

VINTAGE SPORTS CAR



NUMBER ONE 2021

VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

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Membership inquiries to the above address



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1905 – 1995

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VINTAGE SPORTS CAR



We lost one of the long time personalities of the club in the last year. Gary Ford had brought an uncommon enthusiasm to the club for much of its existence. Best known of late for

his dedication to the marque HRG, he actually had taken part in a wide variety of sporting machinery over the years. He's shown here at Pittsburgh in his Offy-powered HRG, the "Hurgenhauser." A full tribute can be found on page 22.

(hyman photo)

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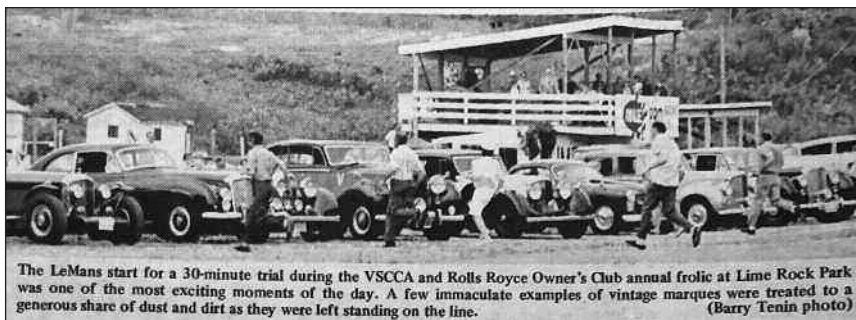
Here we are in this Year of our Lord 2021. It's a new season arriving and, with it, maybe an end to the plague. We can but hope.

We had a truncated season last year while staying safe. The last event of 2020 was the Fall Finale. We spend some pages in this issue reliving that joy. We also managed a few over the road events and may do a some more this year. Getting most of our cars legal for the highway should not be the work of more than a weekend. After all, "God and the Chief Engineer put an engine in there for a reason." That reason was to drive them.

Meanwhile this issue offers a tribute to one of our longer serving members, who passed away last year. We also offer a tribute to one of the sport's last genuine characters, Oscar Kovaleski. Remembering Gary Ford reminds us that we owe much of what the VSCCA has become to the enthusiasm of exceptionally interesting people with a wide range of motoring skills and passions. Coming into our midst with interests far beyond simply racing and extending them to a passion for the history of these wee beasts and the people who built them as well as a mechanical sympathy for them has always marked the true heroes of the VSCCA. We need to cherish their heritage and to work at keeping it alive.

This writer is committing to an active season on both road and track as well as to offering the membership further glimpses into the history of the club and of the people who created our sport.

Enjoy.
jpd



VSCCA and Rolls Royce Club Play Day at Lime Rock

August, 1968

(from Autoweek, 14 September, 1968)

Editor's note: This story recently crossed our desk and we thought to share it as an insight into the events of an earlier day. The writer, long time VSCCA member Karl Ludvigsen, is still amongst the most revered motoring writers in the world and we are always honored to share his prose.

jpd

Top honors to OSCA, Ferrari, and Bentley at Lime Rock?

It couldn't be a lead from the past because Lime Rock didn't exist when these cars were in their prime. It had to be the results of the joint meeting of the Vintage Sports Car Club of America and the Rolls Royce Owners Club - an annual expression of peaceful co-existence between the wicker-hamper set and the dirty-knuckle brigade.

In the VSCCA's quarter-mile sprint, the only completed event in a program interrupted by rain, two cars tied for fastest time at 16.0 seconds: Britisher Murray Smith in one of Stan Nowak's OSCAs and Dieter Holterbosch in his 4.1 liter Ferrari Mille Miglia V12.

Bentleys looked best in the 30 minute trial organized by the RROC, with four cars of that make being the only ones to complete their required handi-cap laps. Tim Howkins was one of the quickest in his Continental R.

The day's most exciting moment was the LeMans start for the three Rolls Royces and seven Bentleys entered in the trial. The Pincus 25/30 Rolls coupe was one of the first to leave the line, spreading a dust cloud on the immaculate custom bodies behind. Slightly delayed was Bugatti/Rolls expert Derry Mallalieu, who had just finished his cycle-fendered Mark VI Bentley Special the morning of the meet.

Required pit stops, to jump out and touch the radiator cap, also added interest to the Rolls' run. After his required stop, Detweiler had to make an unexpected one with his massive 8-liter Bentley tourer, removing his right shoe to administer a clout to a malfunctioning vacuum fuel feeder.

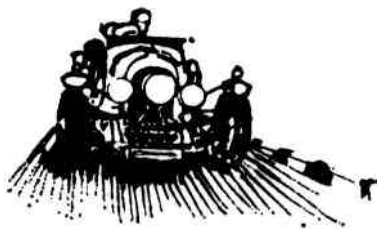
Three cars did not complete the 30 minute run. Among the handicap-beating Bentleys were those of Howkins and Mallalieu, along with the 31/2 liter Bentley tourer of Dr. M.A. Roberts, and the Bentley-engined Facel Vega of Dr. Bullen.

Third quickest in the quarter among the VSCCA sports cars was Jim McAllister's A6GCS/2000 Maserati, at 17.2 seconds. Fourth was Stan Nowak's ex-Cunningham 1450 cc OSCA at 17.5, consolidating a new eminence of these delightful little cars in VSCCA events. Fifth and sixth at 19.5 and 20.0 seconds were John Freeman's SS100 Jaguar and Tony Carroll's Healey Silverstone.

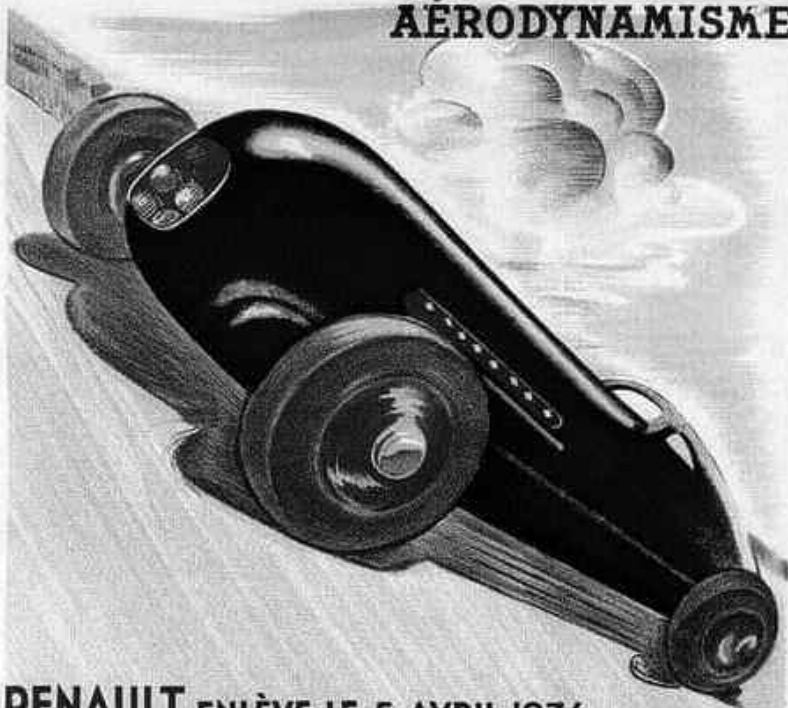
VSCCA veteran Ed Roy's Vauxhall 30/98 was seventh fastest, ahead of Fred Herdeen's Ferrari 166 coupe. Tied for ninth at 21.9 seconds were Tom Melahn's HRG and Dick Watson's A6GCS/2000 Maserati, misbehaving with fouled plugs. Club president John Willock brought up the rear with his beautiful Alfa Romeo 1750 FS.

Though the rain forced cancellation of timed laps and handicap races, Murray Smith clocked an unofficial 1'17" with the OSCA on a near-dry track, a record VSCCA time at Lime Rock. Former record-holder Ludvigsen helped dry the track with numerous laps in the hairy Holterbosch Ferrari without his usual Maserati or Connaught.

Karl Ludvigsen



AÉRODYNAMISME



RENAULT ENLÈVE LE 5 AVRIL 1934

LE RECORD DU MONDE DES 48 HEURES

LES RECORDS DES 4 000-5 000 MILES ET 9 RECORDS INTERNATIONAUX
EN PARCOURANT 8 037 kms à 167 kms 445 DE MOYENNE

AVEC UNE

NERVASPORT 8 CYL

CHASSIS DE SÉRIE. CARROSSERIE MONOPLACE AÉRODYNAMIQUE

RENAULT

L'AUTOMOBILE DE FRANCE

VSCCA Fall Finale *Lime Rock Park* *2 & 3 October, 2020*

The Vintage Sports Car Club of America completed its truncated 2020 season with a great Fall Finale event the first weekend in October at Lime Rock Park. Nearly everyone was profoundly relieved to be at a moderately normal event, even with masks and "Social Distancing."

After most of the scheduled events were canceled during the Pandemic, the VSCCA was finally able to get in four wheel to wheel events, the White Mountain Vintage Grand Prix in New Hampshire, a postponed Empire Cup at LRP, Labor Day's Historic Festival 38 at LRP and this final race also at Lime Rock. The club had to cancel a number of classic events, most notably a club favorite, the historic Mount Equinox hillclimb in Vermont.

Lime Rock Park is known for being nestled in the Litchfield Hills of northwest Connecticut and this weekend the tree ridges surrounding the track were beginning to change color as the New England fall approached. Lime Rock Park is perhaps the most beautiful road racecourse in the nation but thanks to COVID 19 no spectators have been allowed at any event and the Fall Finale was no exception. The precautions that have become standard for life today were in place with masks required, temperature checks entering the track and social distancing in the paddock.



The Finale of 2020 became quite an Alfa party.

(d.smith)



The one of a pair of Holman Stutz's sitting in the paddock awaiting a drying track.
(hyman)

This weekend is about camaraderie as much as competition so there is no official timing and scoring. That doesn't mean there isn't some fierce dicing on the track for bragging rights.

There were 72 entries in four different groups with special grids for Pre-war cars and Alfa Romeos. While in the past the VSCCA normally only accepts cars up to the mid-60s this weekend those rules were relaxed to allow race cars up to 1970 and a few cars such as the Alfa GTVs. All the cars were expected to be in the vintage spirit with no slicks and stock bodies without wings or flared fenders and four or six cylinders only!

