

The Vintage Sports Car Club of America



VSCCA Newsletter, Number 17, January 2024

Dear VSCCA Members,

The 2023 season was the VSCCA's strongest in several years and holds good promise for 2024. Our events were well attended, safe, enjoyed by all (except for the rain) and the surplus was the healthiest it has been in many a year and likely ever. After several years of declining member participation, Covid no doubt having contributed to that downturn, we saw increased participation. We have a way to go before we are back to where we were 10 years ago regarding member participation, but the trend is in the right direction.

With that, let us turn to our 2024 season. To begin with, we have a terrific new website for the club, details of which can be found on pages six and seven. All of our usual venues are back and in their usual slots, as you can see on the calendar inside. As the calendar falls, it provides a couple of scheduling instances that I think members will like.

Early summer and Fall Finale

The crowded early summer schedule has a bit more breathing room this year as there is a three-week break between the Empire Cup weekend and Thompson then another three-week break between that and the White Mountain Vintage GP at Tamworth. Often the WMVGP suffers the consequences of cars becoming hors de combat after the two June events so hopefully the extra week will help. I am also pleased to let you know Marc Cendron will be joining me EC'ing the WMVGP.

The other calendar news is that those of you who have wanted to go to the Audrain event in Newport will be delighted to know that for 2024, and likely 2025, the Fall Finale and Audrain will be on separate weekends. We continue to schedule the FF four weeks after the Lime Rock Historics and Audrain appears to continue with their event the first weekend in October. In 2026 the events will probably overlap again so take advantage of this window of opportunity to do

both in '24 and '25! I am also pleased to share with you that Steve Dibdin will be assisting Whit Smith at the Fall Finale.

Not on the calendar for 2024 and one tentative

Last year we had a new event called the "Shakedown" at the New York Safety Track. It was a sort of pre-season testing day. While

we had a good turnout and covered our costs only 16 of the 35 entrants were VSCCA members. While we certainly welcome guests to our events, staging an event that predominantly attracts non-members is not the best use of the club's resources, the exception being the "Driven to Race" event at Lime Rock, which was devised as an introduction to the VSCCA and vintage racing, be they members or not. So, we decided not to continue the Shakedown in 2024.



The other event not on the VSCCA calendar for 2024 is the Wilbraham Pre-War Hill Climb. Last year's return of the event, the first since 2017, was both wonderful and successful. There was a discussion about holding it every year, but the prevailing thought was that, if held every year, we would see diminishing returns regarding entry. The other consideration was that, given that the Friday reception and dinner, Saturday lunch and the paddock are staged in George Holman's back yard, that is a lot to ask of the Holman family's magnanimous hospitality. Imagine staging a wedding in your back yard every May along with parking for about 25 enclosed trailers! It was a difficult decision, but we think the right one for the long-term health of the event. It is our understanding that the town plans to stage a two-day town event with a timed or demonstration hill climb. Further details were not available at this writing however you will be able to find information on springfieldtoboston.com in the coming months.

At this writing the Castle Hill Pre-War Hill Climb is tentative. We were thrilled to bring this fantastic event back in 2021. New management of the Trustees of Reservations, the owner of the property, is evaluating their overall large event planning for their properties that hold events, the hill climb being one such event. We hope to have good news soon.

As always, we would love to add another hill climb venue. If anyone has any ideas, please let me know.

Tech Gatherings

We have two Tech Gatherings lined up for 2024. The first, on March 23, is at the New England Air Museum in Windsor Locks, CT, which is about halfway between Hartford and Springfield. We plan to have a speaker (TBD), lunch and then touring of the museum. Having seen it, it is a terrific museum with all kinds of aircraft spanning the history of flight including a B-29 that you can actually enter. The second Tech Gathering will be in Boston on April 15 to see a private 100-car collection. More information on that will be forthcoming.

2024 Entry Fees

The VMC has announced a new insurance agent, Jones Birdsong, and the rates VMC members clubs pay for event coverage will increase by 7% in 2024. The board has decided that we will hold our 2023 entry fees. Looking back, we were able to actually lower some of our entry fees for the 2020 season and held those rates for three seasons. We then had a \$25 increase for the 2023 season for track events and are holding those rates for 2024, as well as holding our hill climb rates.

