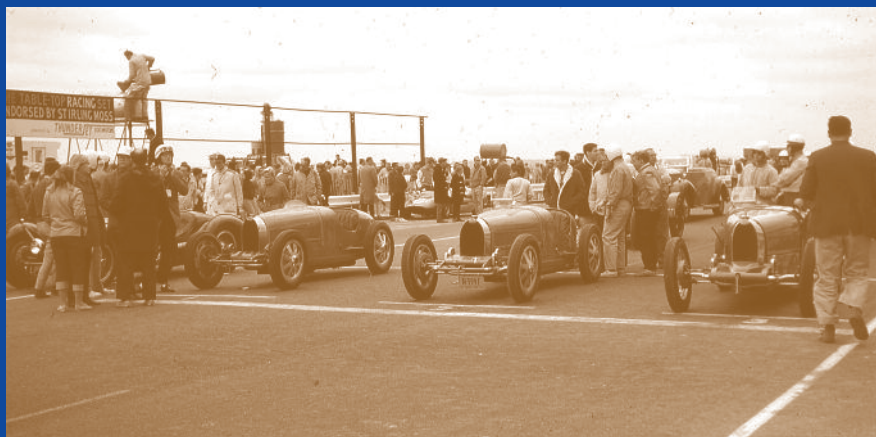


VINTAGE SPORTS CAR



NUMBER FOUR 2017

VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

39 Woodland Drive • New Britain, PA 18901

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1905 – 1995

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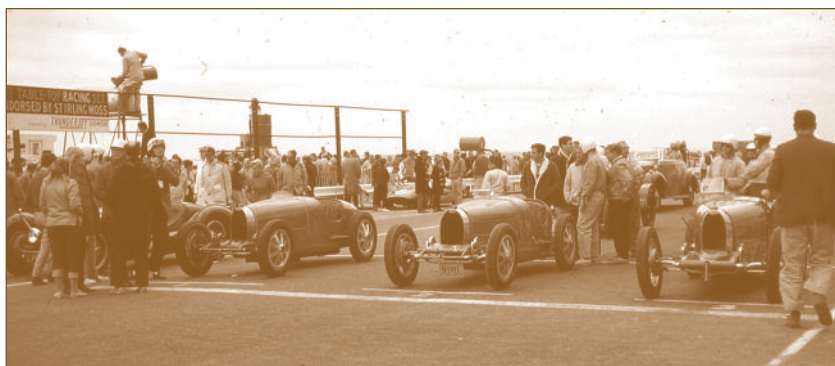
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VINTAGE SPORTS CAR



It was a simpler time. The VSCCA visit to the Bridgehampton Double 500 was a fixture in the early sixties. The club's racing was pretty low key but the enthusiasm was very high and the entry was the stuff dreams are made of. The Bugattis were usually out in force. This is the front row in 1963. (l to r) Type 59 of Dieter Holterbosch, T-35 of Austin Clark, T35C of David Schiff, and T37 of Fred Willits. Standing next to Willits' car is the then club editor and winner of the day's competition, Ted Wales. Story on page 26.

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The 2017 season is now a part of the club's storied history.

2018 is upon us and brings with it the celebration of our sixtieth anniversary. That number simply confirms the VSCCA's status as the oldest vintage sports car club in North America. It's been quite an eventful sixty years.

With this last issue of 2017 we visit a couple of the club's signature events that have both been on the calendar for over half of the club's existence. In both cases we have been using the events to celebrate our heritage and to inject new life into it for the future.

The Lime Rock Park Historics (*née the Vintage Festival*) celebrated sixty years of what has long been the club's home circuit. Our Fall Finale once again focused on the cars that brought the VSCCA to life, the prewar class. There will be more celebrations at both of these events in 2018.

This issue also brings a reminder that our founders' enthusiasms and those which still motivate us today represent a lot more than simply strapping on a helmet and going racing. One of our number shares the very recent delights of adventure on the open road in Italy. Another of our members, now sadly gone, tells the story of one of the club's early track events at Bridgehampton. He and his wife drove a prewar car down to Long Island from Boston and enjoyed a weekend in the Hamptons. He took the luggage out of the car before he went out and won the race. They quickly repacked the car and pointed the nose back toward Boston to try and get ahead of the traffic.