Event chairs Roger Morse and Lynn Arnold, assisted on track by Whit Smith and Phil Roettjer, divided the entrants into four groups. The schedule gave each group 20-minute sessions, alternating hourly with lapping by members of the Lime Rock Drivers' Club, but as the weekend went on the Pre-war cars were combined with the production cars in Group 1.



Mr. Campbell heading for the grid in a stunning little H-bomb.

(hyman)

A mixed bag of mostly pre-war - with a tin top thrown in - coming into the climbing turn. Both Holman Stutz beasts are in the lead.

(d.smith)



Ms. Liba appears to be singing "YMCA" complete with dance routine to the MGs on the grid.

(d.smith)



The Gelles Stanguellini holding off a charging pack in the uphill.

(d.smith)



Mr. Holman and the Stutz Pikes Peak Special. (hyman)

This traditional end of season event normally features Pre-war cars, thought by many to be the "soul of the club." Due to COVID, though, only 6 actual pre-war cars entered this year which was a disappointing grid considering the large turnout in past years. The grid for this group was filled out with post war MG T series cars, after all their design does date back to pre-war years. Also, three H-mod specials made the field, veterans of early sports car racing in America. There is an effort underway to stage a special H mod reunion at the first VSCCA race next year, the Spring Sprints. Hopefully, next year the VSCCA will have a full schedule.

This mix of cars provided some interesting spectating with the two very sizable black Stutz Specials from 1929 and 1930 driven by William and George Holman surrounded by these small H-mods, Richard Campbell's 1959 Voigt-Crosley and Kevin Clemens' 1956 Jabro. Adding to this David and Goliath field was Eric Minoff in his 1959 Fiat Abarth 750.



Three of the H-mods at the event. The 2021 Spring Sprints will be featuring these wee beasts and we are hoping to see at least a half dozen. (d. smith)

With apparently no visible preplanning or promotion the featured marque somehow became Alfa Romeo with most of the cars being Alfa Giulietta Spiders. *(We expect we see the hand of Santo Spadaro in this, though)* According to the original Alfa suspects, Santo Spadaro and Whit Smith, one of the event chairs, they made no effort to get Alfas out for the weekend. *(Yeah, right. ;-)* . . .jpd) And Smith says when Phil Roettjer started putting the grids together about a week before the races, he saw 18 Alfas were entered and gave them their own grid. It says something about the popularity of Alfas in vintage racing in this part of the country. Ironically the first event of this season was supposed to honor Italian sports cars. Thanks to the pandemic that race had to be canceled. So we finished off the year with a special grid of Alfas, honoring them.



*Alfas in Big Bend. Feingold (105) leading Hill (143) and Shields (46)
(d.smith)*

Perhaps, the best racing of the weekend happened in a special all Alfa race that included Peter Greenfield's 1933 Alfa Romeo 2600 Monza open wheel race car which laps Lime Rock very quickly. After the opening lap of the 20-minute race Greenfield was in the lead but right behind him was Deborah Abraham in her more modern 1958 Giulietta Spider. Abraham is a second-generation vintage racer who knows the track and her car well. She was right on Greenfield's tail, but the larger pre-war car was able to keep Abraham at bay thanks to more horsepower down the Sam Posey Straight. It was a classic vintage race.

Each year Victory Lane presents a trophy to the best Pre-war contestant at the Fall Finale and after that race the obvious choice was the racing veteran Abraham Greenfield.

The all Alfa group (Group 3) was mostly made up of late 50s Giuliettas many from Scuderia Ficara with some familiar faces and cars, John Feng, Stephen Lehrman, the three Hills brothers, Scott, Todd and Ross sharing two cars, Santo Spadaro's Alfa Giulietta coupe, Bradley Price who drives his car to the track, and the ever enthusiastic Roger Cassin. Providing a sparkle of

The sparkplug of the Alfa contingent, Santo Spadaro, smiles benignly over his charges.

(hyman)



Andrew Male's Spyder on the way to the grid.

(hyman)

Lehrman's Giulietta being put back into the trailer.

(hyman)





Part of the Alfa contingent. One wonders if they should be allowed so close together. Are they likely to reproduce?

(hyman)

*Not sure who this one belongs to but - -
- Wow! It is absolutely stunning.*

(hyman)



Feingold looking smooth and flat after summiting the uphill.

(hyman)

P. D'ITALIA 1933

Assoluto

LUIGI FAGIOLI su

ALFA ROMEO-PIRELLI

conquista il nuovo

Circuito di Monza con



NEUMATICI

PIRELLI



*Maybe a late entry as
it didn't make the list.
It looks to be moving
well, though.*

(hyman)



*Mirabile's Cooper in
the left hander.*

(d.smith)



*Gelles' Stanguellini
is always a joy to
watch and always
competently driven.*

(hyman)



*Stu Forer's Turner leading a gaggle of MGs into Big Bend.
(hyman)*



*The Chief Scrutineer, Mark Lefferts,
observing the action from behind
his Covid mask.*

(hyman)



*The Juhas MGA Coupe looking a little damp transiting Big Bend.
(hyman)*



Gelles et al in the uphill.

(d.smith)



Greenberg's immaculate Aston leading Giedra's Datsun. *(d.smith)*



McCullough's Lotus 11 takes the outside line while Whitney's Lotus 9 holds the inside.

(d.smith)



Mr. Webber having a good run in the FV.

(hyman)



Grewal's Cooper T-51 is a welcome sight.

(hyman)

*Mark O'Day motor-
ing calmly down the
front straight.*

(hyman)



Bruce Giedra's Sprite sharing Big Bend with MG and TR3. (hyman)



*The other Giedra
brother, Devin,
was exercising the
Datsun Fairlady
this weekend.*

(hyman)



Giuliettas going three abreast into Big Bend with a colleague hoping to prove that four can share the corner. (d.smith)

silver in an otherwise sea of mostly red cars was the single Porsche 356 of Jim Stein. He is an honorary member of Scuderia Ficara and often pits with the Alfas. Thanks to the temporary relaxing of the VSCCA rules 2 Alfa GTV's took part, a 1973 driven by Bill Shields and a 1974 driven by Robert Bradly. There were originally 18 Alfas, but an on-track incident sent one car home. But Scott Hill finished out the weekend even though his Giulietta Spider will require some cosmetic surgery.

Group 1 for production sports cars featured a good collection of our favorites, 5 MGAs, 2 Triumphs, 2 Porsche 356s and some interesting cars as well including Gaspare Fasulo's Porsche 912, a new car to the scene in the past season. There were four 1959 Austin Healey Sprites lead by Ben Tarlow. Stu Forer was up front in his 1958 Turner while also in the lead group was Andy Greenberg who drives his 1963 Aston Martin DB4 GT to the track. Another car to watch was Joe Fuller in his 1958 Morgan Plus 4. Normally this group features some tin-top sedans but the only sedan racer was Todd Daniel's 1959 Jaguar MK 1.



Out of the left hander - - - the pack looking for a chance to get past the well driven Turner of Stu Forer. (hyman)





*Whitney demonstrating his mastery of the Belden Lotus 9.
(hyman)*

Group 2 brought out the sports racers and open wheel formula juniors and early Formula Vs. While Chris Cogswell in his Lotus XI and Carl Whitney in the Belden Lotus IX usually ran up front throughout the weekend, they were challenged by a couple of quick sports racers including Mitch McCullough's 1956 Lotus XI and Marc Cendron's Tojeiro Climax. Also, in the thick of things were the Lotus 7s of Jim Bok and Michael Kaleel. In Formula Junior there were three Coopers driven by Robert Mirabile, Nick Grewal and Steve Morici up against the Lotus 18 of Joseph DeLucia and the Stanguellini of Bill Gelles. Right in the mix were the Formula Vees of Eric Logan (1964 Formcar) and Harry Sroka (1967 Autodynamics).

After some rain on Friday morning, the weather for the weekend was better but Chief Steward Bob Melhado delayed the start of practice on Saturday thanks to fog. Otherwise the weather was typical for the fall, bright and crisp. He was able to work the schedule so that the VSSCA got some more track time on Friday when the Drivers' Club finished lapping the track.

Unfortunately, the Fall Finale turned out to be the finale for 2020 for the club. The annual Nutmeg Rally had already been canceled and a board meeting during the event voted to cancel the two holiday parties planned for this year and to postpone the Annual General Meeting into 2021.

2021 can't come soon enough.

dow smith

Obituary:



(fenley collection)

Gary Ford 1936 - 2020

Long time VSCCA icon Gary Ford passed away on the 8th of December from complications of the COVID plague. He was 84 years old.

Gary and his wife, Charlie (*Virginia, actually*) had been involved in the VSCCA from early days and he had served on the Board as well as having been the first chairman of the Car Classification Committee. His sense of hospitality and his enthusiasm knew no bounds. He could usually be found working on a sporting car of exceptional rarity and even more exceptional interest. His work product was always of the highest quality and historic accuracy. The photos published with these memories are some examples of the breadth of his enthusiasm.

With the loss of Gary Ford another link to the earlier days of the club is gone. He shall be missed.

Those who might like to memorialize Gary are encouraged to consider donating to the International Motor Racing Research Center in Watkins Glen, or to a dog rescue organization, or a charity of your passion.

Requiescat in Pace.

jpd

Gary touched so much of this hobby and so many people that we offer herewith some comment from two who were close to him, VSCCA Secretary Scott Fenley, and long time VSCCA Honorary Member and Patron of the HRG Association, Ian Dussek.

From Scott Fenley:

I realize that many have already heard that Gary Ford passed away Tuesday, the 8th of December from complications due to COVID. It's important, though, to remember him in these pages.

There will be no service at this time but we will organize something in Gary and Charlie's memory when the weather and global pandemics allow.

It's well known that my friendship with Gary brought me to the VSCCA and, consequently, to the board. I have yet to look at the records to see exactly when Gary joined the VSCCA but I believe it was in the late 1960's. (1969) At the time he and Charlie were living in Chicago and would drive east to events; more than once their HRG, "Green."