Text messages for event updates

Have you ever missed an important announcement at the track? I suspect we all have – cars on the track, tuning your engine, chatting with friends, a snooze in the trailer. We are adding a new feature to our events in 2024 – text message updates. This will provide the Event Chair with the ability to send a text message to all entrants for important announcements such as a schedule change, an all-comers race, a call for a Saturday Drivers' Meeting. We will only use this as needed from load-in on the day before the event to the end of the event and only for announcements that are outside of the normal running of the event. You will not receive texts for any other purposes. In order to receive these texts you need to sign up for a given event via motorsportreg.com (MSR), which you can access via vscca.org. For the first event you register for you will be asked to "opt-in" to receiving these texts at the end of your registration, this will suffice for all subsequent events you enter via MSR. This is a federal requirement that Event Chairs cannot do for you. Again, you will only receive texts from the EC for the event in question and no other texts as a result of you opting in to receive them.

Preservation

For 2024 we will continue with a Preservation class on Saturday of the Spring Sprints and Fall Finale. We will not offer it at Tamworth as no one signed up for it in 2023. It is important to note that Preservation is neither a race group nor a parade. It is an opportunity for VSCCA-eligible cars to lap reasonably quickly for *that particular car* in a non-competitive environment. That could mean lap times at Lime Rock of 1:20 or 2:00. Given the likely disparity in speeds passing is only allowed by point-by on the Posey or New-

man straights. Passing in corners, under braking, the short straights or the downhill are absolutely forbidden even if you come up to a car 40 seconds a lap slower. Aggressive driving, racing, spins and passing in forbidden areas will lead to black flag and exclusion from the event with no refund. Certainly, there are a lot of fantastic cars in the garages of VSCCA members and it is our hope to bring those members and their cars out so adherence to the rules of the Preservation class is important to make sure everyone on the track is comfortable. There is also a Preservation-like opportunity at the Empire Cup event for cars that can lap under 1:20 at Lime Rock.

Open Positions – Volunteers needed!

Borrowing from Club President Sandy Leith's remarks at the AGM "This Club has always been highly dependent on the concept of volunteering and volunteers. There are no paying positions in the VSCCA...everyone who finds and appoints an Event Chair, plans an activities schedule, edits a magazine, chairs or hosts an event, scrutineers a car, orders, ships and supplies Club Regalia, issues a logbook, balances the Club checkbook, pays the bills, processes your membership dues, prints a roster, stands at a flagging station or at Start/Finish, creates and maintains the Club website or simply stands up here and tells you about it all...does it in service to the Club and its membership. Some of you have stepped up and been willing to assume some of our responsibilities...but we need more of you to do so."

There are some specific positions we would like to fill in the coming year; two of them key positions in our Marshaling corps that will need someone to step up. Jim Bottomley is phasing out in his role as Chief Flagger. Jim and Rebecca, who makes of a record of all radio calls in Race Control, will not be at the Empire Cup this year and we need someone to stand in for each of them at that event. Jim will be leading our other events and if you are interested in learning his position, he will be happy to train you in the coming season. Desiree Faulkner has expressed interest in passing the torch from her role in recruiting Marshals for our events. Des will continue for 2024 but we'd like to find someone she can train this year for 2025. Social Activities Chair(s): we'd like to find someone to take on organizing more social activities for the club. It may be one person or three, Boston, NY and Philly based. The recent "Ferrari" movie event is a perfect example, of course we are not always going to have feature movies for get togethers. It could be a drive, dinners, pub nights, a group outing to a museum or concours, whatever. Regalia sales: Joan Harmer is chairing two events and would like to see someone else take Regalia on. We are open to a new program, perhaps using a third-party vendor to fulfill. Ideally someone who can bring some items for sale to most of our events – perhaps there are two people that take this on.

If you are interested in any of these roles please contact me at mday@comcast.net and I will pass along your interest to the appropriate person.

We hope you will see you out for the 2024 season.

Best regards,

Mark O'Day
Activities Chairman

Cars seen at V&CCA events: Effyh Formula III

By Richard Campbell

While Formula III racers can trace their history back to some pre-war efforts (CAPA cars – largely based on Austin 7s, and Shelsley Specials), their beginnings can more directly be linked to a group of enthusiasts working for the Bristol Aeroplane Company who met in 1944 to start making plans for a post-war resumption of motor sport.

By 1946 the 500 Club had been formed, with specifications for a new class of racers. Many of the specs were designed to keep costs down, facilitate the use of readily-available materials in post-war England, and to encourage individual design and construction. The class was successful and by 1950 the FIA approved the creation of a new International Formula 3. Not surprisingly, the growth of the class led to the entry of several designer/manufacturers – mostly UK-based, but also from the continent. Cooper was the dominant player. The 1950s

were the heyday of the F3 class, serving as a springboard for many aspiring drivers of the day. Drivers who got their start in F3 included Stirling Moss, Jim Russell, Peter Collins, Ken Tyrrell, and Bernie Ecclestone.

