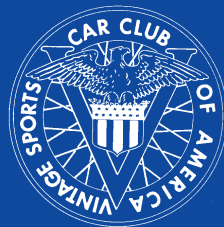


VINTAGE SPORTS CAR



NUMBER FOUR 2019

VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

39 Woodland Drive • New Britain, PA 18901

Membership inquiries to the above address



Edgar L. Roy, Founder

1905 – 1995

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VINTAGE SPORTS CAR



He'd just reacquired his old Emerson F-III after forty or more years when this photo was taken. Jerry Greaves' smile says all that needs to be said. He had a great capacity for delight. The Jerry Greaves obituary is on page 40.
(jpd)

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This fourth issue of 2019 is bittersweet. We say good-bye to one of the most talented and enthusiastic gentlemen we have ever known. Maybe only Ed Roy's memory rivals his own. Jerry Greaves will long be missed.

On a happier note we find the issue filled with as eclectic a collection of material as we can recall from the recent past. We have race reports, for sure, but also peeks at some of the other parts of our motoring passion that sometimes get overlooked. The book reviews of older classics remind us that this hobby and passion for motoring didn't began when we first discovered it. There was a lot happening before any of us even got here. So it shall be for those who come along later.

In those earlier days motoring was often as much of an adventure as it was a necessity. Whether finding one's way across country on a dark and snowy night with barely a flashlight and a map or taking part in long distance rallies or simply motoring off on a sketchily planned adventure. There was much more in motoring then to excite the adventurer in us. Maybe we can bring a little of that back. The winter Nutmeg Rally a couple of years ago certainly filled that bill for some. We hope the upcoming VSCCA Rally season can add a little more. So can pulling the vintage sports car out of the garage late in the week and heading off for a weekend with little more than an idea and an overnight bag. Too many of our cars are now confined to trailers and to the race course. It needn't be so.

The next adventure is waiting just down the road.

Enjoy!

jpd

Spring Sprints and Drivers School *May 3 & 4, 2019 - - Lime Rock Park*

This gathering is the traditional kick off for on track events in the Vintage Sports Car Club of America's annual schedule of wheel-to-wheel competition. As such it is a low-key affair with no timing and scoring. It offers an emphasis on catching up with old friends in the paddock and looking over new acquisitions. In recent years it has also featured the VSCCA's drivers school, required for all members who want to drive in competition. As such, it seems to be a winning formula.

Spring felt late this year in New England so the weekend featured damp weather and overcast skies. Still it was nothing to dampen the enthusiasm of some 60 VSCCA members who signed up for the races. They were simply glad to believe they were done with a snowy winter.

Event chair Ben Tarlow grouped the cars into three different grids based on estimated lap times. This can lead to some mixed grids with sports racers and formula juniors in the same race as the fast Alfas. It is quite a sight to see the rather large and imposing Indy Stutz racer of George Holman bearing down on an Abarth or Formula V.



The Holman Stutz moving with ease.

(d.smith)

Fortunately one of the key values of the VSCCA is a respect for safety in competition and the significance of these historic race cars.

The quickest car of the weekend seemed to be a 1963 Hillman Imp sedan driven by Simon Kirkby, director of the Lime Rock Drivers club and a well known driving instructor and racer. Unfortunately the run of the small sedan ended with mechanical trouble but it was fun to watch.



Leith and Bragg on what appears to be a pace lap.

(d.smith)



The OTHER Holman Stutz flying down the back straight.

(d.smith)

The most annoying challenge of the weekend was the number of cars violating the sound regulations. There were so many violations in one early session that it was black flagged to figure out which cars were too loud. Some blamed the problem on a low cloud ceiling but it might also have been the placement of the “db” reader. Whatever the cause, it seemed a bit out of the ordinary.

A new class and type of session was inaugurated with this event called the Touring Class. This initiative is designed to bring out members’ cars that are not or are no longer raced in competition. The idea is to provide a taste of the VSCCA to perspective members. Nomex is not required but a helmet and fire extinguisher are needed. Track speed is limited to 75 mph on the main straight with passing only with a waive by while on the Sam Posey Straight.



Price's Alpine Renault looking delectable in the paddock and out in the touring lap sessions.
(d.smith)

As intended the Touring Class brought out some new and interesting cars. FV driver Bob Webber was out in a newly acquired and rare Autodynamics Hustler sports car with Porsche power that looks like a Lotus Elan on steroids! Bradley Price, a regular competitor in his quick Alfa, used the occasion to bring out a lovely 1965 Alpine A110 with a 1300 Gordini motor. Bradley has just finished a total mechanical overhaul and used the low key lapping session to find the car is “a delight to drive at speed.” He can’t wait to take it out again.



Likely Willem Oswald in the lead during this student race. Behind his Sprite is Mark Lefferts in the Stanguellini and Thompson's Subaru. (d.smith)



Ed Callo's TC seems to be going better every time we see it. (d.smith)



A joy to see in the paddock, Don Law's immaculate BMW 327/8. (d.smith)



Mark O'Day's MG making the proper noises. (d.smith)



*Stu Forer's Jag
has been serving
him well for many
years and just keeps
going magnificently
every season.*

(d.smith)



Is this Ross Hill's Giulia ti? It is certainly moving well. (d.smith)



*Holman, again,
and smoothly
headed for the
left hander.*

(d.smith)



Only at the drivers school. . . . Merriweather Thompson's Subaru filling the mirrors of Mark Lefferts' Stanguellini. (d.smith)

The turnout for the driver's school was exceptional, the largest in recent memory, with a record number of students - - 17!

Thanks to Charles Bordin, head of the Driver Qualification committee the quality of the school has become truly professional with all of the five instructors having either experience as instructors for the Skip Barber school or with the SCCA.

The school was something of a family affair. We had a couple of brothers, along with Meriwether Thompson sister of Mitch McCollough, and Katie Eckler, daughter of Morgan Spares' Larry and Linda Eckler. Well known Stanguellini restorer Mark Lefferts went through the school after having not raced for many years. Larry McKenna loaned Mark the use of his beautiful red Stanguellini for the school. The school also featured the return of the well-known Fiat Abarth 1000GT of Mahlon Craft now in the hands of



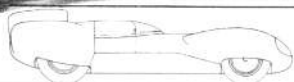
Pinkus' ex-Mahlon Craft Abarth looking good, but maybe missing its numbers. (d.smith)

LOTUS



LOTUS ELITE
1216 C.C.
GRAND TOURING CAR

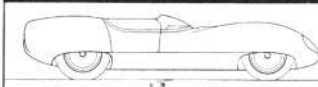
LOTUS FIFTEEN
1500 GH 2000 C.C.
SPORTS-RACING CAR



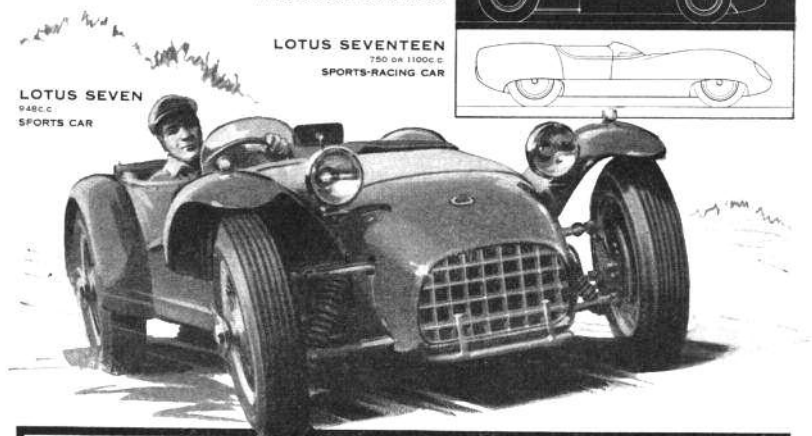
LOTUS JUNIOR
SINGLE-SEATER
INTERNATIONAL FORMULA CAR



LOTUS SEVENTEEN
750 OR 1100 C.C.
SPORTS-RACING CAR



LOTUS SEVEN
948 C.C.
SPORTS CAR



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Campbell's Bunce-Buck Renault Special never fails to impress.

(d.smith)



Jim Bok and the Lotus VII blowing out the cobwebs.

(d.smith)



Hervey Parke's Elva 200 F Jr is a pleasant alternative to the Lotus 18s it races against. (d.smith)

Michael Pinkus. Watching the student races is always interesting since they do not have to use VSCCA eligible cars. Thus we noted Meriwether Thompson in a Subaru WRX looming over Mark Lefferts' Stanguellini.

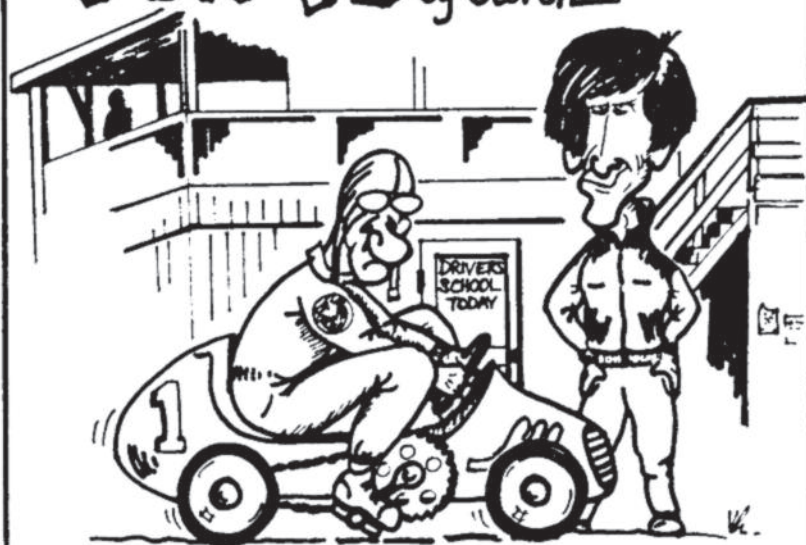
The successful student will be observed through two races before becoming fully qualified VSCCA drivers.