At the finale a couple of years ago with Scott Fenley. (hyman)

I first met Gary sometime around 1984 when he was restoring the Lotus 12 in one of the attached photos. I believe that car now resides in the Barber Motorsports Park Museum. He and my dad had common acquaintances through Moore Products Co., where Gary spent his entire career in sales and where my dad was doing development engineering in the 60's and early 70's. Dad left Moore the year I was born, '73, and acquired a tool and die shop (ie, machine shop) in Philadelphia. Gary had my dad reverse engineer and remake the "Chapman" strut hubs for the rear suspension as the car-cass didn't have any when Gary found the car on Long Island.

For some reason Gary took a liking to the little 12 year old redhead who was probably sweeping floors and I starting helping him with cars that he kept at his little farm house in Pipersville and some over in derelict storage shed

Geo Hamm at LeMans 1952



that was across the street in New Jersey. At the time he had the Cisitalia, the Fraser Nash Le Mans and the Lotus 12. When I was old enough to drive, I use to dog-sit while he and Charlie would take those funny little European cars and race them with some silly club that raced old cars. Little did I know....

A couple of years later Charlie found herself at home dog-sitting and I was going to those funny little car races. She use to say she was replaced.

To me and to many of his friends Gary was the epitome of the VSCCA. At least during the time I knew Gary, he was solely driven by the desire to preserve the legacy of 1950's sports cars and sports car racing. Gary had a bottomless reserve of memory for sports car and road racing facts of the late 40's through late 60's and most of his energy in the 80's and on was dedicated to recapturing some of that history. His interests were not just about the cars themselves but also focused on the personalities that surrounded the cars and events of the time. Sadly, he lost access to that memory over the last few years.



*Gary taking the young Fenley ladies for a run in the Maserati.
(fenley)*

He also had a not so VSCCA eligible Ferrari 512 Boxer. I only mention the Ferrari because the first time I was at his home when I was probably 13 or 14, he took me for a ride in it and he had forgotten to latch the rear engine cover. That thing blew up at about 70 MPH like the air brake on a Mercedes. He never said a word; simply put it down the best he could and we drove home. How he kept his reaction PG-13, I will never know.

Some further details: Born and raised in Taylor PA, Gary graduated early from Taylor High School and continued his education at Lafayette College, where he completed his BS in Engineering in 1959. After Lafayette, he accepted a position as a sales engineer for Moore Products company, a manufacturer of industrial controls products based in Southeast PA.

*In the OSCA at
one of his
favourite events,
the Pittsburgh GP
in Shenley Park.*

(hyman)

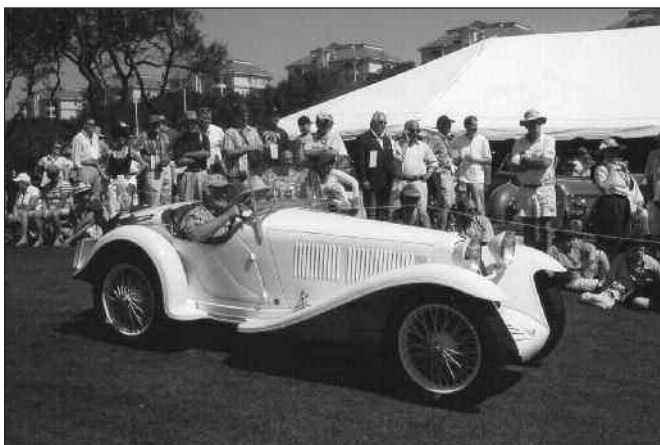


*Exercising the
Cooper at Pocono
with gusto.*

(hyman)

*Taking an award
at Amelia Island
with the Maserati.*

(fenley collection)



As a sales engineer, Gary was responsible for opening sales offices in TX and OK before moving to Chicago in the late 1960's where he met his lovely wife, Virginia, at a travel agency while organizing a surprise anniversary trip for his parents. Gary and Virginia, who he affectionately called "Charlie", were inseparable until she passed in 2016.

Gary's career with Moore Products necessitated a move to the Philadelphia area in the early '70's, where he and Charlie would remain. Gary retired from Moore Products in 1993. He then enjoyed a short second career assisting Charlie with her retail ceramic tile stores before finally retiring for good in 2000.

Gary's true passion was the automobile. An avid motorsports enthusiast from an early age, he witnessed the earliest post-war sportscar races in the US at places like Watkins Glen, Thompson, CT and Bridgehampton, NY, with his childhood friend, Oscar Koveleski. Gary's first car was an MG TC, which he and Oscar use to take turns racing around Lake Scranton at night. Following his graduation from Lafayette, Gary traded his MG for a brand-new Porsche 356 coupe and soon joined the Sport Car Club of America (SCCA) where he raced both the Porsche and a newly acquired Lotus 7.

After a decade of racing in the SCCA, Gary began to focus his passion on the historical aspects of motorsports and became a member of the Vintage Sports Car Club of America in 1969. Over the next four decades, Gary restored and raced all manner of vintage sports cars which included the likes of HRG, MG, OSCA, Lotus, Cooper, Fraser Nash and Lola. He would remain a member of the VSCCA for the rest of his life and was awarded honorary membership in 2014.



*With is beloved Charlie in the OSCA at Pittsburgh.
(fenley)*

Gary was particularly fond of the boutique British marque, HRG; owning and restoring no fewer than 6 different HRGs, including the desirable HRG "Twin Cam." He was a longtime member of the HRG Association.

Gary's passion for the history of motorsports was unparalleled and although he treasured his HRGs more than any other car, he owned, restored and drove just about every marque imaginable. He even had a sprint car for a

short while in the 1980's, and more than a few motorcycles. He and Charlie's first date was aboard a Bultaco motorbike. Her father was said to be less than amused. She on the other hand was enchanted. And so their lives joined.

Gary's motorsports interests focused on more than the automobile itself; he was an avid reader of the history of the sport and of the personalities who brought the cars to life. He contributed content to many books on the subject and, along with Charlie, was a founding supporter of the International Motor Racing Research Center (IMRRC) in Watkins Glen, NY.

While Gary and Charlie chose not to have children, they were never without family. Throughout their lives, they collected countless friends who would become their chosen lifelong family. Always the gracious hosts, they could be counted on for a warm bed, great food, a bottomless glass of wine and never-ending conversation.

Gary would never let friend's wine glass get half empty, so in that memory, I will be raising a glass this evening and many evenings into the future. I'll be in his debt for the rest of my life. Rest in peace, my friend.

From Ian Dussek:

REMEMBERING GARY FORD

I had the pleasure of Gary's friendship for over 50 years, from 1969, when he bought his first HRG, becoming a true stalwart of both VSCCA and the HRG Association. Appropriately, we first met at Rene Dreyfus' restaurant in New York

His background was, I believe, in hydraulics and pumps, thus he rapidly became a more than competent auto fettler. Early in the 1970's, while living in Illinois, he acquired the last and very fast HRG Twin-Cam, 15 APB, which was not running too well, but after much experimentation, Gary solved the problems, principally by opening up the tappet clearances to 40 thou". Around this time Gary and Virginia "Charley" Gepner became an item, resulting in a move to Pipersville Pa. where, besides formalising themselves as Mr and Mrs Ford, their stable subsequently expanded to include, amongst others, a Lagonda, Cisitalia, Frazer-Nash coupe, OSCA, Lola and two HRG "Aerodynamic" 1500s, one of which had lost most of itself in a fire. Add to this a tow car, a transporter and a bus.

Gary's mentors in the early days were the legendary Tom and Kita Melahn, who not only introduced Gary to VSCCA events, but also to their Southern European ceramic tile business- a slight change from hydraulics. Together, Tom and Gary competed with various cars in club and prestigious events, such as the Canadian Vintage GP races. My most memorable experience of this "equipe" occurred at Watkins Glen in 1975 when a Vintage GP



*Taking the HRG Aerodynamic on a demo lap at
Lime Rock with Dave Baker along for the ride.
(hyman)*

featured in the F1 GP weekend. I was in New York on business and joined the Melahns. On arrival at the Glen, I witnessed Gary arriving with a two-decker trailer, carrying his Lola and the Twin Cam. Innocently, I enquired which he was going to drive. “The Lola”, he replied. “And who is driving the Twin Cam?” I asked. “You are “ – Seemingly Gary and Tom had secretly fixed my entry with the race organisers, so I did what I was told and in due course handed the car back in one piece after a memorable drive, when a great many entrants seemed to have a desire to explore the boondocks! Some years later I was able to return the compliment when Gary and Charley attended one of our AGMs at Brooklands, where he drove my HRG on the famous Test Hill. My services were also required for tasks such as locating and bringing over a substantial part of the Lola gearbox, attracting the curiosity of the Dulles Airport customs officials!



*In the Hurgenhauser on the grid in Pittsburgh.
(fenley)*



Gary with the Aerodynamic along with the editor and his 1500 HRG at the Fall Finale a couple of years ago.
(hyman)

In due course, Gary turned his attention to the HRG "Aerodynamics". He restored the complete one in its 1949-50 form, as raced by Phil Stiles, while the incomplete one was fitted up with a 1670cc Offenhauser engine was bodied as a quasi- single seater. It took some time to complete and was both immaculate and ear-splitting. In recent times, Scott Fenley drove both for him.

At home, Gary and Charley were perfect hosts and full of fun, (frequently at Melahn's expense) and Gary thought nothing of ignoring the State Governor's instructions to remain at home during a blizzard to rendezvous with fellow enthusiasts at a suitable watering hole. Charley meanwhile developed an interest in providing homes for retired greyhounds.

After Charley's death, increasingly Scott looked after Gary's wellbeing and cars, which continued to appear at Lime Rock, Hershey and other events.

Farewell, Gary, mate. Thank you for your friendship and kindness over the years. The Club has lost a loyal servant.



1950 PRODUCTION CAR RACE — SILVERSTONE

FIRST IN 1,500 c.c. CLASS

*H.R.G. repeats its 1949 success in this classic race,
following its achievements in the Alpine Trial*

The cars which competed in both the above important and dissimilar events are owned and entered by private owners not connected with the motor trade. In all cases these cars are in everyday use and have covered thousands of miles of ordinary motoring.