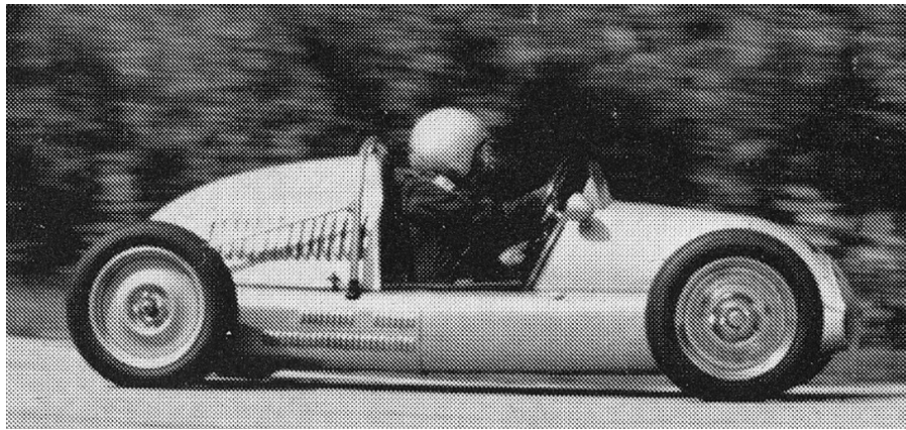
In Sweden, a pair of brothers, Folke and Yngve Håkansson, who worked as mechanics repairing forklift trucks in Malmö decided to enter the fray. In early 1947 they completed their first car, which was built for the driver Åke Jönsson. They named it Effyh (after their initials FYH). The car was successful, and the brothers started serial production. JAP and Swedish SRM engines were used with Norton or Burman gear boxes and Fiat wheels. The chassis were space frame and light weight, measuring in at just nine feet long and 2 ½ feet wide. Suspension consisted of twin upper and lower quarter elliptical transverse springs arranged in a V, to act as wishbones – a simple but highly effective solution.

Unusually for that time, Effyhs featured roll hoops and side mounted "nerf" bars due to their use on ice and loose surface ovals, popular in Scandinavia. The Håkanssons also sold plans, so a number of Effyh clones were built including the Bardahl Special, EE Special, Hult, Ivan, PP and RJ500 and

Effyh inspired cars such as Swebe, KG Special and Silverbird. About 50 cars were built including clones. The builders claimed a top speed of 125 mph, and the cars were often run on ice and gravel in their native Sweden. Of the 50 some-odd cars built, only a handful came to the United States. Notable U.S. Effyh drivers included Gordon Lipe who ran one at Watkins Glen in 1951, Tip Blume ran at Pebble Beach in 1952, and John Fitch raced an Effyh at Giants Despair and Bridgehampton in 1951.

The early history of this car is unknown,

although it has been speculated that it is an ex-Sherwood Johnson car. Quite the jet setter, Johnson ran his Effyh at Vero Beach (FL), Bridgehampton (NY), and at the Guardsman Golden Gate Road Races (CA) – all in the span of just three months in 1952. What is known is that the car has a history at Mt. Equinox. The previous owner ran the car at Equinox in 1983, 33 years after the first running of the event. More recently, the car made the ascent in 2019 and 2023. Although far short of its claimed 125 mph top speed, the Effyh's size makes it feel fast at almost any speed. And the vibration of its single-cylinder JAP engine makes everything feel like it's coming apart. (When asked his impressions of racing an Effyh, John Fitch described using the steering wheel as a surrogate tachometer. "When the skinny wheel vibrates to the point that it feels thick in your hands it's time to shift gears.")



© Michael DiPleco

Upcoming VSCCA Events



March Tech Gathering - Saturday, March 23, New England Air Museum, Windsor Locks, CT

While it may not have cars the New England Air Museum is sure to appeal to our members. They have over 100 aircraft such as early aircraft such like Bleriot, WWII fighter planes, jets, helicopters, even a B-29 Superfortress you can go in. There are also over 50 engines on display. We'll start with a social hour, then a speaker, lunch and touring at your leisure. For more information please contact Event Chair Jim Juhas at james.f.juhas@snet.net or 203-578-0958



April Tech Gathering - Saturday, April 13, A Private Collection, Boston, MA

The VSCCA has been invited to see a 100+ car private collection located in Boston. We will be among the few that have been afforded this opportunity. Details are still being pulled together at this writing, but the visit will include lunch. The collection is an eclectic one and a diversified one with cars from Europe and England. If you can carpool with a friend, that will help with parking. More details will be shared as soon as we have them. For more information please contact Event Chair Michael Kaleel at kaleelracing@gmail.com although please note he does not have any more information at this time.