We hope to spend 2018 celebrating the sort of founding enthusiasm that gave the VSCCA its identity. Just as much, though, we hope to reinvigorate it - to give it new life for an ever more enthusiastic next sixty years.

Enjoy!

jpd

Lime Rock Park's Historic Festival 35 August 31-September 4, 2017

Lime Rock Park celebrated its 60th birthday this year and has been doing so in grand style. This year's Historic Festival 35 on Labor Day weekend was only the latest event in a year of celebration but it may well have been the best.

The Historic Festival is now firmly established as the major vintage motorsports event on the East Coast. There is a busy schedule of events that includes three days of racing, a parade of historic cars and a street fair, a concours, car corrals, famous honored guests, an exhibit of cars from an honored collector, books and autograph signings, a midway, a swap meet and, for the first time in many years, an auction of classic cars. The last one must have been twenty or more years ago.

This year also featured the Formula Juniors' Diamond Jubilee making Lime Rock a stop on the Formula Juniors Historic Racing Association world tour. Drivers from New Zealand, Australia, England, Scotland and even Denmark came to race .

Lime Rock Park along with it's president, Skip Barber, celebrated the 60th anniversary with a special dinner appropriately called "60-Year Celebration". The dinner featured racing greats David Hobbs, local hero Sam Posey, Lime Rock GTP winner PJ Jones and long-time track manager and



Peter Giddings' Alfa leading Ghose's Maserati and the rest of the prewar field into Big Bend.
(hyman)



*Sexton's Gemini topping the hill with Durrell's Kiki Mk2 hard on his heels.
(hyman)*

racer Jim Haynes. Also on hand were honored driver and LeMans winner Richard Attwood as well as honored collector Bruce Meyers. The repartee and stories were as fabulous as expected. The dinner proceeds will go to a "Legends of Lime Rock" commemorative area in the main paddock of what is now an even more historic venue.

The weekend kicked off on Thursday afternoon with a parade of race cars and classics that started off from the main straight and then meandered through the verdant and historic Connecticut countryside to Falls Village. There the cars were parked for a street fair as a thank you for neighbors of Lime Rock Park complete with all kinds of food and entertainment for families.

A tent at the entrance to A Paddock featured cars and motorcycles from the collection of honored collector Bruce Meyers. He is the founding chair of the Peterson Auto Museum and has a varied collection of cars and motorcycles based on what he likes and what he likes is pretty spectacular. On display were five of Meyers' cars with real pedigrees including the first production Shelby Cobra, a 1960 Chevy Corvette raced at LeMans by Briggs Cunningham, a 1929 Bentley 4.5 Liter Vanden Plas tourer, a 1934 Pierson Brothers 3-window coupe hotrod and a 1932 Doane Spencer hot rod roadster. In addition Meyers brought a number of his fabulous motorcycles.

The racing was sanctioned, as it was at the very first Festival - then called the Lime Rock Vintage Festival - by the Vintage Sports Car Club of America.



*Olga Reindlova's always nicely driven
Porsche leading a similar model
through the uphill.*

(hyman)



*A most beautiful
beastie, Giddings'
Lancia D-24.*

(hyman)



*Paul Cendron at
the wheel of the
family Alfa. His
father was run-
ning the Tojeiro
this weekend.*

(hyman)



*Ms. Amorosa
making a good
number of knots
in the TR.*

(hyman)



*Olisoff's Elfin
Mk 1 looking
smooth.*

(hyman)



*Joe Freeman's Kurtis
leading Holman's
Stutz through the left-
hander. The prewar
class at this event was
wonderfully eclectic.*

(hyman)

Rabagliati's Alexis holding off a drifting Kiki onto the back straight.

(smith)



Gelles and Sexton leading the legendary Ray Mallock onto the no-name straight.