THE H.R.G. IS A GENUINE ALL-PURPOSE CAR

H.R.G. ENGINEERING CO., LTD., Oakeroot Road, Tolworth, Surbiton, Surrey • Tel. ELMbridge 4489



Oscar Koveleski

Note: Oscar was not a VSCCA member, but a regular at some of our events.

jpd

I remember the first time I met Oscar. It was at the Can-Am and Six Hour weekend at Watkins Glen. Because of his business, Autoworld, I was very familiar with the man. When you are growing up in a little town like Warren, Pennsylvania, there was no other place to get model car bits except through the mail via the Autoworld catalog. One of my friends actually got his picture in their catalog around the fifth grade. He'd written a thank-you note to them explaining how much he relied on them for his model car hobby. There were a lot of kids doing that and sending in their school picture. Oscar salted them all through the catalog. One could make a case that he kept looking after kids and getting them interested in cars his whole life.



A few of the famous Autoworld catalogs collected over the years. As the years progressed the catalogs got bigger. (jpd)

Anyway, that year at Watkins Oscar had just retired and was manning the Autoworld booth and talking to fans. (*Oscar was always willing to talk to anybody, anytime.*) I was just a kid, still in High School, I think, and I asked him why he had hung up the helmet. His response stuck with me. "It's just gotten too fast," he said. "If you sneeze you're going to waffle the wall."

Oscar with Gary Ford at Hershey in 2014.

(jpd)



Oscar had been a very accomplished road racer. Maybe it was John Wayne who said it best, though, "a man's got to know his limitations."

Over the years I got to see a lot of Oscar. One of his boyhood friends, Gary Ford, was an institution in the VSCCA and Oscar would show up at events like the Hershey Hillclimb and hang out with us. He'd also be a regular at the SVRA races at Watkins and we'd spend time together in Syd Silverman's transporter. Back then he was usually accompanied by his dad,



Escorting Otto Linton into the Hershey Hillclimb Banquet in 2015.

(jpd)

Tony. Anthony Koveleski was an early vintage car collector and well known years ago in his own right.

Oscar once told me the story of sneaking off to Thompson with Gary Ford in his MG. He told his parents that he was spending the weekend at Gary's and Gary told his parents he was at the Koveleski home. They drove the MG to Thompson, took off the spare, the windscreen, and maybe the fenders and Oscar entered the race. He didn't feature in the results and Sunday afternoon they put the car back together and went back to Pennsylvania. He and Gary had slightly differing memories of what happened when they got home.

By the time he founded the PRDA I was a fan. I still carry my original PRDA card. His entry in the first Cannon Ball with a van that was a rolling fuel tank and, only God knows how dangerous, was another of those vignettes. They'd planned to make the run across the country without stopping for fuel. My recollection is they made it most of the way to Nevada. Filling fifty-five gallon drums in the back of a van at some little gas station just down the road from nowhere was another one of the adventures that came out of it.

Oscar was much loved at Chowder and was a regular, though he didn't come every month. He always had a story and usually a new project to flog. The energizer bunny had nothing on Oscar Koveleski.

Oscar came from a time when being bigger than life and benignly colorful was a genuine possibility. We'll not likely see his sort again.

As he has exited the stage we can mourn the passing of his bright and charming presence. Our motoring world was better off for his having been a part of it.

Requiescat in Pace, old friend.

jpd



MYSTERY PHOTO SOLVED

In Issue 3 of 2020 we published a mystery photo on page 60. We wrote at the time: "This photo recently came to us. It was taken on Mount Washington. . . sometime in the early fifties we assume. It looks to be a cut down MG, maybe a TD. We aren't sure. Does anybody have any insight into the story? TOM ELLSWORTH - you were likely there that day. Any recollections for us?"



The mystery photo as it appeared in issue 3 of 2020.

We didn't have to wait long for a response, though not from Tom but from Karl Ludvigsen, who may have the most encyclopedic memory of motorcar matters on the planet. He sent the photo below along with his explanation and his recollection of the car and its driver's racing career.

Hello Jim,

The car shown on page 60 of your latest issue rang a bell with me. The car is quite a remarkable one.

I saw and photographed (in part) this car at Bridgehampton in 1953. It is the MG TD Special of Guy Atkins of Port Washington, New York.

As the picture shows, it replaced the usual frame with a riveted mono-coque structure along the sides, adapting the TD suspension etc. to it. Atkins raced this car over several seasons bookending his appearance at Bridgehampton, where he retired.



Karl's photo of the same car in 1953. (Ludvigsen and REVS Institute)

I wonder what became of it! It could still be in a Port Washington garage!

If you use the picture (sorry about its condition) credit me and the REVS Digital Archive.

Hope this is of interest and best.

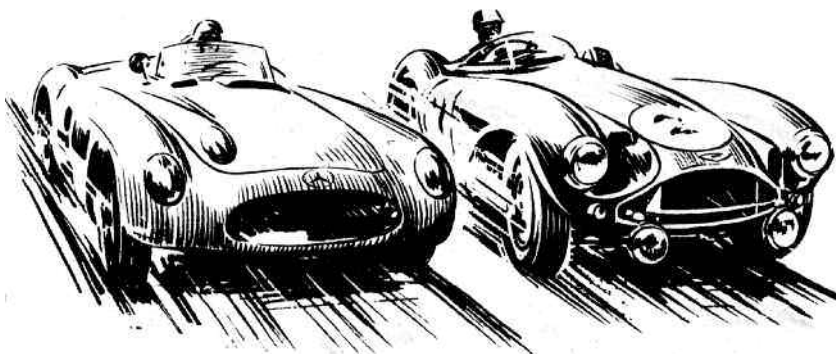
Karl L.

Imagine a monocoque TD - and likely put together by an enthusiastic amateur. It's a neat thought.

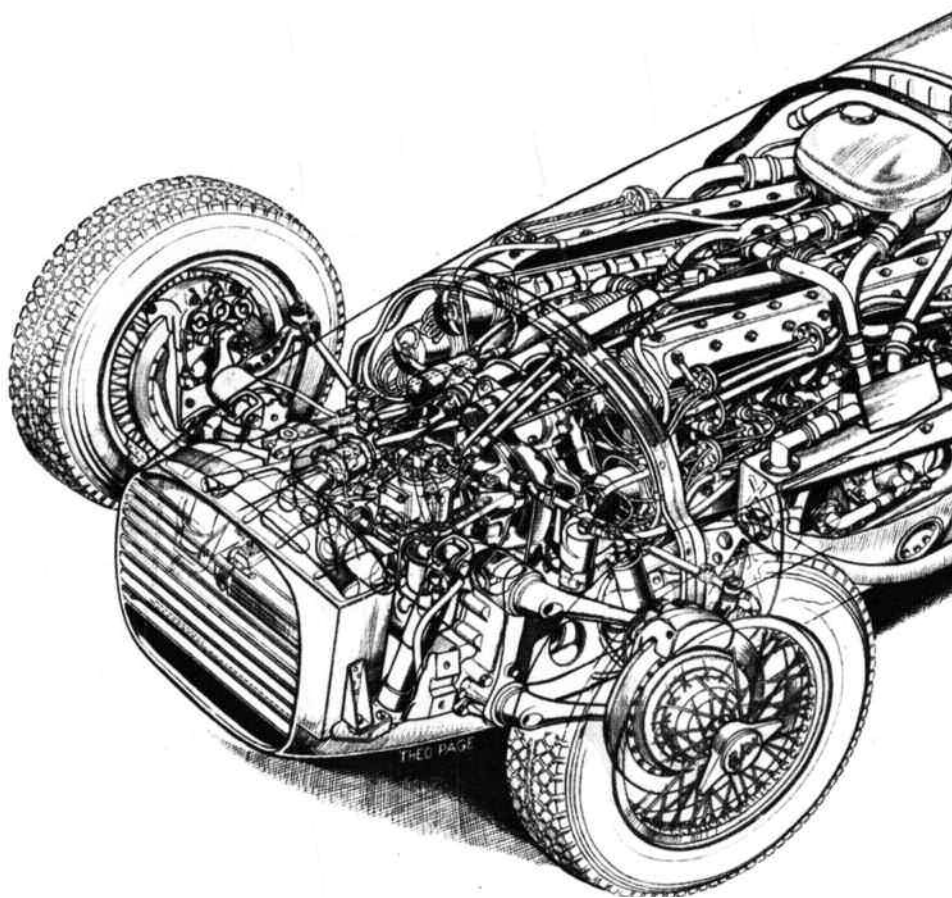
Once again we prove that there are very few motoring mysteries from the last seventy years that remain mysteries forever.

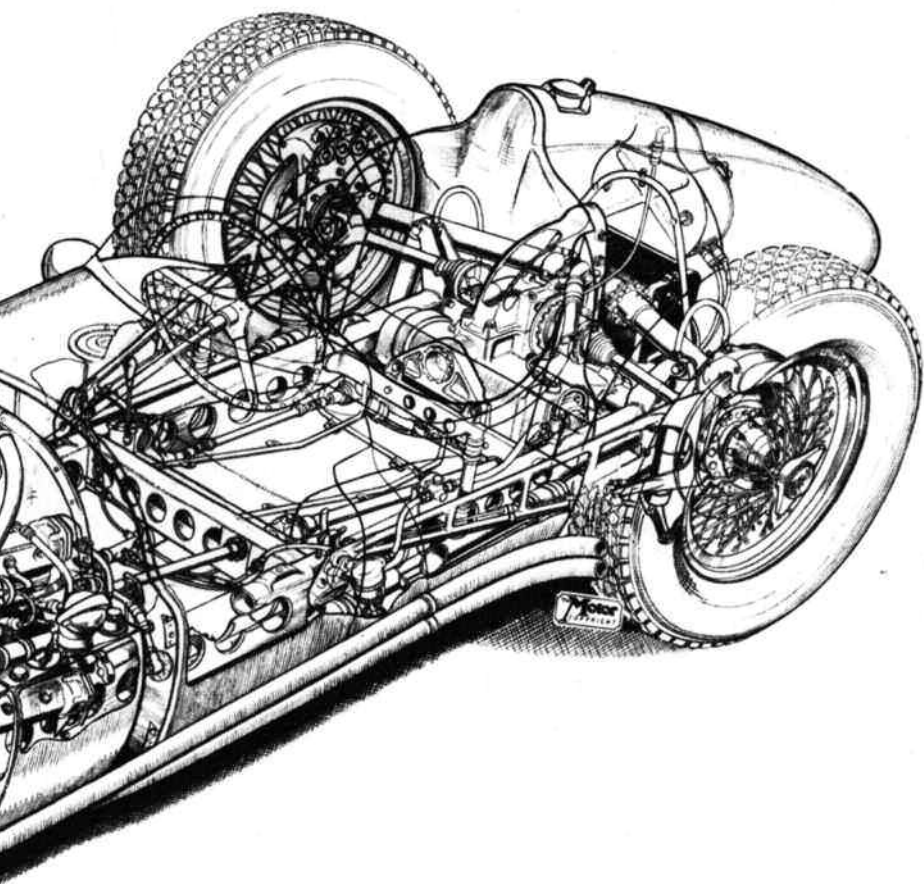
We remain deep in Karl's debt.