© Deb Weil-O'Day

VSCCA Driver's School - Friday - Saturday, May 3-4, Lime Rock Park

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 or call 914-968-5700



© Deb Weil-O'Day

Spring Sprints - Friday - Saturday, May 3-4, Lime Rock Park

Save \$50 by entering by April 19!

Our traditional opening race meeting which is open for VSCCA eligible cars and the Event Chair's 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 or call 914-402-5799.



Driven to Race - Saturday, May 4, 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

The Vintage Sports



Car Club of America

2024 Schedule of Events

Date	Event	Early Bird Entry deadline SAVE \$50!	Location
March 23	March Tech Gathering, New England Air Museum	NA	Windsor Locks, CT
April 13	April Tech Gathering, a private collection	NA	Boston, MA
May 3 - 4	Spring Sprints	April 19	Lime Rock, CT
May 3 - 4	Drivers' School	April 19	Lime Rock, CT
May 4	Driven to Race	April 19	Lime Rock, CT
May 31 - June 1	Empire Cup	May 17	Lime Rock, CT
June 21 - 22	Thompson Vintage Motorsports Festival 11	June 7	Thompson, CT
July 12 - 13	White Mountain Vintage GP	June 28	Club Motorsports, Tamworth NH
August 10 - 11	Mt. Equinox	July 27	Mt. Equinox, Arlington, VT
Aug 30 - Sept 2	Lime Rock Historic Festival 42	June 1 (SAVE \$100!)	Lime Rock, CT
September 27 - 28	Fall Finale: The Litchfield Cup	September 13	Lime Rock, CT
October 12	Nutmeg Rally	NA	Litchfield County, CT
October 19-20	Castle Hill Pre-War Hill Climb & Rally	NA	Crane Estate, Ipswich, MA
November 16	AGM	NA	GMT Racing, Newtown, CT
Early Dec	Holiday- Boston and Righetti	NA	Boston and West Point

Date	Charity Events (of interest to members staged by Members)	Charity	Location
May 10 - 11	Wilbraham Hill Climb and Show	Springfield to Boston Foundation	Wilbraham, MA
July 12 - 13	2023 Vintage Charity Tour	The Little Guild and Loaves & Fishes	The Berkshires
August 3 - 4	Vintage Racing Stable Dinner and Show	Boys and Girls Club of NH	Sanbornton, NH
September 6 - 8	Radnor Hunt Rally & Concours	Boy Scouts and Thorncroft Equestrian Center	Edgemont, PA

Introducing the new V&SCCA Website!

We are delighted to share with you the new V&SCCA website that will go live on Sunday, January 14! V&SCCA.org is a terrific new tool and source of information for V&SCCA members and guests alike. You may wonder why a new one? It has been close to ten years since our current website was launched; a decade in the digital age is an eon. Digital technology becomes outdated and harder to maintain than a vintage car with hard-to-get parts. We'd like to recognize and thank our Internet pioneers – Ed Hyman, Joseph Delucia and Mark Sherman – for all their time and efforts on the club's behalf over the years in the digital space. Our new site has been set up by Kobus Reyneke over the past six months and has been a huge undertaking with many others involved. Our thanks to Kobus for taking on the project.

On the new website you will find all of the usual information along with some new things. While showing you in a printed newsletter is no substitute for checking it out, we will try to demonstrate to you here what is available by showing you the various “drop down” menus and what is in them.

One functionality that is not ready for launch and being worked on by the board, is setting up member accounts to allow online registration and renewals. A byproduct of that work-in-progress is that we will not be able to have classifieds until we are ready for members to set up their accounts. This delay should only be a few weeks and we will advise as soon as it is ready.

Over time we will be adding new things to the website and will announce those as they become available. In the meantime, enjoy!

[Member Login](#)



The Vintage Sports Car Club of America

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"We come for the cars, but stay for the camaraderie." Join us!

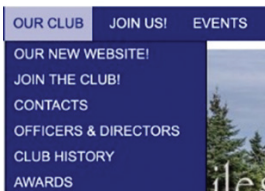
Home Page

This is the new home page. Once live you will be able to set up a new account here, sign in and edit your personal information.

Exploring the new V&CCA Website



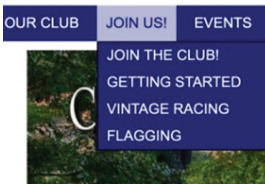
The Vintage & Sports Car Club of America Our Club



The selections on this drop-down menu are fairly self-evident. There is lots of good info, whether you are new to the club or a long-time member. There is a link to join the club, contacts for various officials in the club that will automatically create an email, the club's officers and directors, history, awards listings, how to advertise in our publications and a link for donations.



