbook but does need belts and the driver a helmet that has at least a 2010 Snell certification. Nomex and a fire extinguisher are recommended but not required. The car will need to pass a safety inspection. Again, Preservation is not a racing group and there is no passing allowed in corners or under braking and passing is permitted only by point-by on the straights. Preservation is not appropriate for anyone hoping to lap quickly in a fast car; at Lime Rock Preservation cars will likely be lapping in the 1:20-1:40 range.

2023 Event Communications

Finally, a reminder that we will be sending out emails at 6PM on Sundays about upcoming events, not every Sunday but frequently. Those emails will be followed by posts on VSCCA on Facebook and Instagram. We will also have three additional events newsletters as the season progresses, as in years past, Mid-March, May and July. More details on each of our events can be found by clicking in the “Entry and Information” link on the home page of vscca.org

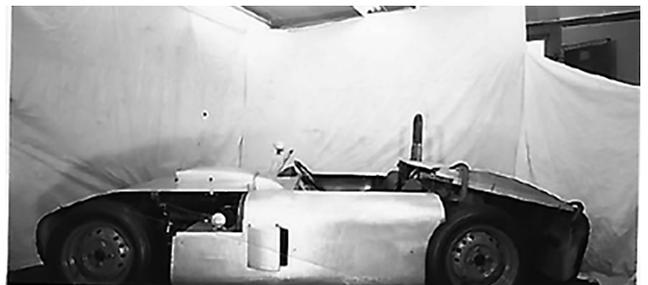
We hope you will be able to join us for what promises to be a terrific season.

Best regards.

Mark O’Day
Activities Chairman

Cars seen at VSCCA events: Philson Falcon

There are many cars in the VSCCA that are rare; there are not many that are unique. The Philson Falcon is one of the few that can claim that status. It was the brainchild of Norbert Philson who built it from 1957-1959. Philson, from the Delaware Valley area, was a B-17 tailgunner with the 8th Air Force who spent the last nine months of World War II in a POW camp in Germany. After the war he became a machinist and lived in Springfield, PA. He built several sprint cars to race with USAC and by the late ‘50s he became interested in road racing. True to his practice, he set about designing and building his own car and the Philson Falcon was born. Philson designed a tubular ladder frame that was quite robust in its construction and indicative of his sprint car roots. While the car may not be any larger than a Lotus Eleven, or a Maserati “Birdcage”, the tubular frame is heavy-duty, to say the least. Hanging off its 88-inch wheel-based frame was a Triumph TR 3 front suspension with Girling disc brakes and the rear end is from an MG A with drum brakes. The heart of the matter was the Ford Falcon engine. Philson was able to use his connections with Ford to secure, prior to the Falcon’s July, 1959 debut, a pre-production version of the 2365cc in-line six. Philson installed the engine at a 30-degree slant in order to keep the car lower; it is only 29 inches high. Not surprisingly, the three 1 3/4” SUs sprout out of the bonnet at an angle. The four-speed gear box is from an early MG TD. Due to the heavy frame and six-cylinder engine the car weighed in at about 1500 lbs, about 600 more than a Lotus Eleven. Philson was known to have raced the car in the Northeast with both USAC and the SCCA into the early ‘60s before it disappeared. Charles Bordin found the car in 1991 in Pennsylvania without part of its body, as you can see in the first photo, and set about restoring it. The car did come with a wooden buck for the front bodywork. At one point someone tried to make the car into a coupe. Since there are no known photos of the car with all of its period body work, save what you see here, Charles worked with Eno DePasquale in ‘91 to simulate as best as possible what they thought the body was likely to have been. The car now has 31 seasons with the VSCCA in its logbook, a run far greater than it had in period. In Charles’ hands it is quick, capable of 1:03 at Lime Rock. If anyone knows of any period photos of the Philson Falcon or has race results please let Charles know.