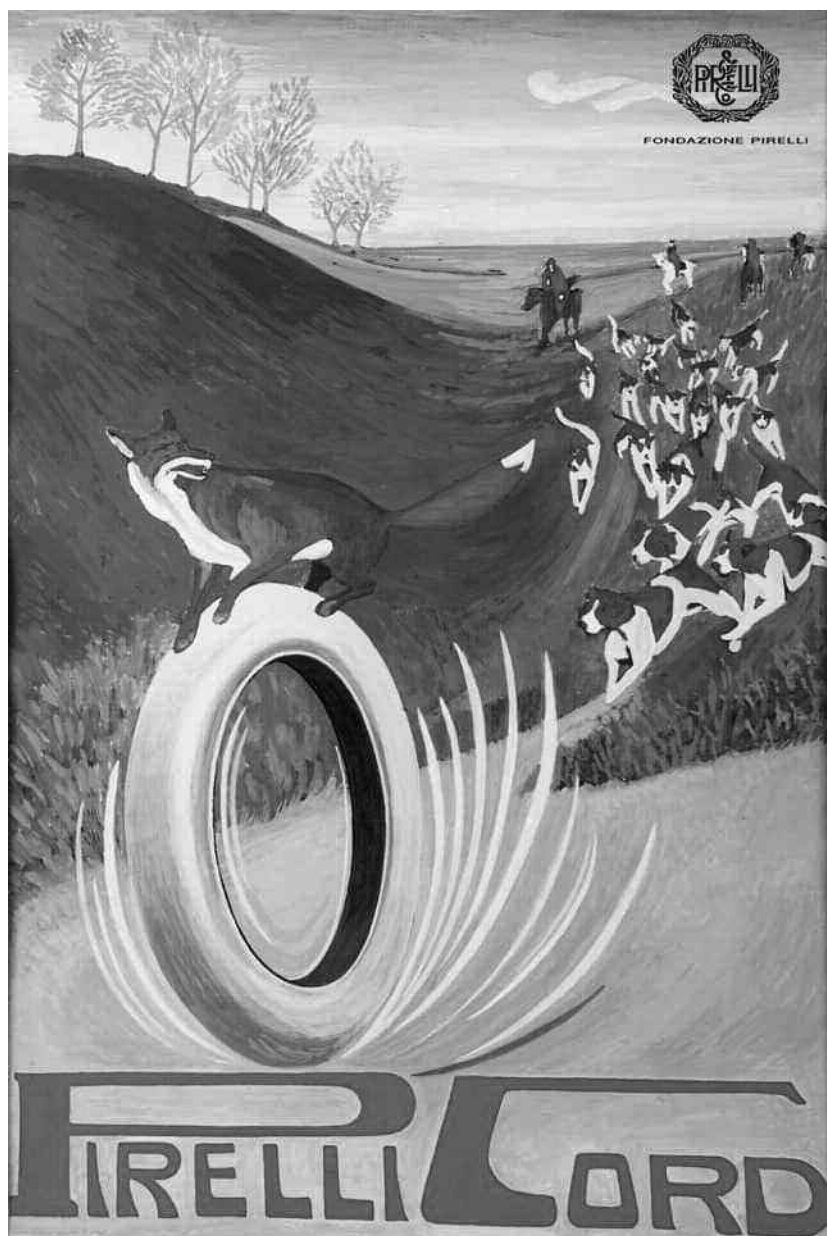
jpd



1952 BRM









(toj)

Catskill Conquest Covered Bridge Rally *17 October, 2020*

With a year unlike any of us could imagine, our love of automotive events seems to have taken a back-seat to just trying to stay well and safe. Thanks to Robert Selkowitz a few of us have been fortunate to take part in one or both of his Catskill rallies.

While we were unable to join his Catskill Conquest Rally in September, (*story in last issue....jpd*) we were around to participate in October's (*Here's a mouthful!*) "Catskill Conquest Covered Bridge Rally," a 130 mile run through New York's Ulster, Sullivan, and Delaware Counties focusing on four of the area's still remaining covered bridges.

Arriving at the start, the Catskills Visitor Center near Mt. Tremper, we were awed by the small but impressive line-up. We recognized the Cunningham C3 Cabriolet of Chuck Schoendorf, but what was that interesting bike in front? It turned out to be Allan Meislin's Hesketh V1000 motor-bike, one of 130 built. The brainchild of Lord Hesketh of F1 fame, there may be half a dozen in the U. S. We were not offered the luxury of taking it for a ride.

Those of us who have frequented events at Lime Rock Park over the past twenty or so years may have recognized a familiar Chevy V8 Volvo wagon (Estate car?), of Peter Genovese. It was as impressive as ever. Also going the run were a pristine 2000TC Rover, a Mercedes-AMG GT, 2 R53 MINI

*The star of the show,
Chuck Schoendorf's
Cunningham, looking
elegant with weather
gear erected.*

(toj)



*An early T-bird
approaching a covered
bridge.*

(toj)

*The Cunningham from a
rear 3/4 view.*

(toj)



Not all folks came on four wheels. This ultra rare Hesketh V1000 was enough to stir the blood of any enthusiast for classical two wheelers.

(toj)



Crossing the bridge and emerging from the shadow. It's a Studebaker.

(toj)

Ever wonder what the inside of one of these things looks like? One passes under the magnificent wooden trusses and moves toward the daylight on the far end.

(toj)



An explanation of one of the bridges, the Livingston Manor Covered Bridge. It appears to have had at least three different names during its hundred and sixty year career.

(toj)



Our intrepid rallyist posing at the Livingston Manor Covered Bridge.

(nichol "the younger")

Cooper S coupes, a Saab Sonnet, and others ranging from a Studebaker GT Hawk to a brace of Porsches.

Starting off in a gentle drizzle which soon ended. Once off Route 28 we found ourselves on some marvelous twisty blacktop as we visited the four 19th century covered bridges. With the single exception of a '55 T-Bird experiencing some electrical gremlins - quickly rectified - everyone completed the route without mechanical incident.

The route may be found at www.1903autorun.com and following it would provide an awesome couple of hours driving with little in the manner of traffic issues. We would highly recommend it though if you would enjoy company we understand that Mr. Selkowitz is planning a rerun next year.

toj



(jpd)

New York State Troopers: Trained For the Road

Author's Note: *We did this story for our local paper about a year ago and it would seem to be of interest to the membership. Aside from worrying about a "professional introduction" to a State Trooper when one is motoring briskly, we are also deeply grateful to them when something goes amiss. Under the skin most state troopers we've met are "car guys" to some extent. They tend to be good company for talking about cars. They're also generally pretty good shoes behind the wheel. We thought to spend some time with them finding out how that comes about and sharing the story in these pages.*

jpd

Driving down the highway one can't help but see them. When the weather is bad or traffic is ugly their very presence on the highway offers most drivers an additional feeling of safety and of confidence. We expect them to be able to cope with whatever is going on.

Why? Is it because they simply spend more time behind the wheel than most drivers? Is it something else?

State Troopers as a group are amongst the most competent drivers on the highways. They aren't born that way. While much of their skill can be attributed to "seat time," that seat time is of limited value if it isn't building on existing skills and knowledge. Therefore they must be particularly well trained. They are.

The team that takes recruits and fashions them into the New York State Troopers belted into the drivers' seats of those blue cruisers and SUVs bring an impressive understanding of the task to their work. They have a different goal than what we have in training racing drivers. We'll come back to that shortly. The differences are significant and are mostly driven by the demands the two different training approaches are meeting. One obvious difference is the amount of time troopers spend learning to back up precisely and at moderate speed.

How does it work?

High speed pursuit and other emergency driving activities are taught as part of recruit training in a class called the "Emergency Vehicle Operations Course" They just call it "EVOC." It takes roughly two months with the addition of a week long introduction session at the Academy that includes evaluation of their skills before they ever get to EVOC.

EVOC takes place on a now-abandoned airfield near Oriskany. When Oneida County Airport closed back in 2007 and the county transferred flight operations a few miles north to the old Griffiss air base, the Department of Homeland Security took over the facility as a training center and the New York State Police use it now for their EVOC training.

The Chief Instructor at EVOC - up until very recently when he retired - is Sergeant Dave Ball. He's been doing this now for a long time; first as the number two at the school and now as the chief. He's got three full time instructors assigned as well as over a hundred field troopers who are qualified as EVOC instructors and are pressed into service as needed when classes are moving through. They train something over 450 recruits per year. Those recruits come in all sorts of skill levels. Some have been police officers in



Handling a slalom course through the pylons isn't all that hard. . . unless, as in this case, one is expected to do it in REVERSE. (jpd)

other organizations before joining the State Troopers and those people have already had some training. Some of the recruits, especially those from very urban areas, may have only had a driving license for a few months and have almost no driving experience. “That’s a mixed blessing,” notes Ball. “At least they aren’t likely to have any bad habits.”

“We even make sure they know how to change a tire,” notes EVOC instructor Trooper Steve Belgiovene. “A lot of recruits have never had to do that.”

There is a level of competence that has to be demonstrated at the end of the course. For those few who don’t quite make it there is remedial work both



Sergeant Dave Ball, the Troopers' Chief Instructor, brings the cruiser towards us through the cones at high speed. Exceptionally smooth, Ball is obviously a master of car control. (jpd)

at EVOC and in their initial months with their troop, called “field training.” In that latter portion they are likely working with one of the EVOC qualified instructors who are in each troop across the state.