The Vintage & Sports Car Club of America Join Us



Join Us

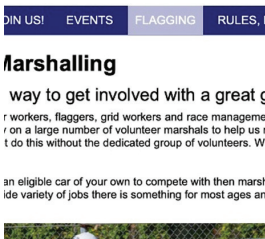
The "join us" menu has information on how to join the club, a terrific document on how to get started in vintage motor-ing, be it racing, hill climbs or rallying.

The Vintage & Sports Car Club of America Events



Here you will find all listings for our events with links for entry and to see who has entered for the coming season along with a review of past events.

The Vintage & Sports Car Club of America Flagging



Flagging

The "Flagging" selection takes you to a page dedicated to our ever-impor-tant volunteer "Marshals". On this page there will be links where you can register to volunteer for an event along with descriptions of the various roles, contact informa-tion and more.

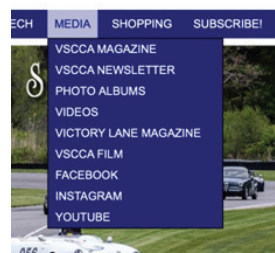
The Vintage & Sports Car Club of America Rules, Forms, Tech



Rules, Forms, Tech

We have cleaned up, organized and con-solidated the VSCCA rules and regula-tions regarding car eligibility, equipment such as tires, helmets, and more. Also, we have cataloged all of the tech tips authored by Mark Lefferts and a few others that, if you have not read them before, are must reads!

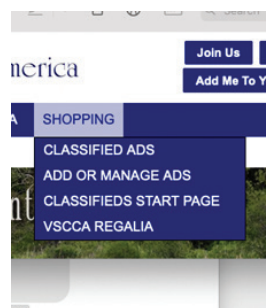
The Vintage & Sports Car Club of America Media



Media

In this section members can see copies of our magazine going back years and all of our events newsletters, which began in 2020. You will also find photos of events, the VSCCA film "We came for the Romance" and links to VSCCA social media. Digital copies of "Victory Lane" magazine can also be found here at no cost.

Shopping



Here you can see the classifieds listings from members – there are always some great cars here, place an ad yourself and shop for VSCCA regalia.

The Vintage & Sports Car Club of America Subscribe



Subscribe

If you know of someone that would like to get on the VSCCA email list they can sign up here. Most of our event promotion emails go to members and "friends", some emails only go to members if they are about events or topics applicable to members only.



QR Code

Point your cellphone camera at the code, then tap the notice to open the site in your web browser.

Tech Tips: Throttle Cables

By Mark Lefferts



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Indcia

Welcome to the 2024 VSCCA season. For the first tech article this year, I'm going to cover throttle cables and the associated fittings, adjusters, etc. Throttle cables are often ignored when restoring or prepping a car for racing. It is not unusual for cars in vintage racing to have throttle cables that are 10, or even 20 years old. Often the approach is to replace them when fraying is detected, or they break. When one breaks on track the sudden deceleration can have the effect of a "brake test" on the car behind. Last season one such unfortunate trailing car was forced off the track when taking avoiding action and into the armco, resulting in considerable sheet metal damage. Throttle cables should be replaced pro-actively. These days, when I replace throttle cables, I use cables that have a PTFE liner. These are self-lubricating and have almost no drag. I purchase these cables from Pegasus, they will make you just about any length and end combination you would ever need. These custom cables use a stainless-steel inner cable and can be purchased with 8-32, 10-32 and 1/4-28 ends. You can also order them with no ends. On applications that incorporate spherical rod ends, I purchase these from Pegasus as well. These spherical rod ends are specifically made for throttle cable applications and have a "Loose" fit. Standard spherical rod ends have too much drag between the ball and the liner. These loose fit rod ends have no drag and allow the ball to move freely. For those of you that need to fabricate your own cables, you can turn to Barnett. Barnett caters to motorcycle applications; however, you can purchase the inner and outer cables in bulk. Barnett also sells cable adjusters and ends for just about any need you may have. When I was road racing motorcycles, I used to be a Barnett dealer. Today, I have to go to my local Honda dealer to place orders from Barnett, as they will not sell directly to the consumer. Be careful when routing any of these cables, you don't want them too close to heat and be sure to follow the manufacturers specs regarding the minimum radius. The last thing I would recommend is to order a spare, you will probably never need it but it's there if you ever need one.

Safety first!



VSCCA Newsletter
January, 2024