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Upcoming V&SCCA Events



March Gathering - Saturday, March 11, Mitch McCullough's Shop, Pompton Plains, NJ

We'll meet at Mitch McCullough's shop with his eclectic collection of event cars and he'll talk about his experience at the 2022 Le Mans Classic in a 1964 Alpine M64 to celebrate 100 years of Le Mans. Graham Long will offer some practical advice for the coming season with a maintenance walkaround of a Formula Junior in a 150-year-old barn. Coffee and pastries will be available in the morning, with a food truck at lunch time. For more information, please contact Mitch at mitchmccullough@icloud.com or call 310-944-4576



April Gathering - Saturday, April 1, Nettesheim 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 8AM-10AM, the second 11AM-1 PM, the third 2PM-4PM. Registration for the event will be via motorsportreg.com only with payment by credit card. Registration opens at noon, Saturday, January 28, first come first serve. For more information, please contact Event Chair Frank Filangeri at filafrank@gmail.com or call 631-356-4137



Pre-Season Shakedown Track Day - Friday, April 21, New York Safety Track, 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



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

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. 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 or call 914-402-5799.



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The Vintage Sports



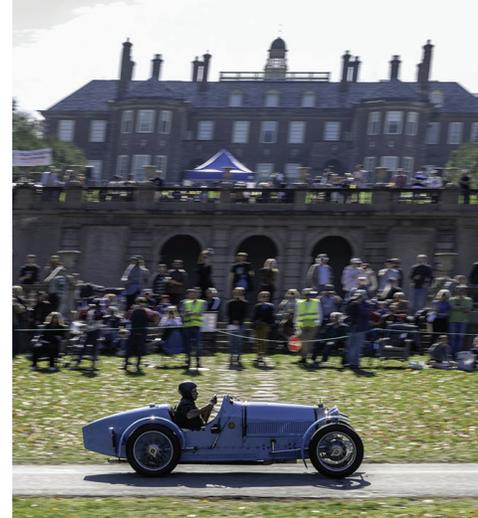
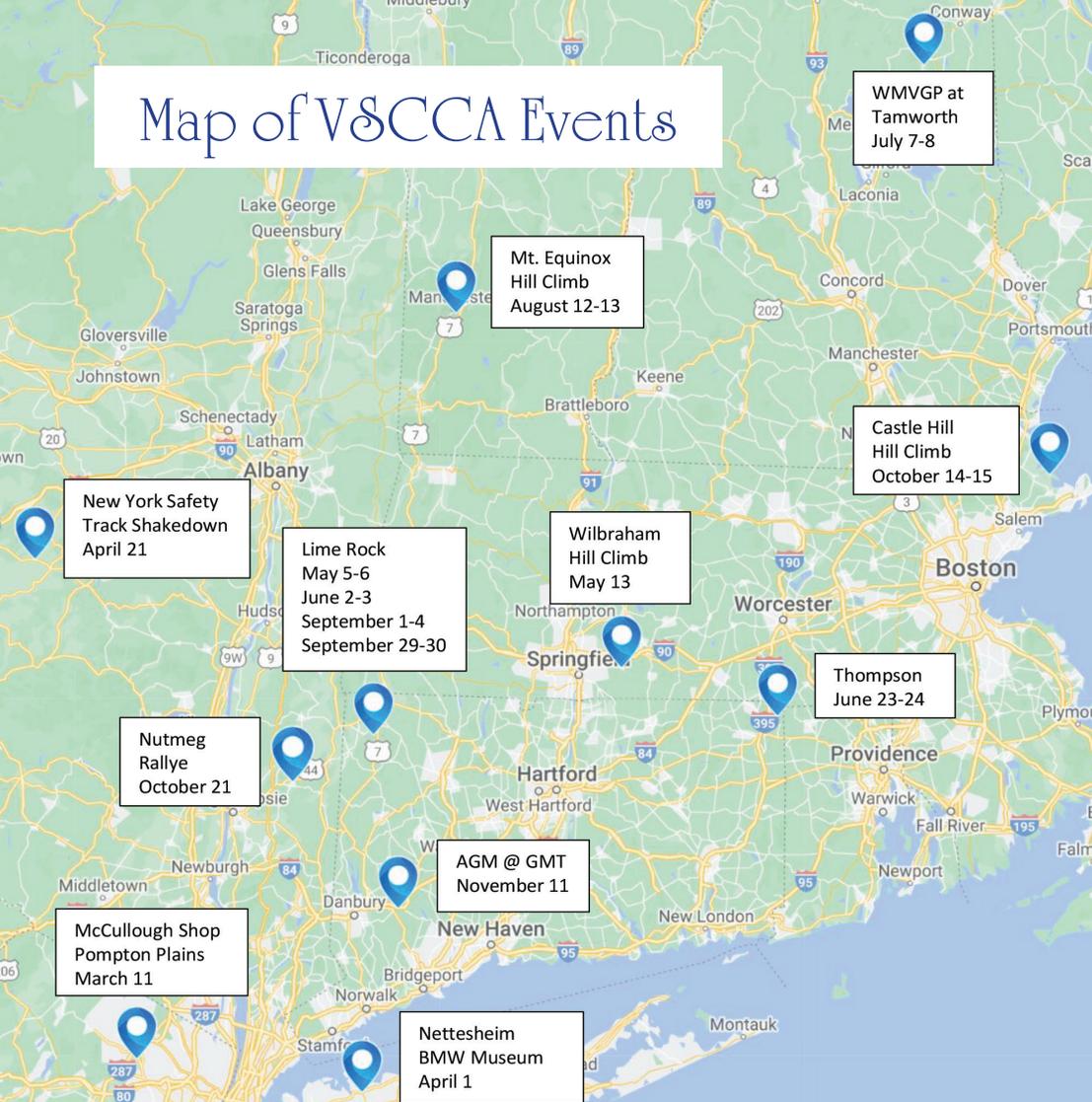
Car Club of America