Training State Troopers to be competent drivers is not the same as training racing drivers. Troopers spend less time on the edge of adhesion. The troopers’ driving skills are aimed at precise car control in any situation as well as focusing the recruit on what’s called “situational awareness.” The latter can be thought of as developing an extra level of awareness for the traffic moving around them and an ability to anticipate what might happen as well as the effect of their own presence and actions on the road. In a racing situation we expect the drivers around us to be of significant skill and to be predictable in their movements. This isn’t always the case on the highways. Trooper A.J. Hicks, from Troop K in Dutchess County, New York, summed up one of those lessons insightfully. He said, “I need to be more aware of the other cars when I’m having to drive in some kind of emergency situation, whether answering a call or in a pursuit. When I start moving quickly I have to remember that what I may do has become less predictable to the other traffic. I need to make sure I keep them in mind while I’m also concentrating on whatever has moved me into emergency driving mode.”



Even with some of the best training in the world, the job of cruising the highways in a police cruiser is hazardous. The training is designed to minimize results like this one but sometimes the other guy does something in front that simply can't be avoided. It doesn't happen often, though. (jpd)

The recruits spend time in lectures to understand vehicle dynamics as well as weather related issues and other areas of what to expect out on the road.

When they get to EVOC they break into small groups of generally about three recruits to each instructor and they start building their skills. Much like racing driver training, before even going off driving there is discussion of such basic things as seating position, placing of the seat belts, and placing the hands on the steering wheel. With the advent of airbags hand position on the wheel has become more critical. Placing the hands near the top of the wheel can result in a very unpleasant experience if circumstances cause the airbag to deploy. It will blow the hands right into the driver's face. Similar to racing drivers, recruits are taught that the best position is at the sides of the wheel, at roughly three and nine o'clock. The idea seems simple but is often overlooked. How many drivers does one see every day with only one hand on the wheel and that one resting at the top?

The New York State Police are generally driving either a Dodge sedan or an SUV. Training at EVOC utilizes both every day. From a racing drivers' point of view, it is regrettable, but there is no longer a need, though, for training on manual transmissions.

A lot of the skills training includes precisely negotiating slalom courses between evenly spaced pylons. That may not seem difficult for an experienced driver. These folks, though, have to be able to do it as comfortably in reverse as going forward. Think about that.

"One of our big responsibilities," notes Ball, "is that we need to try to eliminate 'preventable' incidents. We find that most of the minor incidents that our troopers experience happen while backing up. We put a lot of emphasis on that."

They also spend some time in high speed driving, working their way through handling courses, learning to exploit the advantages of modern anti-lock braking systems, and also simply getting some experience similar to what happens in a pursuit. The car behaves differently at high speed, that's a part of vehicle dynamics. Dave Ball and his team want to make sure that high speeds are not first experienced on the highway. Helmets for the drivers are mandatory for any high speed training at EVOC. That said, an advantage of training on an airfield is that there is not much to hit if the recruit gets a little sideways while learning.

One of the major lessons taught to the recruits, both for backing up quickly and precisely as well as car control going forward at significantly higher speeds is similar to racing training. That is the use of their eyes. "Most drivers are looking down the road about as far as the end of the car's hood. Too much of what they come up on is a surprise," says Ball. "We want them to



Our host for the day, the affable Sgt. Ball, proved to be a "car guy," and very good company. He is a master of his craft. Note that the helmet is required during training for any high speed activities. He has since retired and we wish him every happiness in whatever he does next.
(jpd)

look as far down their path as they possibly can, while making use of their peripheral vision as well." This technique allows the driver to better anticipate where their car will be in the next seconds and makes car control smoother. Drivers aren't having to react as quickly. They see the situation ahead of them much earlier so there are fewer surprises.

Another of the exercise the recruits get to experience is what happens when stopping a car along the side of the road while other traffic continues moving by. "We'll have the recruit simulating a stop, while instructors play the role of the traffic going by," says Trooper Belgiovene. This helps their comfort level as well as giving them an idea as to what they should be watching for. "The new 'move over' law in New York State, as it becomes more widely observed, may save some troopers' lives.

All of this training goes on no matter what the weather. That unpredictability becomes a valued lesson in itself.

When the recruit passes EVOC and demonstrates the needed level of competence in all of the areas taught they are almost ready to hit the roads and to protect the rest of us. There is still ongoing practice, particularly in their early months in the field. "Field Training" gives them some more insight and experience and leaves their skills polished and ready for the road.

jpd

SPORTS CAR ROAD RACES



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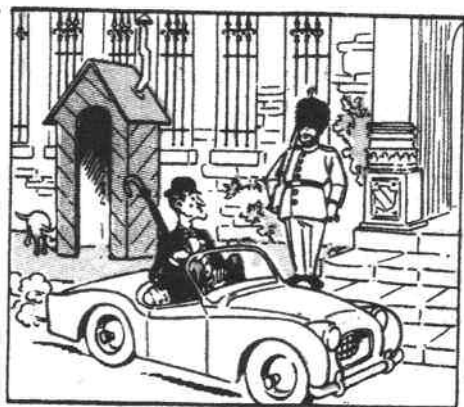


Long time VSCCA member, Harvey Curtis drew this one to illustrate an article he wrote for Vintage Sports Car some years ago. It has place of honor above the editor's desk.

Sporting Cars in the Comics

Richard Campbell and the editor were recently sharing some comics from Lord-knows-how-long-ago that had generally recognizable sporting cars. There have been more than a few, some quite obvious as to make and model and others more stylized.

There is a tradition of sporting cars appearing in the comic strips of the popular press since at least the early days of the VSCCA when the irrepressible Harvey Curtis could often be found at a VSCCA event or adding his own bit of sardonic insanity to these very pages. Curtis was a cartoonist for Al Capp's "Li'l Abner" and was known to slip the odd Bugatti or other obvious sports car into the strip when the boss was looking the other way. One of his drawings for "Vintage Sports Car," called "The Flushing Figment" has filled a place of honor above the editor's desk for at least the last thirty years.



This one is likely influenced by that same Harvey Curtis. Curtis was an artist for Al Capp's "Li'l Abner" and this panel from one of the strips has a very recognizable TR3.



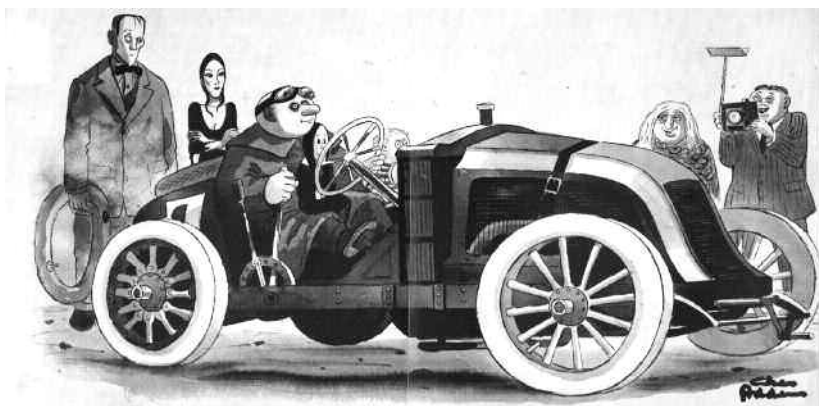
This one must have come from one of the many adventure strips that peopled the Sunday papers in the fifties and sixties. The number 13 car is clearly an Arnolt and that looks to be maybe a Healey wearing number 36. We won't guess at the others.



This strip hits home to the editor with a well illustrated J2 Allard. We note, though, the editor does not have a brother, who is a cop, and is thus pretty much on his own if indulging in a little excess velocity on the public roads.



For this one we can identify the source. It was from "The Heart of Juliet Jones," That strip ran in the sixties and we often saw it in one of the Erie, Pennsylvania 'papers. That's obviously an early Corvette featured and the detail is pretty good.



The great New Yorker cartoonist, Charlie Addams, was an enthusiastic member of the VSCCA and had a number of glorious cars. His creation, "The Addams Family" is still well known today. He drew this picture of the family going racing for this very magazine.

Even better known to a larger audience was the great VSCCA enthusiast and "New Yorker" cartoonist, Charles Addams. Aside from creating the well known "Addams Family," Charlie was a regular entrant in VSCCA events with Bugatti, or Prewar Mercedes. His art also found a home in this magazine from time to time.

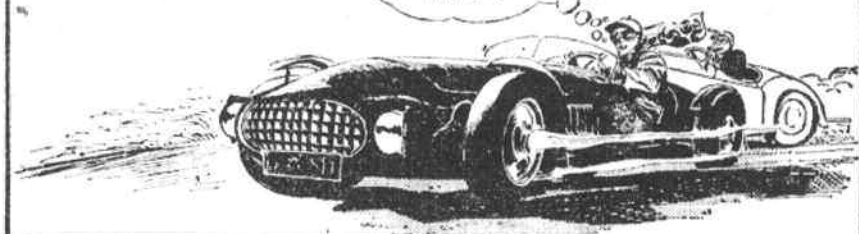
We, together, seem to have found a few more from artists less connected to the VSCCA but entertaining ne'er the less. We will share some of those herein.



These two likely came from a UK strip but maybe not. The car, though, looks to be a stylized K1 Allard. The Allard was fairly rare in those days and one might make a case for this being a stylized Jaguar but we will hold out for the Allard.

A LOW-SLUNG BLACK
METEOR CUT HIM SHARPLY
ON A CURVE....

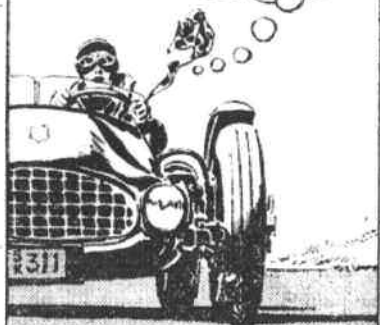
ONE SIDE,
THERE, YOU CUSHION-
FOOTED SQUARE..JET
ALLYSON'S IN A
HURRY!