Another initiative this weekend was the introduction of new tire rules allowing the use of certain Hoosier and Goodyear racing tires. In past years the VSCCA has limited tires to Dunlops, Avons and suitable street tires in most classes. This is a one-year experiment with the idea that club members who can only afford one set of tires can then race with other vintage clubs that already allow Hoosiers and Blue Streaks as well as with the VSCCA. According to Event Chair Ben Tarlow no one notified him they were using these tires so its not clear if anyone took advantage of the new tire rules but it seems certain future races will include these new tires. These new rules are posted on the VSCCA website.

At the end of May the VSCCA was back at Lime Rock Park for the annual VSCCA-Historic Racing Group weekend with the Empire Cup driving group. That story, though, can wait a few pages. At least the Empire Cup event is un-muffled.

dow smith

VINTY by Storch



We believe in starting you out slowly, Vinty.

1-86

The Annual “Empire Cup” Races (née the “Jag Event”) Lime Rock Park May 31-July 1, 2019

After a wet spring in the Northeast, the end of May brought sunshine and a large field of vintage racers to the hills of Northwest Connecticut and Lime Rock Park.

For this weekend the Vintage Sports Car Club of America combined with the SCCA associated Historic Racing Group (HRG) as well as the Empire Drivers, which has its roots in the Jaguar Club. The Empire Drivers bring out a wide variety of vehicles including Jag sedans for two lapping sessions.

This event is actually the second largest gathering of vintage racers at Lime Rock each year and is one of four weekends where racers can run without mufflers. Unlike the VSCCA's low-key Spring Sprints and Fall Finale events this weekend does feature timing and scoring.

Again this year the featured group for the VSCCA was vintage sports racers from the 50s and early 60s. In other words the club was paying homage to the racecars that created the racecar industry in the United Kingdom including Lotus, Lolas and Elva racers.

While the VSCCA just celebrated its 60th anniversary, the Historic Racing Group (HRG) is a bit newer, having been chartered in 1997 by the SCCA, and is part of the SCCA North East division. As on this weekend, HRG runs as a stand alone group with their own rules partnering on 5-6 weekends a year with the SCCCA, VRG and the VSCCA.



Cap Chenoweth's Lola is always a welcome (if too rare of late) sight. (hyman)



*Mr. Towner's Flat Rad
Moggie making a decent rate
of knots.*

(hyman)



Filangeri's TD-MG running near the front.

(hyman)



*Another of Campbell's
H-mod specials.*

(hyman)



Jim Juhas' MGA Coupe.

(hyman)



Jim Bottomley and Desiree Faulkner taking a break from their marshalling duties to check up on matters at the top of the hill.
(hyman)

Jim Freeman's Devin is relatively new to us. It appears to be making all the right noises in his very skilled hands.

(hyman)



*Tom Ellsworth's Ford-Amilcar
in rather odd company.*

(hyman)



Tom Jaycox giving a ride to one of the fairer sex.

(hyman)



*Amongst the rarest of the
rare - - Ray Saidel's
JOMAR Formula Libre.*

(d.smith)

HRG uses a different format than some of the other vintage groups. Classes are based on the traditional displacement approach. There are five classes and all run on track at the same time. So you can have HRG1 with cars less than 1300cc in the same race with HRG5, which features cars over 3500cc, and all cars with V-8s such as big bore Trans-Am Mustangs.

It is quite a spectacle with whale tail 911s passing Bug Eye Sprites but it seems to work. Their club's administrator, Mike Harmuth, says it all works because they all love racing, strive to keep it clean and put on a great show for the spectators.

For this Empire Cup weekend HRG with 36 entrants had two races as Group 3 on the schedule.



Bordin's Philson Falcon leading a gaggle of sports racers through the turn.

(d.smith)

VSCCA Event Chair Charles Bordin had three race groups organized including group 6 for the featured sports racers. Group 4 included the standard production car grid with a variety of makes including MGs, Morgans, front engined FJr and FVs. Saturday's first race for this group was won by Frank Filangeri in his 1951 MG TD after a close dice with Eric Russell in his MG A. Eric Logan in his Formcar FV got past Mike Virr's Morgan to finish 3rd. The next race saw Filangeri holding off Russell who failed to finish so Virr came in second and James Juhas in his MG A 3rd after starting in 7th. Late in the afternoon, in the final Group 4 race it was all MGs as Filangeri, Michael Clifford in an MG A and Juhas in a tight finish.



The Devins of Freeman and Zavetsky going at it with gusto in Big Bend. (d.smith)

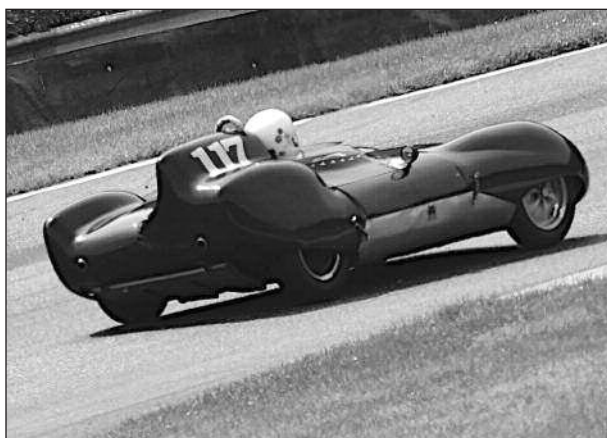


A pair of Elva Sports Racers enjoying each other's company. That's Cassin in the lead. (d.smith)



Ben Tarlow exercising the Sprite.

(hyman)



Chris Cogswell taming the ex-Fryburger Lotus 11. *(hyman)*

WHOOPS! Deb Abraham having a bit of a “moment” in the Alfa.

(hyman)



Zavetsky's Devin proving amazingly fast.

(hyman)



Bill Gelles and his long-serving Stanguellini going as well - or even better - than ever. That is Mike Virr chasing him. (hyman)



A most welcome addition of late is David Greenlees' Volvo Coupe.

(hyman)

Jaguar

WORLD'S FASTEST STOCK CAR 132.6 MPH

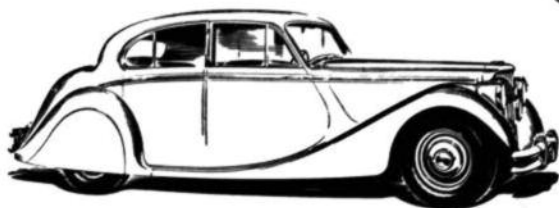
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lucky people who have had the foresight
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Schiefflin's Bentley looking lovely in the paddock. We understand it is now surplus to requirements and for sale with Mr. Simko.
(hyman)

Alfas made up the majority of the pack in Group 5 for faster production cars so it wasn't surprising when Paul Glynn in his 1957 Veloce took all three races for this group. Veteran Jim Bok turned in a strong performance finishing second in all three races. Larry McKenna, driving his beautiful 1959 Stanguellini Formula Junior, was second in the first two races but Anthony Thompson and his Lotus 7 took third in the final race.

Bob Thacik and Roger Cassin both in very fast Elva Mk7s dominated the featured sports racer event. Thacik held off Cassin to win the first races but was edged out by Cassin in the second race later in the afternoon. He also won the final race of the afternoon. Joey Bojalad was third in the first two races in an Elva but this time he was driving an Mk VI. Laurent Fumex in a Ginetta was out of the top three in the first two races but second in the last race ahead of the Lotus 7 of Baxter Phillips.

The major excitement of the day was when a Lotus 7 in the paddock broke a fuel line resulting in a flash blaze that was quickly extinguished by the track safety crew. The only injury of the day was when a gentleman came into Race Control bleeding from his ear. He apparently injured himself trying to get a bug out of that ear. VSCCA Chief Steward Bob Melhado got him treated by the track's EMS team who sent him off to the nearby Sharon Hospital.

Melhado also reported that three of the students from the VSCCA driver's school during the Spring Sprints did well and he was able to sign off on their VSCCA license.

VSCCA and HRG were scheduled to be back together again later in June to join the Vintage Racer Group for the 6th annual Motorsports Festival at Thompson Motor Speedway.

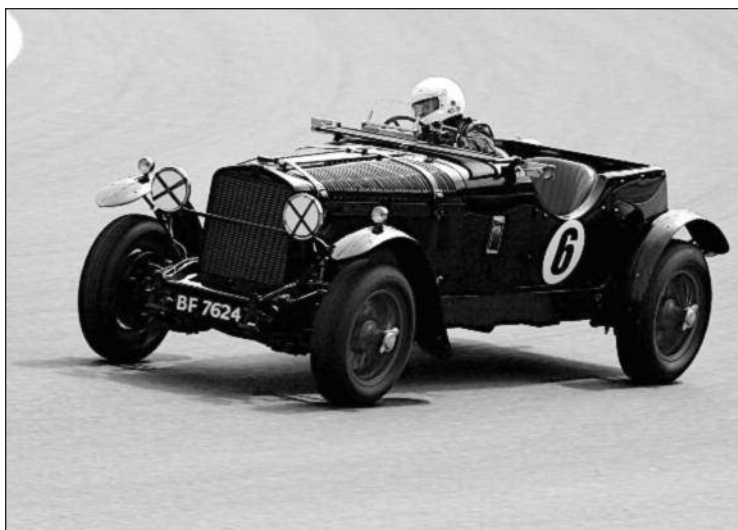
dow smith

VSCCA White Mountain Vintage Grand Prix
Club Motorsports, Tamworth, NH
Aug. 2-3, 2019

The VSCCA returned in early August for a second year to race at the newest track in the Northeast, Club Motorsports in Tamworth, New Hampshire. The folks who made the trek up for the first event last year loved this track so entries were up significantly this year. The word had spread.