2023 Schedule of Events

Date	Event	Early Bird Entry deadline <i>SAVE \$50!</i>	Location
March 11	March Gathering, Mitch McCullough Shop	NA	Pompton Plains, NJ
April 1	April Gathering, Nettesheim BMW Museum	NA	Huntington, NY
April 21	New York Safety Track Shakedown	April 7	Harpersfield, NY
May 5-6	Spring Sprints	April 21	Lime Rock, CT
May 5-6	VSCCA Drivers School	April 21	Lime Rock, CT
May 6	Driven to Race	April 21	Lime Rock, CT
May 13	Wilbraham Hill Climb	NA	Wilbraham, MA
June 2-3	Empire Cup	May 26	Lime Rock, CT
June 23-24	Thompson Vintage Motorsports Festival	June 9	Thompson, CT
July 7-8	White Mountain Vintage GP	July 23	Tamworth NH
August 12-13	Mt. Equinox	July 28	Arlington, VT
September 1-4	Lime Rock Historic Festival 41	June 1 (Save \$100)	Lime Rock, CT
September 29-30	Fall Finale: Litchfield Cup	September 15	Lime Rock, CT
October 14-15	Castle Hill Pre-War Hill Climb & Rally	NA	Ipswich, MA
October 21	Nutmeg Rallye	NA	Western CT
November 11	AGM	NA	GMT Racing, Newtown, CT
Early December	Holiday- Boston and Righetti	NA	Boston and West Point

Date	Charity Events (of interest to members staged by Members)	Charity	Location
July 15-16	2022 Vintage Charity Tour	The Little Guild and Loaves & Fishes	The Berkshires
TBA	Spadaro Memorial Drive	Sloane Kettering Memorial Hospital	New York area
August 5-6	Vintage Racing Stable Rally, Dinner & Concours	Boys & Girls Clubs of NH, New England Racing Museum	Sanbornton, NH
September 8-10	Radnor Hunt Rally & Concours	Boy Scouts & Thorncroft Equestrian Center	Edgemont, PA

Map of V&SCCA Events



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Upcoming V&SCCA Events Continued



Driven to Race - Friday - 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 Park 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 re-enactment 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 Gorge Holman at gholmanjr@fmkeefe.com or call 413-426-1857

New Entry Cancellation Policy for 2023 - PLEASE READ!

We have a new cancellation policy for the 2023 season. Our policy of the past three years, cancel at any time for any reason up to the event implemented due to Covid, simply did not work coming out of the Pandemic. We saw an unprecedented number of cancellations in the week before several events. Events that had some rain forecast were the ones most effected. For our Fall Finale, with a rainy day forecasted for Saturday we had 16 cancellations in the seven days prior to the event. An event that looked to be \$5000 in the black ended up being \$2500 in the red. The club has made financial commitments on the entrants behalf, our volunteer Marshals are at their stations, and we race, rain or shine. Not to mention that the Saturday in question turned out to be a nice day – no rain!