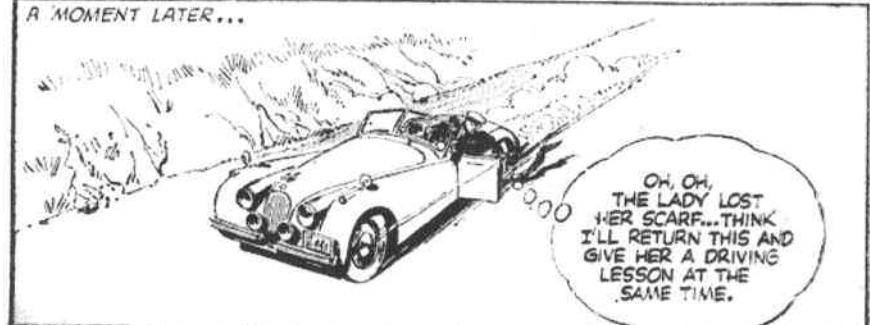
WOW!
THAT GAL MUST
BE LATE FOR AN
EMERGENCY
MANICURE! SHE
ALMOST GOT MY
FENDER FOR A
SOUVENIR.

STILL FUMING,
JET FAILED
TO NOTICE
THAT HER
SCARF HAD
BLOWN AWAY.

IT'S SQUARES
LIKE OLD SLOW-
MOTION BACK THERE
WHO CLUTTER UP
THE ROADS.

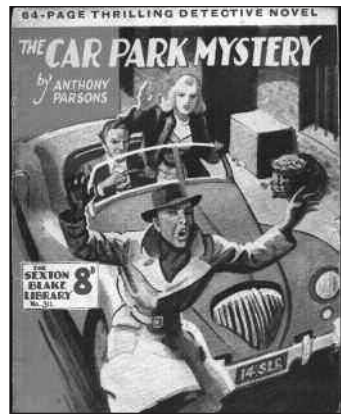


A MOMENT LATER...



OH, OH,
THE LADY LOST
HER SCARF...THINK
I'LL RETURN THIS AND
GIVE HER A DRIVING
LESSON AT THE
SAME TIME.

Super Detective Library



Cover art for the Sexton Blake series of detective stories.



A panel from one of the many Sexton Blake strips.

Also, aside from the cartoons, we offer some cover art from paperbound books chronicling the heroics of the legendary Sexton Blake.

Who, some of our readers might ask, was Sexton Blake? Well, Sexton Blake in the UK was called by some the "prince of the penny dreadfuls" and "the office boys' Sherlock Holmes." Not quite as erudite or cerebral as his more globally acknowledged predecessor, he first came to life way back in 1893 in **The Halfpenny Marvel**, shortly after a certain Mr. Holmes toppled off Reichenbach Falls, and was often even claimed to be more Sherlock than Sherlock. He even lived -- surprise, surprise! -- on Baker Street in London.

Sexton Blake been featured in many British comic strips, novels and dramatic productions since 1893. Sexton Blake adventures were featured in a wide variety of British and international publications (in many languages) from 1893 to 1978, comprising more than 4,000 stories by some 200 different authors. Blake was also the hero of numerous silent and sound movies, radio serials, and a 1960s ITV television series.

Enjoy.
jpd with RC



**Recent Acquisitions, Restorations, Repairs
and assorted Mechanical Minutia**

As this is being written there is a hint of spring in the air and, with the rapidly rolling out COVID vaccine, some sense that there may be a motoring season in the offing. As a result there are rumours afoot of vintage motorcars being uncovered and fettled as well as some getting a more serious re-commissioning. We can but hope that the efforts won't be in vain.

Speaking with TOJ the other day brought word that he had begun the spring service of his four seat, four wheeled Morgan. We are told it doesn't require much more than an oil change and a quick peek at the points and plugs. He's already got it entered in the first of the upcoming Catskill Rallies.



Santo Spadaro has sheepishly noted that his long running Frazer Nash / BMW 319 project is now back on the front burner and he is hoping to have it for Castle Hill if the event takes place. If Castle Hill doesn't come to fruition he promises to have it at the Fall Finale without fail. We intend to hold him to that.



(spadaro)



It turns out that the VSCCA counts at least two Buick-powered AC Acecas: the editorial red one, known forever as "the rally master's car" from its years with Dickie McGinnis, and a stunning black one resident in the Boston area with our friend Lloyd Dahmen. The latter, we are told, has



(dahmen)



(dahmen)

recently benefited from some attention. Lloyd has owned it almost since new. "Stunning" is actually too simple a word to describe it.

The editorial Aceca, was recently with Mr. DiCola for a spring fettling and then it went off for - - - hard as it is to believe - - - a **DETAILING**. We note that the old girl has worked for her living for the better part of the last sixty years and her patina, though honestly acquired, will likely keep her from the winner's circle at a major concours. Still at sixty miles an hour she looks absolutely perfect going by.



(jpd)



Mr. DiCola has also re-commissioned the editorial Bentley. The old girl hadn't been out from under her car cover in a few years and we were starting to feel guilty about that. This is the car that drove the editor and his wife away from their wedding some forty-seven years ago and has served the same purpose for our children's weddings and for a few others as well. It's nice to have the old girl ready to go again. The James Young razor edge coach work sets her apart from the vast majority of Mark VI Bentleys of her era.



(jpd)

We understand that Bradley Price is negotiating for a Simca Abarth that has genuine Targa Florio history. It looks pretty special and we are hoping to see it in time for the Empire Cup Event. Watch this space.

On the right the Simca appears to be getting some fettling. Below it is a similar car to the one that Mr. Price is acquiring.



★ ★ ★

Richard Campbell is still beating the bushes for HMOD cars to come out for the Empire Cup. We have always loved these little beasts, many of which are also "etceterini" and can't wait to see who or what shows up. Fingers Crossed.

H MODS IN THE VALLEY



JOIN US WITH YOUR **H MOD** (OR SIMILAR SMALL-BORE RACER)
AT THE **2021** VSCCA SPRING SPRINTS

LIME ROCK PARK

MORE INFORMATION: EVENSCAMPBELL@GMAIL.COM

Todd Daniel reports that he's getting going again on the Renault Rogue Project. The Rogue was a special being built in the fifties based on Renault running gear on a bespoke chassis. Todd has been racing the first one constructed back in the day for years.

The project was pretty much done on a shoestring back then with more enthusiasm than capital investment. Their factory or glorified garage was a multi-story affair and the chassis components were welded together on the second floor and then taken down in the elevator to be completed. The elevator broke, leaving the half a dozen or so chassis frames stranded up stairs. And there they stayed until Todd acquired the rights to them as well as the original body molds. He's back to finishing them now.

The Rogue came standard with a 24 BHP Renault 750 cc engine, three forward speeds, and a nice little *barchetta* styled body. The ladder frame was welded and riveted and boasted four wheel independent suspension. Options included a larger engine, racing shocks, and a five speed gear box, amongst other goodies.

We look forward to watching this project develop.



Mr. Fenley trying one of the Rogues on for size. This one sports a body taken from the original molds. (daniel)



A brief look at Tommy Cole

We've taken an interest in Tommy Cole of late and are working on a lengthy story on him and on his tragic end. In the meantime, though, we ran across this photo and thought to share it in these pages.

This is the late Tommy Cole setting an altitude record in an HRG at Watkins Glen in 1949. That year he finished 5th in the Seneca Cup Race and then managed 4th in the Grand Prix. Seeing how high in the air the HURG is, one can imagine the energy and passion Cole brought to his driving. It was said to this writer by Bruce Stevenson, who knew Cole first hand from competing against him a number of times, that he would either lead the race or have the car disintegrate around him. One expects the HURG's suspension got quite a workout on the day this particular shot was taken.

As most will likely know, Tommy Cole was also quite an Allard man for a couple of years and co-drove with Sydney Allard at LeMans, finishing 3rd in 1950. He later fell in love with Ferrari's and met his end in one at LeMans in 1953. His less than disciplined driving was certainly a contributing factor.

Watch this space for a fair bit more on Cole.

jpd

Book Reviews:

Critical Corner - A Thomas Ballard Mystery

By D.G. Stern, Softcover, 8" x 5",

225 Pages

Retail \$12.00

ISBN 978 - 1 - 7324551 - 3 - 9

Published December, 2020 by Neptune Press,

Available from Neptune Press www.neptunepress.org,

Also available from Amazon

Wow! The VSCCA's leading novelist has done it again. David Stern's fourth Thomas Ballard novel, **Critical Corner**, proved that his first three Ballard stories only scratched the surface of Stern's imaginative collection of characters wrapped up in and around the motoring world. In fact, it's as Humphrey Bogart says to Claude Raines at the end of "Casablanca:" "The beginning of a beautiful friendship." We expect to be reading Thomas Ballard's adventures for a very long time.



Critical Corner, is more complex than the first three. Stern makes good use of his now well developed troupe of characters with backgrounds stretching from Britain's MI6, the US State Department, the French *Direction générale des services spéciaux* (that's the French Secret Service), local Florida Constabulary, and even - in this case- a few representatives of the Seminole Indian Nation

The basic recipe is similar to the previous three. Our by now old friends, automotive writer and part time Special Deputy, Thomas Ballard; the stunning and absolutely brilliant Detective Olivia Nederfield, his partner in investigations as well as the love of his life; and the county Sheriff, Josh McCarthy, Ballard's lifelong best friend are front and center. As an aside, McCarthy

seems to have originally made Ballard a Special Deputy mostly to give him a badge to get him out of speeding tickets. Little did he know what would follow. The rest of the crowd, the Bentley Seven, a serious Korean Tycoon, who also quietly represents Korean Intelligence in the USA, and a number of other characters round out the cast.

Stern's breezy sense of dialog that we've loved in the earlier novels doesn't desert him and the story moves along quickly. **Critical Corner**, though, gives him the chance to indulge in salting the story with any number of red herrings that keep the reader engaged and guessing nearly to the end. His knowledge of geopolitics is pretty much spot on and, with that, the background pieces hang together nicely.

Stern's first three Ballard novels have won nearly every prize available for motoring fiction. This one should do every bit as well. That's the good news.

The downside is that he now owes my wife an apology. When I got into **Critical Corner** near bed time one evening I kept her up half the night reading because I couldn't put it down until I was finished. And, I'm too old for the old "flashlight under the covers reading" trick.