The Club Motorsports is operated by a members' group. The facility is located in the granite hills of New Hampshire overlooked by Mount Chocorua in the Presidential Mountain Range. It is halfway between Lake Winnepesaukee and the White Mountains and about 2 hours from the Boston area.

The 2.5-mile course itself is described as wonderfully challenging with 15 turns and 250 feet of elevation change with at least two sections where the flowing course takes drivers up to a peak and then plunges downhill. According to several competitors it is tough to get right but terrific fun when one gets it close to right.



George Holman's Stutz appears to be getting a fair bit of exercise this season.
(hyman)

The 2019 event basked in two days of great weather for the White Mountains and enjoyed a New England sun that shone off the greenery that frames the asphalt ribboned mountain side.



The Tamworth venue provides some marvellous angles for watching the action on the track. That's Jim Stein's Porsche leading one of the Alfas.

(hyman)



Gordon's XK-150 Coupe leading Grewal's Lotus and Glynn's Alfa. (hyman)



This looks to be John Lee's Sprinter having a good go with Holman's Stutz. One assumes this to be a match of horsepower against lighter weight. (hyman)



Dingman's OSCA FJ is a lovely looking wee beastie. (hyman)

*Cap Chenoweth's Lola
didn't have to travel to
far from home for this
event in New
Hampshire.*

(hyman)



*Mike Clifford's MGA
working its magic.*

(hyman)

*We find Eric Logan and
the Formcar at nearly
every event but the car
goes. He's usually
running well at all of
them.*

(hyman)





*Jeff Sinkiewicz' MGA
likely off in pursuit of
Clifford's similar
mount.*

(hyman)



Fuller's Morgan going as well as it did when it belonged to Dow Smith.

(hyman)

*Grewal's Lotus 17
was new to us. We
don't recall seeing it
out in previous
years.*

(hyman)





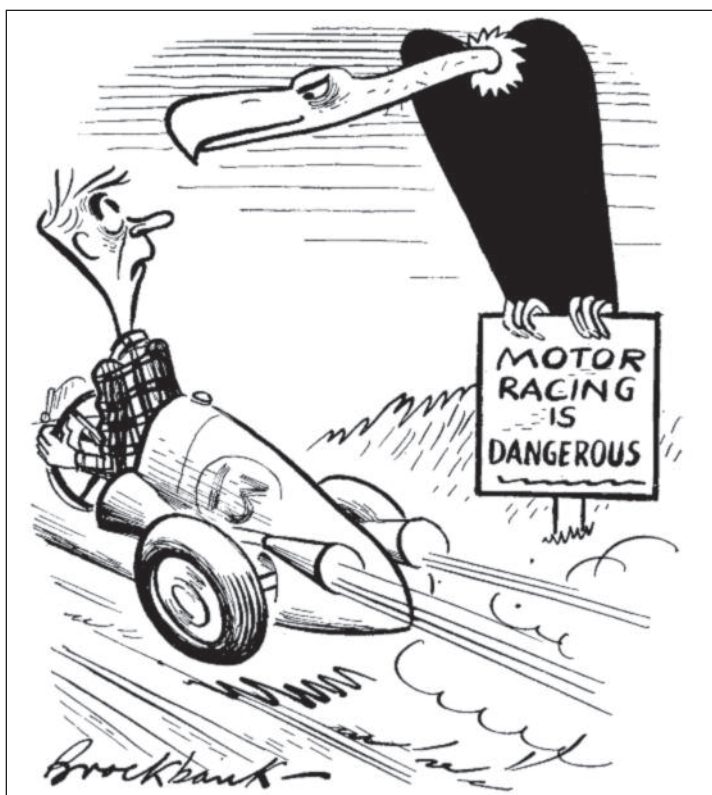
*There seems to be some agreement here on the appropriate line into the corner.
(hyman)*

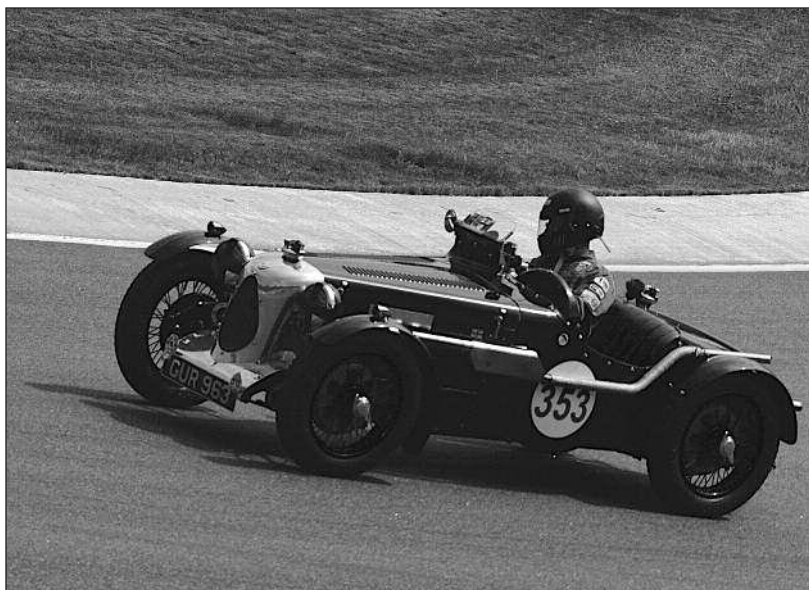


*Roger Cassin was busy this weekend between this Alfa and his Elva Sports Racer.
(hyman)*



*Prewar action with John Romano's 328 BMW leading Kevin Clemmens' MG.
(hyman)*





Jason Urban's P-type MG Lester Special made the trek all the way to New Hampshire. That would have been a L-O-N-G tow. (hyman)



Often the class of the prewar field, Frank Mount with the TB-special, "Babe." (hyman)

In this perfect setting, some 55 entrants arrived to challenge the track and each other. Event Chair Mark O'Day organized them into two groups divided by slower and faster times. Advised by VSCCA Vice-president J.R. Mitchell of and Charles Bordin, driver qualification committee chair, O'Day divided the entrants using their lap times at Lime Rock Park and their relative experience. Thirty-two cars were placed in the fast group (Group II) and a further 23 into a slower group (Group I).

Matching cars this way can mix cars that would not normally race with each other makes for some unexpected matches but it does provide some great dices between evenly matched drivers and cars.



Urban's prewar MG in pursuit of its much newer cousin. (hyman)



Grewal's Lotus from another angle. (hyman)



Dan Leonard's very sweet MG-TC Special.

(hyman)

While the spirit of the VSCCA is more about camaraderie and enjoyment of vintage race cars than trophies, the racing is still pretty spirited.

This year the grid included at least 7 pre-war cars, a staple of the VSCCA. Ben Bragg brought out the "Old Grey Mare" Rueter Special, George and Will Herman entered their pre-war Stutz Indy specials, Mike Bartell's MG PA and John Lee's Windy City Special all in Group 1. Also, with this group was Frank Mont with his beautiful MG TB. Mont is a VSCCA regular from Canada and this year was joined by Dugald Reid with a Lotus Elan and at least one more Canadian. They said Tamworth is convenient for them, closer than Mosport and about equal distance as Mount Tremblant, they promise to return.

Both groups got plenty of track time with four 20-minute sessions including a sprint race Saturday afternoon and three races on Sunday afternoon.

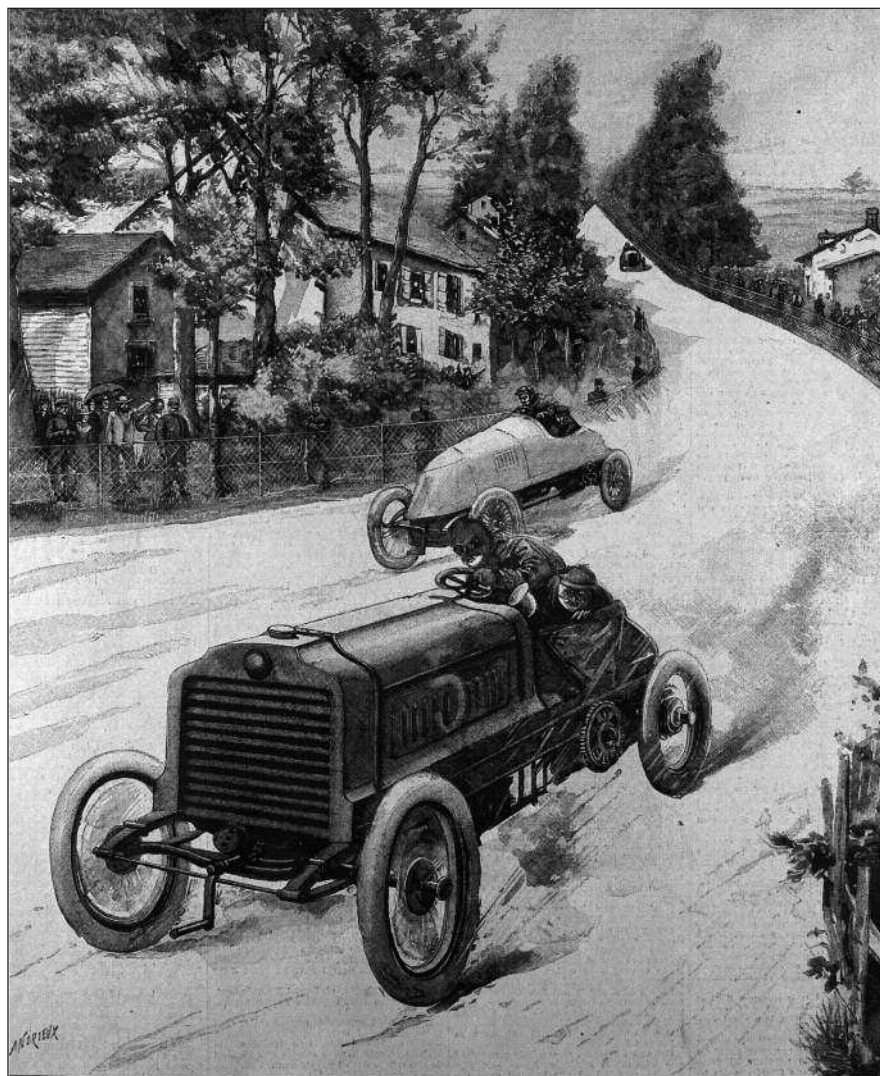
In Group 1 with the pre-war cars, T-series MGs, an OSCA, two Formula Vs and three sedans plus an Austin Healy Sprite the action was with the T-series MGs. Frank Filangeri was at the front of the grid with Mark O'Day's MG TC and got a great start and led O'Day through all of the sprints.