At the AGM we asked membership for ideas on the best way to approach this. There was a healthy conversation with many offering their thoughts on the topic. Based on that feedback we have arrived at the following new Cancellation Policy:

New VSCCA Cancellation Policy

- An entrant may cancel their entry into a VSCCA event for any reason up to seven (7) days (one week) prior to an event via motorsportreg.com. If the entrant has entered with a paper entry, they must inform the Event Chairman in writing seven days prior to the event of their cancellation. For an event that begins on a Friday, for example, the entrant may cancel up to 11:59 PM the Thursday seven days prior.
- If an entrant cancels within seven (7) days of the event their credit card will be charged the full amount of their entry. 50% of the entry fee will be a cancellation fee, 50% will be a credit applied to a future VSCCA event (not including the Lime Rock Historic Festival). If the entrant has entered with a paper entry their check will be cashed and 50% will be a cancellation fee, 50% will be a credit applied to a future VSCCA event (the credit may not be applied to an event hosted by a different club).
- Once an entrant turns a wheel on track (or hill), they may not cancel.
- An entrant may not reduce their two-day entry to a one-day entry within seven days of an event.
- Any meal canceled within seven (7) days of an event will be charged in full with no refund or credit due to caterer commitments (Equinox, Castle Hill, Holidays, etc.)

A question you may have is: “if I cancel within seven days and I am charged the full entry fee, how does the 50% credit work?” The motorsportreg (MSR) system allows for this. When you enter your next VSCCA event the credit will automatically be applied to the entry fee and what you are charged will be reduced accordingly. For example, if you enter the Springs Sprints for \$500 and cancel within a week of the event you will be charged \$500. If your next event is Thompson and you enter that for \$500, the \$250 credit will be applied and your card will be charged the \$250 balance. There will be a link on the entry process with MSR that explains this or you can go to your account on MSR and click on “How do I view my credits”. Please note that going into the 2023 season no one will have any VSCCA credits due to this being a new policy, so no need to check until if and when you cancel an event within seven days.



Tech Tips: Track Spares

By Mark Lefferts



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My previous articles for the newsletters have been based around safety and race prep. This time I'll share something that I hope you will find helpful as well. This article will focus on "Track Spares". When I started as an apprentice in 1978, one of the first responsibilities I was given was to inventory and pack spares for the cars my father and his crew were providing track support for.

They gave me a list of basic spares

and I have expanded on those lists for over four and a half decades. Somewhere between a complete spare car and nothing is going to be the right answer for each member. I've built up my track spares list using experience and common sense. For instance, for wheels I carry an extra valve core, wheel weights, tubes, tire lube and even a Borrani spoke and nipple kit. For fuel systems, I carry a spare pump, pressure regulator, 10-micron filter, throttle linkage components, and a large assortment of Weber parts. When packing spare pumps and regulators, I install new fittings ahead of time so the replacement of a component will go more quickly. Ignition system spares are done with the same approach, coil, points, condenser, car, rotor, pick-up, ignition box with a quick disconnect plug, etc. Spare spark plugs are a great idea as well, including a set that is pre-gapped with the ends pushed into a short section of a heater hose for protection. In the same box with the spare plugs is a small tube of dielectric grease, never-seize and a feeler gauge with the gap written on each box. I always have a spares bin for each car, however, I also carry a huge selection of fasteners, clamps, fuel line, coolant hoses, chemicals, etc. Even though I carry tons of parts, from time to time, I must go over to one of the other



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shop owners or members and borrow something. I've also been able to help out dozens of members each year. Never hesitate to ask for help when you need it. In the VSCCA we are all surrounded by an amazing amount of talent and experience, always willing to help. No matter what your problem may be in the paddock, we have all been there.

Safety first!

Reminders for the 2023 season:

As a reminder be sure you are up-to-date on various requirements as you prepare for the 2023 season. Full details for these requirements can be found at vscca.org under "Rules & Regs". If you anticipate entering an event with another club you are reminded to check the safety rules for that club/event to avoid problems at scrutineering there.

VSCCA Helmet Regulations effective 2021-2025	VSCCA Safety Harness Regulations	VSCCA Medical Requirements for the 2023 season
For the 2023 season the VSCCA will accept helmets with the following Snell designations: 2015 and 2020 for any track event race groups. For Preservation class and hill climbs only we will accept helmets with a 2010 Snell designation.	Safety harnesses have one of two specifications – FIA and SFI. FIA belts expiration date five (5) years from the date of manufacture versus two (2) years for SFI approved harnesses. Each piece of your harness system will have an expiration tag. If your belts have 2022, or earlier, on the tag they are expired for racing applications!	Please make sure your medical is up-to-date for the 2023 season if you plan to enter one of our wheel-to-wheel track events. 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.