Bring on the next one quickly, please, Mr. Stern.

jpd



Ferrari: F1 1948 - 1963

by Piero Casucci

80 Pages

Retail \$30.00

ISBN 88 - 7672 - 018 -9

ASIN : B003YJDAQA

Publisher : Editoriale Domus January 1, 1985

Available from Amazon



This one has been around awhile now but it was only recently brought back to our attention. We admit with some embarrassment that our great love affair with the Ferrari mystique has been mostly limited to the sports cars, both those for the racing circuits and those for the road. The F1 examples have, often, frankly, left us confused. We personally tended to think of them more or less by year or even by driver, (i.e. the one that Phil Hill drove to the championship.)

Casucci's beautifully illustrated little tome perfectly fills this gaping hole in our knowledge. He offers descriptions of each model from the 1948 Model 125 that began the dynasty up to the Dino 156 of 1961. (That, by the way, is the one that Hill drove to the championship that year.)

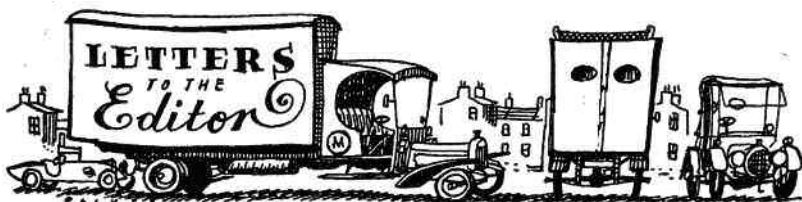
Each car is well documented with detailed prose, with photos, and - even better - most are also illustrated with a cutaway illustration showing chassis details and differences.

Casucci rounds out the story with marvelous interviews or conversations with the two giants of Ferrari engineering in those years, Aurelio Lamrpedi, and Carlo Chiti. They offer first hand insight into the engineering decisions behind the successes.

Text is both in Italian and English using a split page format.

This one is a keeper. It should have a place on any enthusiast's bookshelf and a role as the go-to quick source on Ferrari's early Formula One efforts.

jpd



Dear Editor:

*The TAPG Motorsports team enjoyed seeing the story of our adventure at Thunder Hill that you and Scott Fenley put together in **Vintage Sports Car**. We had a great time that weekend and were delighted to have the two of you*

*as a part of our team. We will be back with an even faster car.
We expect the VSCCA contingent to stay active with us.*

*Very Best Wishes,
The Toyota Arizona Proving Ground Motorsports Team*



Dear Jim:

*Just reminder for your members, **VICTORY LANE MAGAZINE** continues to be available to all VSCCA members as a digital flip-page magazine at www.victorylane.com. Just click on the cover to open the late fall 106 page issue. The late summer issue is at the site in the archive section. The first of the 2021 monthly issues, January, is in progress to be online in mid- January.*

All issues continue to have the traditional vintage racing scene contents with race reports, great columns, vintage scene highlights, fascinating features, club event ads, racing resource ads, auction reports and cars for sale.

The magazine in this format is available to all, no password required. Just go to www.victorylane.com and click on cover image.

*Kind regards,
Dan Davis
Publisher, Victory Lane*



Horse vs. Automobile

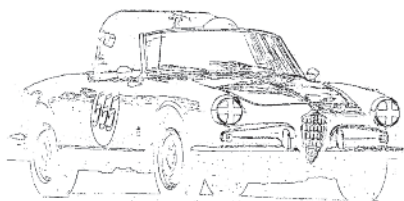
BEFORE you discard your horse and buy an auto it is well to think of the cost.
Figure how much you spend for harness and then think of what new tires amount to.
Figure up what it takes to feed Dobbin in a year and then think of gasoline, repairs and storage charges.
Dobbin is worth what you paid for him two years ago, where's the man with an auto that can say the same?
Come in and get a new harness instead of a new car and remember that Dobbin will take you through snow and mud as well as on good roads and that his carburetor is never out of order.

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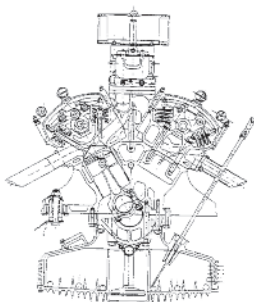
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1977 PORSCHE 930 TURBO CARRERA, Silver/black. 12,800 original miles. Built Feb 1977. No paint work. As-new cosmetic & mechanical condition. Complete documentation: history, owners, mileage and service records. It looks, runs and drives as new. True investor/collector grade Porsche. POA



1970 PORSCHE 911S, Ivory/black, Concours quality, matching numbers, orig 2.2 liter eng, rare long hood icon. COA. Orig manual, jack & maint logbook. History & service docs. Stunning in appearance & outstanding to drive. An investment quality Porsche. POA



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Contact Orrie Simko.
860-782-1554.
orrie.simko@gmail.com.

1954 Jaguar XK120 Roadster:

A numbers matching example, done in its original colors of carmine red over biscuit. Equipped with its high performance head, dual exhaust, fitted with all tools and weather equipment. In current 20-year collector ownership and accompanied by its Jaguar Heritage Certificate. This example is an absolute joy to drive - particularly at speeds in excess of 60 mph. You will be hard pressed to find such a well sorted driver at this price point! Asking \$102,500 USD.



Candy Poole's PBX Special: Hand built in 1953 by the infamous Candy Poole and Bob Bentzinger. A modified Fiat chassis, hand built aluminum body, and originally Crosley powered. Successfully raced up and down the East coast, and in the Bahamas with a tremendous number of wins. Now fitted with a 750cc Coventry Climax, with spare motor & trailer. Asking \$92,500 USD.

1930 MG 18/80 Speed Model:

A matching numbers example, with known history from new. Body off restoration by marque specialist, and body wrapped in the correct tuxedo fabric. Stunning custom fenders and running boards, the originals are included. Exceedingly rare, this is the only example in the U.S. Asking \$225,000 USD.





Contact Orrie Simko.
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1933 MG J2:

Known history & with documented trials run in period. An older restoration but very tidy, with Blockley tires, and all new brake cables. Triple M member, long-term ownership & recently serviced. Asking \$34,500 USD.



1949 MGTC:

Is complete with service history spanning 51 years, with last 35 in great detail. The car sports a 20 year old frame off restoration by Chris Leydon, of Leydon Restoration (Bucks County, Pennsylvania).

Maintained by Leydon's since, this TC is equipped with two discreet (removable) hand controls to accommodate a driver in a wheelchair. An upgraded rear end ratio to handle highway speeds. This example runs and drives very nicely, and is complimented by tasteful accessories. Asking \$39,900 USD.

1954 MGTF:

A two owner example, which until 2000 remained untouched for 30 years. The car was purchased and taken to a highly regarded MG T-Type specialist. While undergoing a cosmetic restoration, it was gone through mechanically. A new wiring harness was installed, and the original block was bored to 1500 specifications. To aid in drivability, a 3.9:1 rear end differential now allows this TF to now cruise comfortably at 55 mph. This car starts immediately, with no smoke, has good oil pressure, and excellent road holding. Asking \$32,500 USD.



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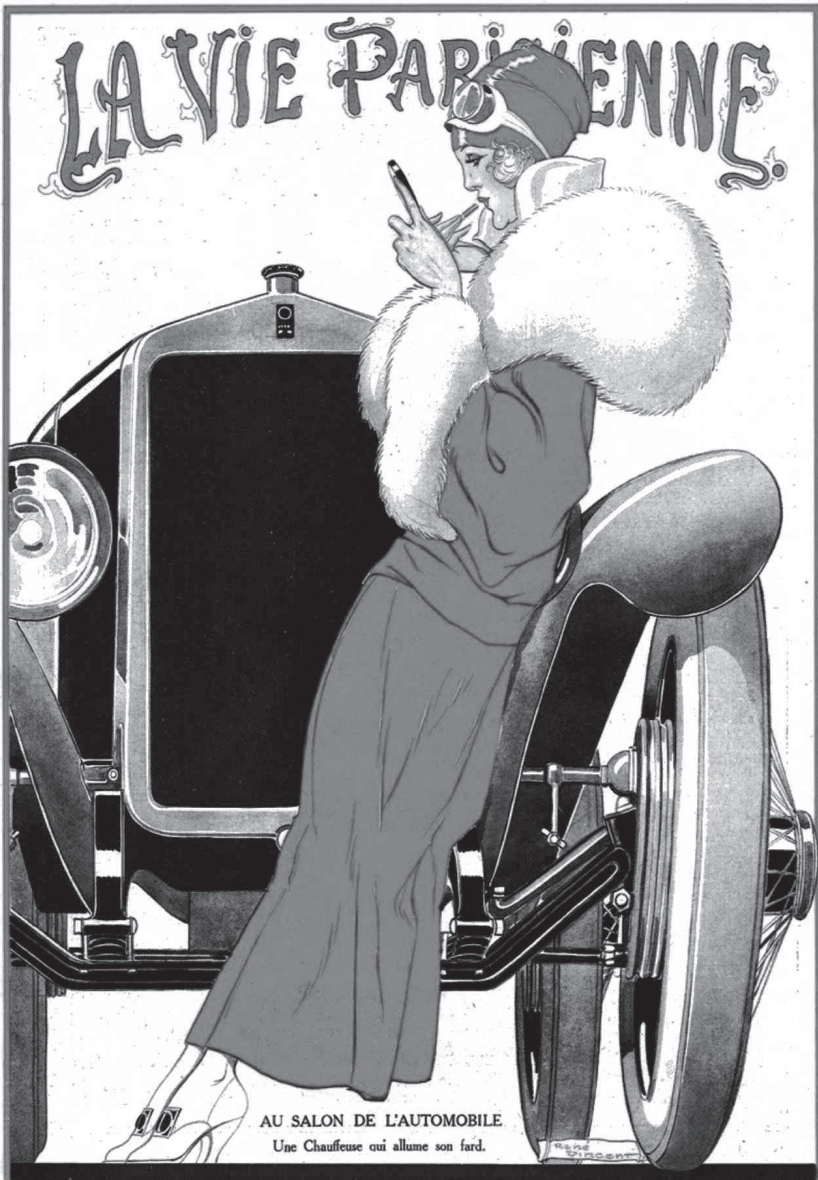
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