There was great racing in Group 2 with a real battle between two very experienced drivers, J.R. Mitchell in his Lotus 18 and Cap Chenowith in his Lola Mk I. Behind them Chris Myers and Jeff Sienkewicz, both in MG As, ran nose-to-tail all weekend. Of course, the always quick Alfa Giuliettas ran in a very tight pack, constantly trading positions - great fun to watch.

It was a trouble-free weekend with only one sort of typical vintage incident, an MG TD losing a wheel.

Saturday closed out with a dinner at the Vintage Racing Stable concours in Meredith, N.H. about an hour southwest of Tamworth, where a pleasant time was had by all.

Dow Smith



King-Bugatti Aero Engine

Ettore Bugatti designed the prototype of this engine in France during World War I. The US Government's Bolling Commission, established to acquire European military aeronautical technology that could be built in America, purchased it because of its high performance potential and ability to mount a 37 mm canon that could fire through the propeller hub. Duesenberg Motors was selected to produce the engine.

Engineer Charles B. King and his team made significant changes to correct technical problems and make the engine suitable for US Production methods. Renamed the King-Bugatti, it passed its 50-hour military test in October 1918. Production was just beginning when the war ended. Duesenberg manufactured about 40 King-Bugattis by early 1919. None are known to have powered a US Aircraft.

(as reported at Smithsonian Air and Space Steven F. Udvar-Hazy Center)

Engine Specifications

Type:	Reciprocating 16 cylinder U-type Liquid Cooled
Power Rating:	306 kW (410 hp) at 2200 rpm
Weight (dry):	583 kg. (1,286 lb)
Manufacturer:	Duesenberg Motors Corp. Elizabeth, NJ

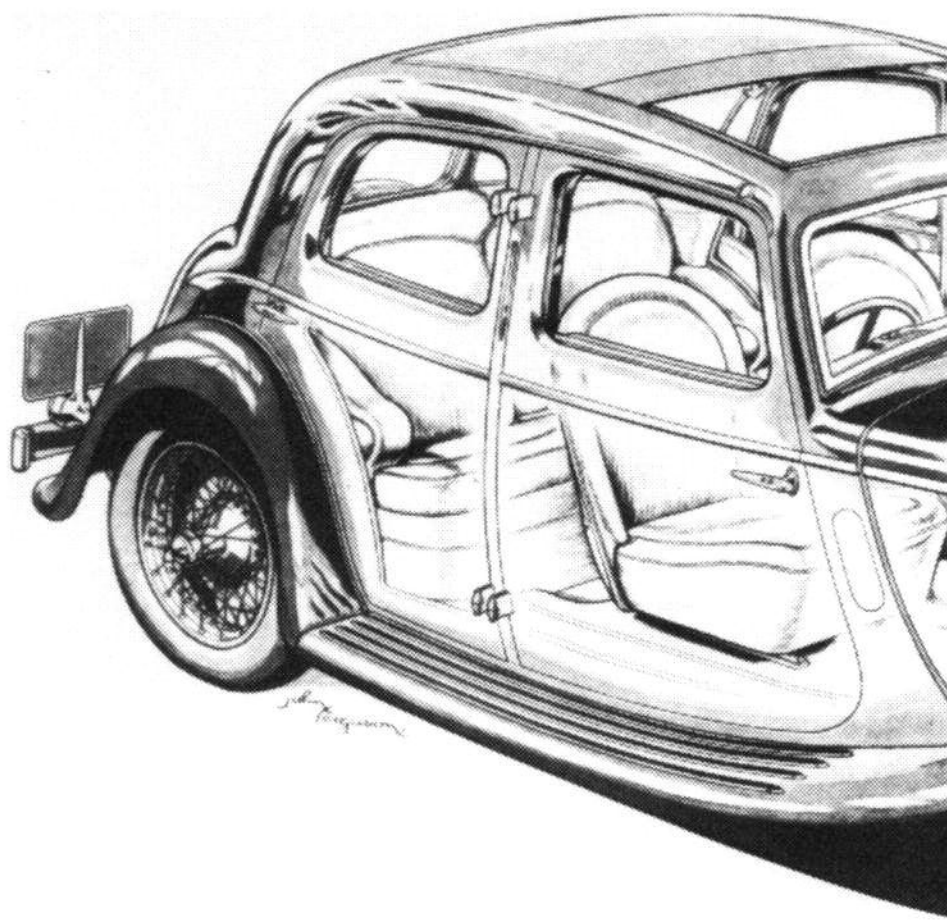


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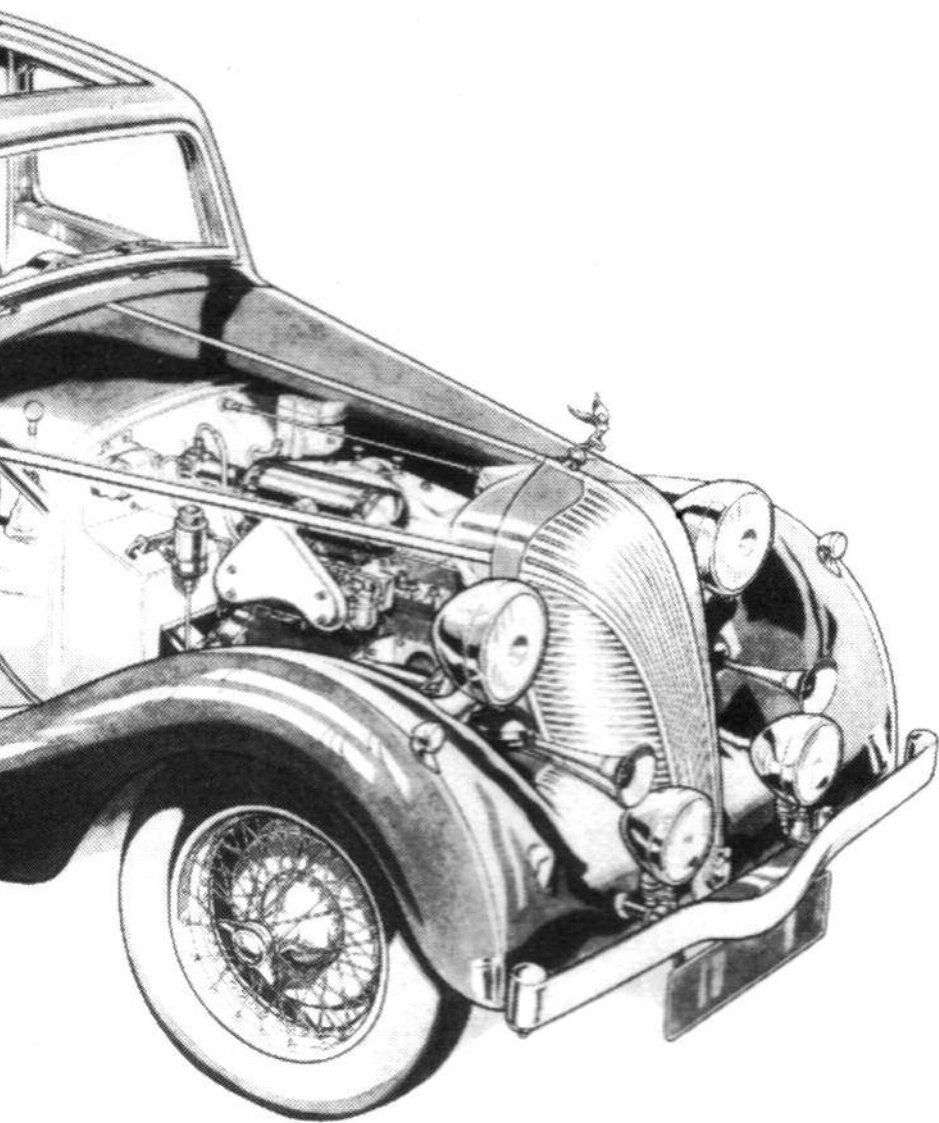


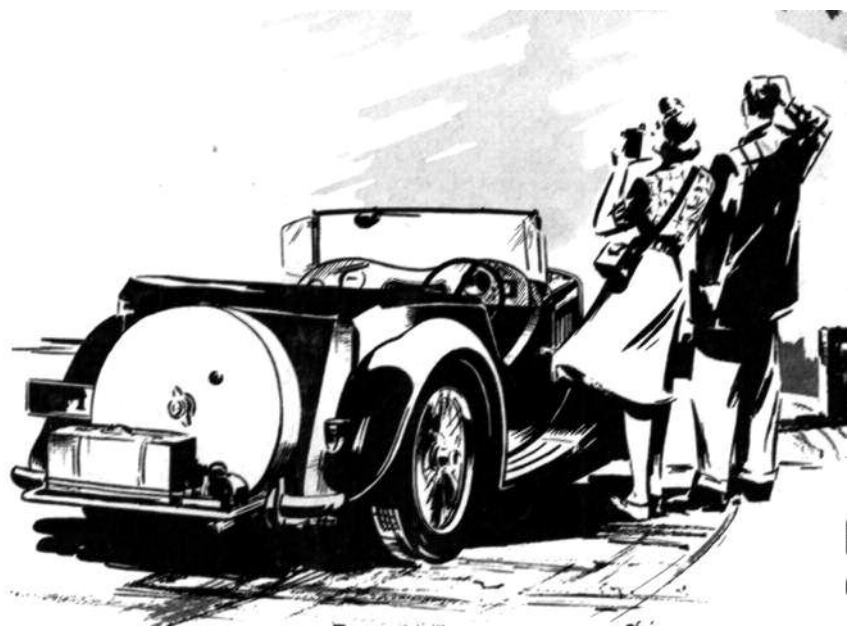
(jpd)

1938 Triumph Do



lomite





Upcoming in 2020

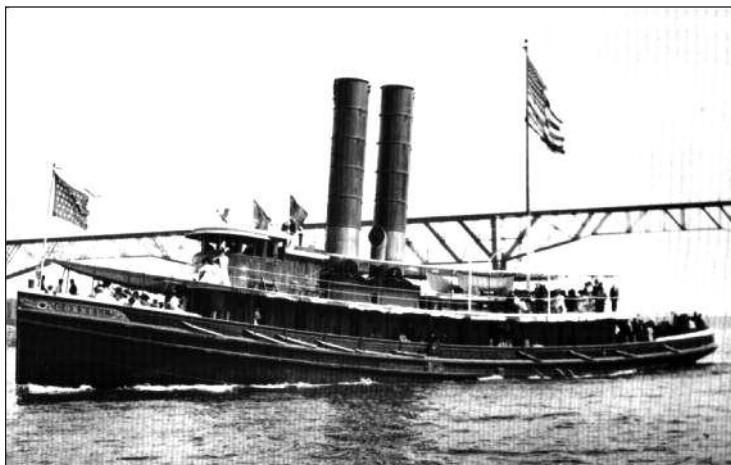
NUTMEG 25:

“Pulling Out All the Stops and a Trip on the River.”

Our next issue will likely cover the 2019 edition of the Nutmeg Rally. It was Nutmeg 24 and a wonderful time was had by all. With the passing of that one, though, we realized that the next Nutmeg, the 2020 edition, will actually mark the 25th running of this delightful event. That being the case, we have decided to make Nutmeg 25 even more memorable than usual. Details will follow soon but we can already promise the following:

- ✓ The date will be October 24th of 2020
- ✓ It will be held in the Hudson Valley of New York
- ✓ We will revisit some of our favourite stops from earlier rallies
- ✓ Dinner will not be in a restaurant. The “Gala Awards Dinner” will take place on the Rip van Winkle II, a cruise ship in the Hudson River out of Kingston.
- ✓ Expect the program to include photos and memories from many of the earlier Nutmeg Rallies.
- ✓ We are currently working to gather “Gala Prizes” for the winners.

Watch this space for more details as they develop. We are looking forward to a great turnout.



Obituary:

Jerry J. Greaves

11 February, 1932 - 17 October, 2019

In the long history of the Vintage Sports Car Club of America there have been very few members that one thinks of as “indispensable.” My friend, Jerry Greaves, was one of that number.

Jerry Greaves of Newtown, Connecticut, passed away October 17, 2019 in Newtown Health and Rehabilitation Center after a long and brutal illness. The VSCCA is much poorer as a result.

The basic details of his life might seem less than extra-ordinary. He was born February 11, 1932 in New Bedford, MA, the son of the late Charles Greaves and the late Mary Greaves. He was an Army veteran honorably discharged at the rank of Staff Sergeant.

He is survived by his wife of 65 years, Jeanine Greaves, his four children, Jennifer O'Brien and her husband Mark of New Fairfield, CT, Bridget Greaves of Norfolk, VA, Melissa Sullivan and her husband Mark of Groveland, MA, Daniel Greaves and his wife Robin of Oxford, CT, three grandsons Matthew, William and Andrew Sullivan of Groveland, MA, and his twin sister Janice Davidian of New Bedford, MA.

Jerry received his degree in Textile Chemistry from New Bedford Technical Institute/Southeastern Massachusetts University and worked in sales for most of his career. In 1999, he retired from Colloid Chemical Company as vice president.

But, there was so much more.



At the wheel of his Emeryson F III. Jerry raced this car in his younger days and sold it. Years later it was offered to him to buy back and he did. After the restoration he raced it a number of times, getting used to the intricacies of its FWD handling.

(hyman)



Chatting with Henry Wessells from the seat of his Lotus 18. Dan Greaves has that car now. (hyman)

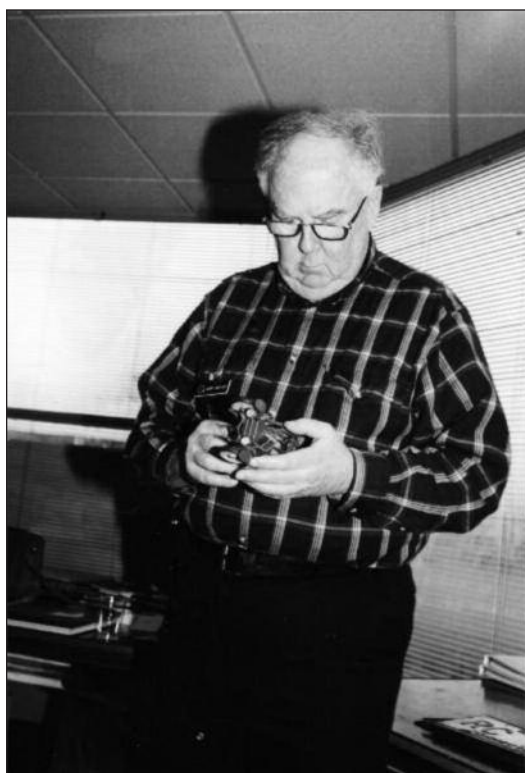
A loyal friend and an enthusiastic lover of life, Jerry was interested in anything mechanical and always had a project in his hands. He would often smile impishly and confess that “if it moves or makes noise, I’m interested in it.” Watching his incredibly intelligent hands explore any mechanical device was an education in itself. His many hobbies included model airplanes, clocks and cars. He also had an interest in music boxes and musical instruments. He didn’t play a bad saxophone. Jerry also had an uncanny ability to teach about his interests and an exceptional patience in transferring that knowledge to even young children. This writer benefited from his tutelage in everything from mechanical clocks to model airplane engines and airframes - as well as vintage motorcars. There was little in these areas that he hadn’t mastered.



An active aeromodeler all of his life, Jerry and the editor had years of enjoying model aircraft and engines together. He could manage to make any engine sing and nearly any model fly nicely. In this shot Jerry is tuning the carburetor of a jewel-like overhead valve engine prior to the editor (right) using it to commit aviation. The plane is a homebrew the editor fabricated mostly from remains of a couple of Jerry’s crashed models. (hyman)

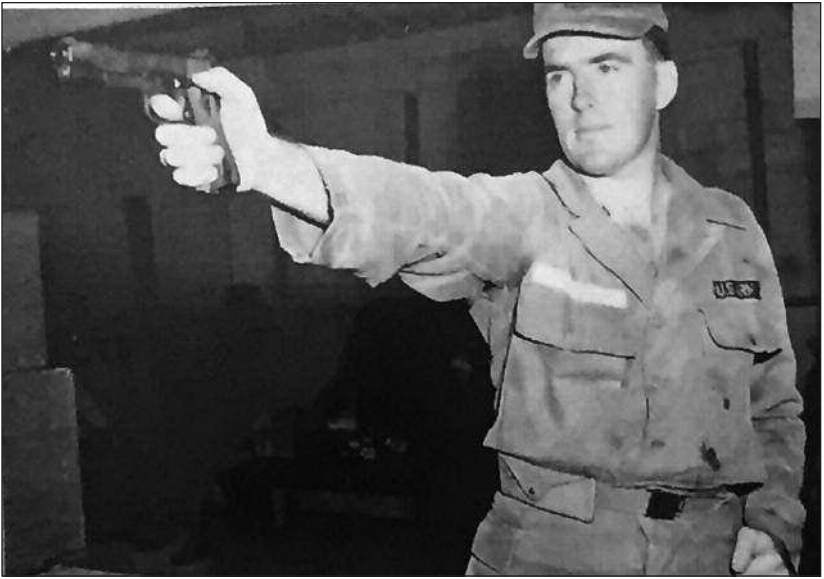


In his role as Vice-president of the Club Jerry had the pleasure of awarding the Mount Equinox Mal Donaldson Award to Joseph DeLucia. (jpd)



"... the most intelligent hands. . . ."

(hyman)



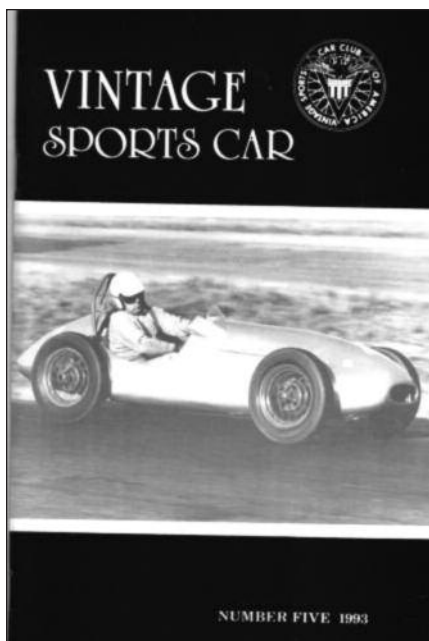
"If it moves or makes noise, I'm interested in it," he used to say. There isn't a handgun that makes much more noise than an army Colt 45. In his army days Jerry not only became acquainted with the iconic Colt 45 sidearm, he mastered it and was a crack shot and a leader of his base's competition pistol team.

(greaves family)

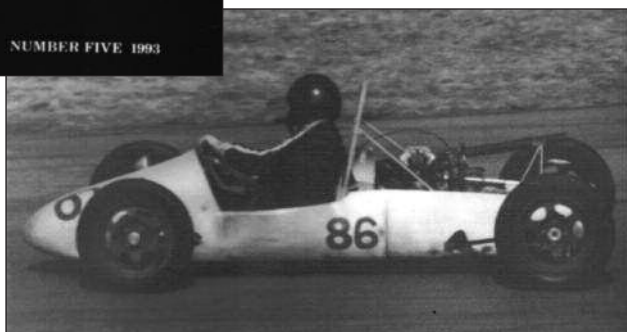


A great teacher and always willing to share his knowledge, he is shown here explaining the front wheel drive operation of the Emeryson F-III at a Poughkeepsie car show.

(jpd)



Jerry appeared twice on the cover of Vintage Sports Car, both times at the helm of a Formula III beastie.



Going off in the parade laps at the 25th running of the Pittsburgh Vintage GP in Schenley Park. Both Jerry and his chauffeur (in this case Bob Deull) took part in the very first running of the event.
(jpd)



With son-in-law Mark O'Brien in a borrowed editorial Healey having a go at the Nutmeg Rally. They had to leave early as there was a massive Greaves Anniversary Party that evening back in Newtown.
(jpd)

Jerry was a longtime member of the Vintage Sports Car Club of America where he served on the car classification committee and as vice president. He won the Koshland Award in 1991 and was named an Honorary Member of the Club in 2015. Among his many other honors was a major award by the Cooper Car Club, and the Formula III Group. He even had one of his cars shown on the lawn at Pebble Beach. There was very little activity in our hobby that didn't include his smiling face and enthusiastic self.

Oddly, Jerry was a big man physically, yet on the racing circuit he was invariably to be found in some of the smallest cars, be they Formula III or examples of the "etceterini." Mechanically he understood both genres and was well known and respected within these various groups.

Jerry was buried from St. Rose of Lima Catholic Church in Newtown, CT., where he had been a devoted communicant and usher for much of his life. The VSCCA was well represented and many stories and anecdotes shared.

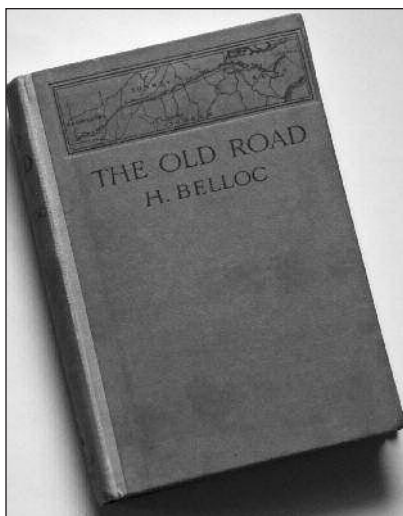
A short photo presentation of his life was shared with the membership at the recent VSCCA Annual General Meeting.

Jerry Greaves' contributions to the VSCCA will live on in the VSCCA that he helped guide for so many years.

Requiescat in Pace
jpd

Book Reviews:

The Old Road
By Hilaire Belloc
Constable and Co.
London
1911



It's not often we review one quite this old. It's even less often we get to luxuriate in such exceptional command of language. Hilaire Belloc's The Old Road rather predates most of the motoring activity we dream of but it takes us on a "road trip" that is as fascinating as many done later in proper motorcars. The old roads were there long before the motorcar. That very thought should add colour to our own experiences upon them.

Belloc takes us on a tour of one of the oldest roads in England, the way from Canterbury to Winchester (*actually he takes us in the opposite direction*) following a route from the edge of the channel to the Hampshire downs that predates the Roman conquest of the island and then grew as the movements from the continent to the British Isles became more frequent.

The Old Road, like many other early pathways was less laid out by men than it was by nature. Animals and early people moved along ways that were dictated more by topography than by cartography. We seem to recall that even some of the areas around Beacon Hill in Boston became streets after the cows and sheep figured the best ways from point A to point B.

Belloc describes this development:

"The wild, half-instinctive trail of men who had just taken on humanity: later a known and common track, but a track still in the hands of savages for countless generations, a road of this kind is preserved by nothing stronger than habit. No mathematical calculation presided at its origin, none can therefore be used to reconstruct it when it has been lost. . . "

He takes us along much of this road, explaining how history and even religion have played their roles. Some part, for instance, was played by the advent of the great pilgrimage to the shrine of St. Thomas at Canterbury. Chaucer made that historic journey a common part of our culture.

For much of the adventure that is tracing the Old Road, Belloc takes us from village square in one hamlet to the gates of a pub further along. He notes the historic significance of the names of woods and streams, and shares some parts of their stories. Through his narrative these little backwaters come alive.

Belloc takes us from Winchester all the way to Canterbury with the eyes of an adventurer but the soul of a philosopher. He may save the best for describing his awe at approaching Canterbury. He had timed his arrival to the anniversary of the murder of Becket and even to the exact time. He sees the cathedral, black and foreboding, rising in the distance. Describing his expectation that his visit within the cathedral will excite some sort of mystical experience, his disappointment is almost palpable. Afterwards, though, he retreats to his inn to reconvene with his traveling companions. There he brings to a rich life the scene and music he encounters. The comparison of the two scenes, in spare prose, is worth the cost of the book.

“The Old Road” is long out of print but easily located on Amazon or better on ABE books. It’s actually free of charge from Project Gutenberg if one would like to download it electronically to one of those Ebook thingies.

Either way it makes for a most satisfying read while sitting before a fire over several long winter evenings and, perhaps, over a decent Armagnac.

jpd



The Kings of the Road

By Ken W. Purdy

Published in 1952 by Little, Brown of Boston



After Jim Donick called and asked if I would do a review of one of my favorite auto books, I started to worry. In downsizing last year, we gave away or sold much of my library of journalism, English history, photography and even, gasp, automobile books. Would my favorite auto book still be there? I immediately went to the mess that’s my so-called office. Remarkably, there it was on a shelf, a 50 cent Bantam paperback. It is dog eared and coming apart. It is my first book about automobiles, Ken Purdy’s The Kings of the Road. It

is miraculous that I still have this beautifully written and passionate homage to fabulous men and fascinating cars.

Purdy introduced me and many others to the glamorous vehicles, memorable races and heroic drivers of yesteryear, certainly exotic for a teen in suburbia. He unleashed in me a passion for the romance and lore of fascinating automobiles that has lasted decades.

In this small volume, Purdy describes the wonders of extraordinary automobiles instead of the then current Detroit offering, in Purdy's words, "Chrome piled on chrome, and tin upon tin, they look so much alike that only the ineffable vulgarity of a squirrel-tail flag on the radio antenna marks Jones' from Smith's." He then explains to Americans that we "have been cheated out of one of life's important pleasures, the joy of driving a light, fast, safe and supple automobile."

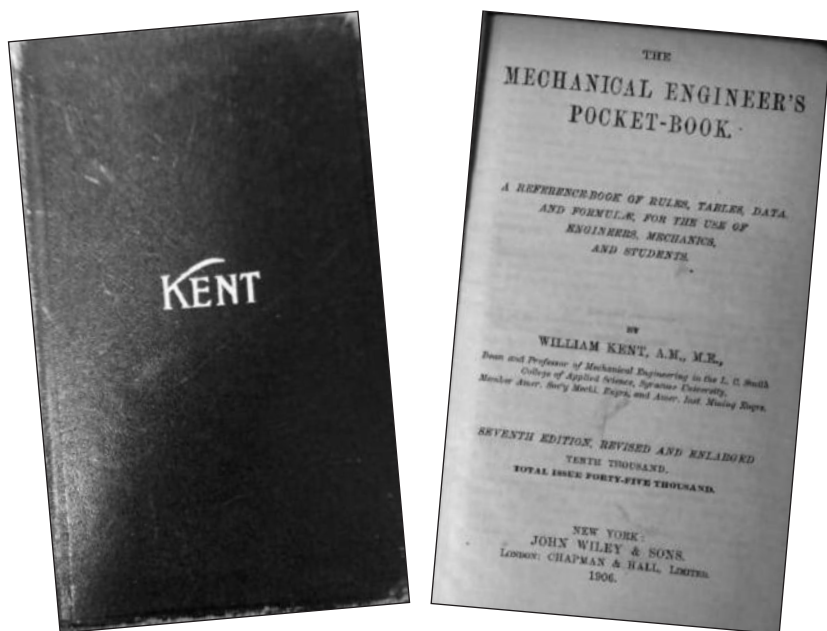
He introduced the uninitiated to the wonders of Bugatti, Bentley, Duesenberg, Mercedes, Marmon, MGs and a half dozen more. He profiles the drivers like the "Flying Mantuan", Tazio Nuvolari, and races like LeMans, Indianapolis and the Vanderbilt Cup. No chapter is in-depth enough to satisfy the true authority but at the time Purdy provided a vivid introduction to the world of automobiles beyond the boring 1950s products from Detroit. In the last chapter he is too pessimistic about the future of the automobile while lauding Allards, Nash Healeys and Cunningham and the growth of road racing, but he didn't see that many American consumers would eventually reject the boring, underpowered, poor handling, badly built beasts of their youth.

Part of the joy in rereading The Kings of the Road, is Purdy's command of writing. He uses just the best possible adjectives and the most powerful verbs to convey his love for this world of fabulous machines and men. Many of these chapters first appeared as articles in magazines of the day, including "Playboy." But I wouldn't know about that, I wasn't interested in the articles.

If you want a snapshot at a certain point in time of the cars and sport we love The Kings of the Road is a must read.

dow smith





The Mechanical Engineer's Pocket-Book

**By William Kent AM, ME
1906**

This seventh edition of Kent's treatise for mechanical engineers is as up to date as any up-to-date technical tome of nineteen aught-six and has been updated and enlarged from the original of eighteen ninety-five.

Covering everything from chemical elements to malleability of metals and all manner of alloys, gases, water, and hvac, the work includes newer sources of power as steam engines and even hot-air engines and the rare gas and petroleum engines.

The section on Shafting we found especially interesting have been there on occasion ourselves. Both alternating and direct electrical current are shockingly covered to our satisfaction.

As may be expected by those in the engineering community, illustrations are limited to graphs and charts. Why anyone of sound mind would need anything beyond is a mystery to us. The handbook ends with some thirty pages directed to related advertising an example of which would be the well-known Rider-Ericsson hot-air engine and the Lidgerwood hoisting engine.

A goldmine for any budding engineer, the handbook may be difficult to source but well worth the effort. Our copy is available for loan should discovery be difficult.

toj



The fastest growing group in the VSCCA must be the Alfa crowd. Here they are posing together a couple of years ago. By today their ranks have likely doubled.

(chris robbins)

2020 Calendar Outtakes

Pulling together the annual VSCCA Calendar is always a joy but it's often a challenge as well. The problem is the fact that there are only 12 months in any given year and we usually find there are a few more photos that ought to be included. Since we aren't quite ready to create a twenty-four month calendar we usually leave some delicious photos on our desk. This year's Italian cars calendar was particularly challenging as the extra photos cover a great deal of interesting ground. That being the case, we thought to share some of them with the membership with a few pages in the club magazine. Enjoy!

jpd



Jim McAllister was a regular in the Maser, often in company with his pal, Dieter Holterbosch. This shot was at Mosport in Canada in 1975.

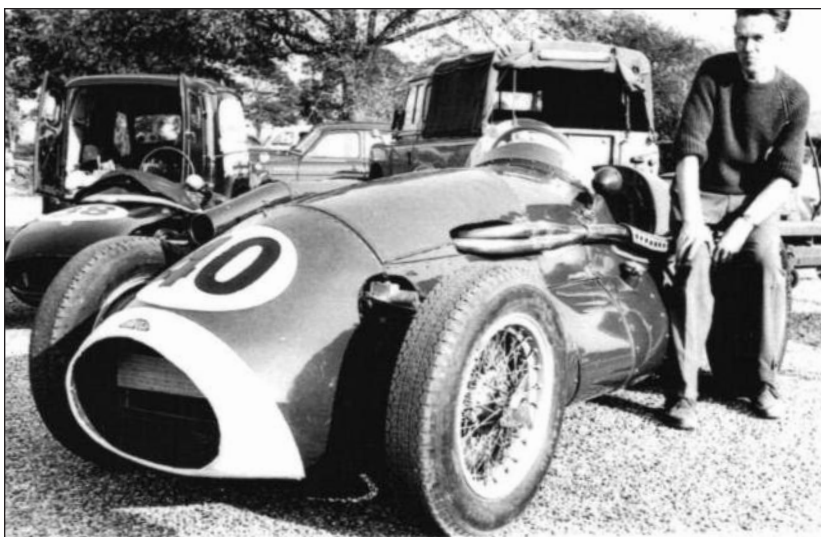
(vscca)



Dick Gent's Cisitalia at an early Watkins Glen GP



When the VSCCA first got serious about postwar cars Karl Ludvigsen brought out his Maserati. The two of them were the class of the field in terms of speed and overall efficiency. This shot would likely have made the calendar this year but we regret that we got it after we had gone to press. (ludvigsen library)



Peter Giddings drove Italian cars for much of his career with the VSCCA and that was a very long career. This is the sixties some time and shows Peter with Bill Wonder's Taraschi.
(giddings collection)



This Maserati, belonging to Phil Cade, was a regular at SCCA events throughout the fifties. When the Maserati engine expired he replaced it with a Chrysler hemi. That didn't seem to slow it down.
(jpd)



After Briggs Cunningham brought the first Ferrari racing car to USA the secret of their competitiveness was out. Jim Kimberly soon had this one and brought it to Bridgehampton. Over the ensuing years Kimberly would become synonymous with Ferrari sports racing cars. (vscca)



In today's world there are not many who would risk exercising a car as valuable as a Ferrari GTO in competition. Thankfully Sandy and Jim McNeal don't subscribe to that idea, believing instead that they are best shown in their natural environment. We are grateful. (hyman)

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The Giulietta spider

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Our old friend, the late Paul Richards was maybe best known for his exploits at the wheel of the little FIAT Abarths that Team Roosevelt fielded. Nobody could manage to make one go any faster than could Paul.
(richards collection)



For just a couple of years in the seventies this duo of matching OSCA MT-4s were the racing team of Tony Koshland and Judy Stropus. Koshland thought it would be fun to run both of his cars together and realized Judy was the perfect team mate.
(stropus collection)



Another of the small bore Italian jewels, known collectively as “etceterini,” were the SIATAs. This 208S was likely driven by Hank Rudkin that year at Mount Equinox.

(webber)



Many may have forgotten that the Hunnewell Hillclimb was not always limited to prewar motorcars. Once upon a time Dudley Cunningham could be seen there exercising this glorious Ferrari Monza.

(vscca)

VINTAGE MOTORIST

*I hate the modern motor car that needs no 'running-in'
The mass of chromium without, the plastic hide within,
It's shape so reminiscent of a pregnant terrapin.*

*When I was young and in my prime—ah, so many years ago!
Then cars were built by Supermen, like Royce and W.O.
Great shining juggernauts of steel that set men's hearts aglow.*

*If, when I've had my earthly trial and merit an award,
I'll go to heaven by Winged 'B' most lovingly restored
and burble down the Milky Way—untaxed and uninsured.*

*If God's an old Etonian, St. Peter's one to-boot
And surely will not bar the gate to those who hunt and shoot—
Or drive a vintage motor car of very high repute.*

(reprinted from the Bentley Drivers Club Review)

*Jack Fry
1954*

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

In our last issue we reported that Schieffelin had experienced a major conflagration in the 544 Volvo on the way to Mount Equinox. In truth, the Volvo pretty much burned to the water line. We can now report that John has found another. This one looks pretty hot as well but not in the other sense. He's looking forward to driving it to a number of events in the 2020 season and likely running it up equinox. Congratulations!



★ ★ ★

There is a rumour afoot that we may have a new addition to the Sports Racer ranks this year. An anonymous member is looking into a Falcon Mk II from the late fifties. The Falcons were a glorified kit car in their day and part of quite a movement to make Ford 100E-based specials.

As noted in the advert we saw:



This 1957 Falcon MKII Competition Sports Racer is a factory built race version with a Len Terry designed Terrier frame. Powered by a race prepared 997cc Ford 105E 4-cylinder paired with a 4-speed manual transmission, it was reportedly raced in period at Silverstone, Daytona, and Cumberland.

Falcon Shells was founded in 1956 in Essex England and produced fiber-glass bodies for a variety of existing chassis as well as complete kits with a chassis and engine. The Terrier chassis was comprised of both square and round tubing with triangulated A arms. Len Terry was a chassis designer who worked briefly for Falcon Shells before going on to a successful career with Lotus and Dan Gurney's AAR team among others.

Power comes from a race prepared 997cc Ford 105E overhead valve 4-cylinder with new dual Weber 40 DCOE carburetors. The 4-speed manual transmission is also of Ford 105E origin.

We have our fingers crossed





Michael Donick, out in the Phoenix area, has sent photos of the Allard K3 fresh out of the paint shop. This is the one that John Schieffelin campaigned for many years and Mike DiCola maintained. The paint work looks great. The old war horse hasn't looked this presentable in many years,



Our president, Mr. Leith, had the glorious pleasure of walking his lovely daughter, Alexandra, down the aisle on the 5th of October. We are very happy to report that the new son-in-law is a Yankees fan but that he is being warmly welcomed into the Red Sox loving Leith clan anyway. Good wishes are extended to all.

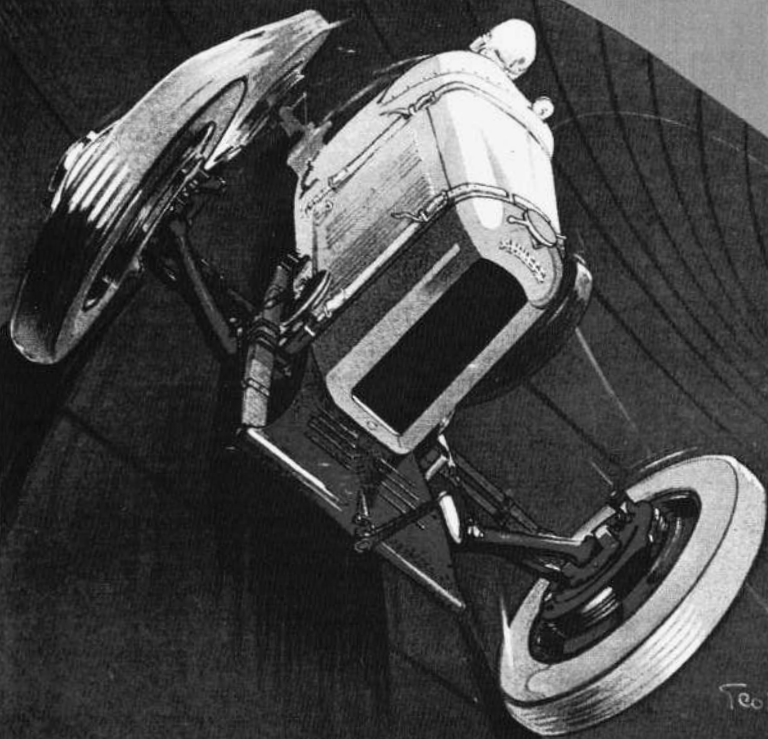




We shall hold the tale 'til later but note that a VSCCA-supported team from Toyota's Arizona Proving Ground finished second in class at the recent 25 Hours of Thunderhill. Messrs. Fenley and Donick acted as "spotters" for the entire 25 hours, while the younger Donick was one of the drivers. . . . Great fun!!

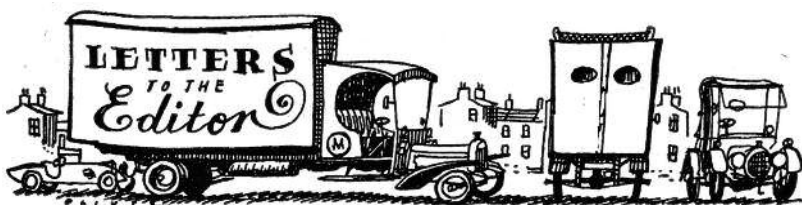


120 K^M
A L'HEURE



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Dear Jim,

Thank you for the calendar, it is clearly a labor of love. May I suggest a check of the introductory page for E and OE ? And I look forward to the time when Guy Faulkes is remembered on the same day on both sides of the Atlantic.

With all good wishes for a Happy New Year.
Victor Cromie

Note: Guy Fawkes is celebrated on 5th November.... Our bad.

jpd



Good day James and welcome to 2020 – almost!

Imagine my excitement when I received the calendar featuring VSCCA Italian cars! I turned month after month anticipating the appearance of my Maserati, respected in its day as the Club's fastest car/driver combination. Excerpt from a relevant Bulletin attached.

Couple of photos attached as well.

They were great days. I hugely enjoyed driving that car at the Bridge. I also enjoy getting the VSCCA news and info. If I'm ever over there at the time of a meeting I will make tracks in your direction.

*All my very best,
Karl Ludvigsen*

Dear Jim:

The VSCCA 2020 calendar celebrating Italian sports cars is a delight with many great memories. I especially enjoyed seeing the Brianza-bodied Alfa Romeo 6c1750 of former VSCCA Vice-President (December 1960 to December 1963), Tommy Powel. He was a great pal of my godfather, Ted Wales and as a result, the Alfa was at Ted's house quite frequently and we got to see the car quite often. During those years, the Leith family lived at 199 Fox Hill Street in Westwood, Mass. while the Wales family was at 272 Fox Hill Street.



Tommy lived in Weston, Conn., then later Providence and Newport, Rhode Island. He was the great-great-great-great-grandson of Nicolas Brown, the eldest of the four famous sons who helped found Brown University in 1764. He owned a second incomplete 6c1750 which he retained for spares (it had been found in a Long Island junkyard in February of 1956), but was later re-constituted into a runner by a subsequent owner; it will be auctioned in Paris in February as part of the 2020 Retromobile extravaganza.

The ex-Powel Brianza 6c1750 was sold by Tommy's heirs to Gordon Barrett who has now owned and treasured it for over 40 years.

*Cheers,
Sandy Leith*

Dear Jim:

The 2020 calendar has arrived. Wonderful cover photo.

You might recall that I never just thumb through your delightful calendars. Instead, I turn the pages at the appropriate time each month, allowing 12 months of surprises.

Congratulations on yet another job well done.

Robert E. Richer

CLASSIFIED:



2013 Morgan 3 Wheeler.

1990 cc S & S Vee-Twin, 5 speed Mazda gearbox Tonneau cover, new battery,
Factory photo build book, Upgrades: Comfort Kit and Chassis upgrade.

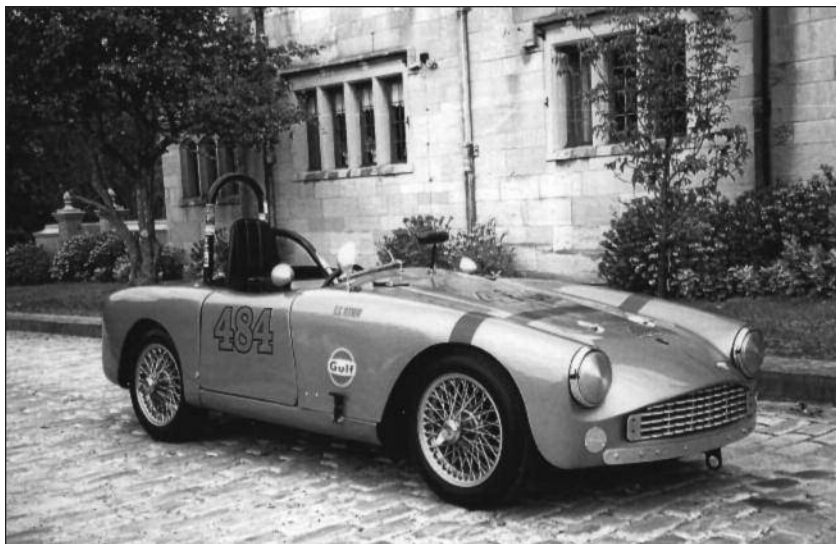
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Nicolas Watts Print Collection framed and matted: I have the following:
“Victorious Debut,” “Carrera Panamerica 1952,” “Targa Florio 1970,”
“Sicilian Magic,” “The Final Targa,” “Victory for Porsche Le Mans 1970.”
All are signed limited editions, beautifully framed and in excellent condition.
Would prefer to sell as a collection rather than break them up, (but willing to
do so if needed). Asking \$3,500 obo. Contact Ed Preusser, jr.
epreusser@gmail.com



FOR SALE: 1959 Turner MKI - Vin No. 60/414, one of only 17 out of only 500 produced with 1097 c.c. Coventry Climax Engine. Competed in 112 races, with 10 by current owner. Totally restored with new frame and pristine body with aluminum inner panels. Spares too numerous to list. Car is race ready! Price reduced! Call for details.

Elaine Rodman 412-487-2887



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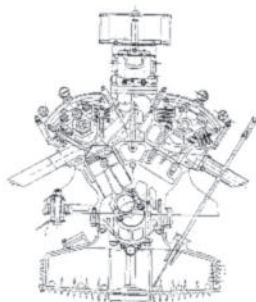
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1949 MG TC

20 year old frame off restoration by Chris Leydon, of Leydon Restorations. Service history spans 51 years, with last 35 in great detail. Equipped with two discreet hand controls to accommodate a driver in a wheelchair, and upgraded rear end ratio to handle highway speeds. Long term ownership, with largely known history. A very well appointed example ready for touring. Asking: \$42,500 USD



1968 Alfa Romeo GT Junior:

Engine built by Keith Goring of Alfa's Unlimited, rebuilt transmission with many upgrades to GTA specifications. Built as a race car, but perhaps best summed up at a

GTA tribute, with: GTA flares, fiberglass doors and dashboard, mesh grill and more. Cosmetically stunning, this Alfa is very a sharp example completing LRP in the 1.07 range, and also frequents Thompson. 2 sets of wheels included. Asking \$67,500

1922 Sunbeam 24/60:

Superbly original Brewster bodied coachwork, with ownership history including Alex Ulman and D. Cameron Peck, prior to other known New England collectors. This powerful 6 cylinder runs and drives well. Recent Blockley tires on freshly powder coated black rims. Rarely seen, a very impressive prewar touring car! Asking \$116,500 USD





1906 Ford Model K Touring

Wearing a beautiful and correct reproduction body, K 297 has been fully gone through mechanically and successfully participated in the 2018 Lansing to Dearborn run. **SOLD** An older restoration, it shows well and is accompanied by the correct rebuilt Holley magneto. Seldom seen in horseless carriage circles, K 276 will be well received at any event it enters.

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



Asking \$259,000 USD.



1957 Jaguar XK 140 MC

Roadster: A matching numbers example, this is an older concours restoration done in red over black. Tan top, rarely used, with factory tools in the boot. Recent maintenance

includes the replacement of all 4 wheel cylinders and master cylinder. 2nd national AACA winner (due to radial tires) with a meticulous collector owner of 15 years. This XK 140 MC runs and drives very well, and is ready to be enjoyed. Asking \$105,000 USD.

1951 Cooper MG

A regular at Silverstone, and Prescott, this Cooper MG was re-bodied very early in life. NTO 650 comes with a very well documented history, including photographs of its first body. This Cooper MG continued its racing life throughout the world, (FIA papers included) having run at the Monterey Histories, Laguna Saca, Watkins Glen, while also participating in the 1984 and 1990 Mille Miglia. A turn key example, ready for the track! Asking \$132,500 USD.



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