(smith)

Gelles showing a clean pair of heels to a hard charging Jocko.

(smith)





Spadaro bending the Lancia into the corner con brio with a rear wheel in the air.

(hyman)



Neidell's Plymouth Special - all the way from Oklahoma - about to be passed by George Smith's MG.

(hyman)



Rowan's Aston contesting the left hander against McCue's Nash-Healey LeMans.

(hyman)

Our members have been involved every year and take great pride and pleasure in being a part of the biggest and best vintage racing event west of the Rocky Mountains.

For the 35th Historic Festival, event chair and major domo Murray Smith divided some 260 cars into 9 different race groups. There were so many Formula Juniors he had to split them into 2 different groups. One group for front-engined or non-disc brake cars and another for rear engined FJs. He gave each of the nine groups a catchy name based on a “mover and shaker” in the world of vintage racing.

First up was Group 1 named “Herb’s Choice” in honor of Herb Wetanson, a long time racer who usually brings several cars to the event and can be seen at Lime Rock on most vintage race weekends. This group featured production cars from the 50s and 60s including Herb in his immaculate 1960 Ferrari 250 GT SWB. The other entries included the usual names from Austin Healey, Alfa, Porsche 356, Triumphs and MG As. The drivers represented a comprehensive list of VSCCA stalwarts.



*Jim Juhas leads a couple of small bore cars through the uphill.
(hyman)*

*Karl Whitney -
always smooth and
fast - taking the
Lotus Mk 9 out of
the esses.*

(hyman)

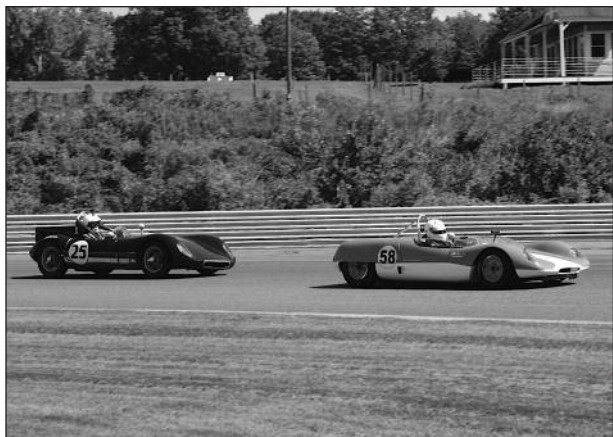


*The Holman Stutz
negotiates the left
hander well ahead
of its competition .*

(hyman)

*Marc Cendron's Tojeiro
harrying Adelman's
Lotus 23b into Big
Bend.*

(hyman)





*Giddings' Alfa
reeling in Clifford's
T-37 Bugatti in the
left hander.*

(hyman)



*A gaggle of
"Formula VERY
Libre" elbowing
their collective
way towards the
left hander and
the esses.*

(hyman)



*The always well presented Daimler SP250 of Ryan Smith leading a group
of his closest friends down the back straight. Tony Wang's Maserati appears to
be looking for a way by.*

(hyman)

BORGWARD WINS THE 'MILLE-MIGLIA 1958'



The 1000 Mile Race from Brescia is the toughest in international automobile racing.

The Victory Trophy for this hellish road run known as "Road of the 1000 Curves" was won by an "Isabella" Touring Sport driven by Hugo Hartmann.

Second place in the same race was also won by an "Isabella" Touring Sport, O. H. Kaltner driving.

This outstanding victory by two Borgward "Isabella" Touring Sports in this competitive class (up to 1600 cc), proves again the internationally known stamina and high quality of BORGWARD automobiles.



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The always quick and smooth Rich Maloumian from Ft. Washington, Pennsylvania in his 1956 Austin Healey 100-4 dominated this group throughout the weekend despite a challenge from Joe Riolo and his 1950 Jaguar XK 120. Mark Hansen from Wyoming generally finished in third in his 1966 A-H Sprite.

The first of the two Formula Junior groups was next. The group was called “Duncan’s Dilemma” after Duncan Rabagliati the founder of the FJHRA who was on hand from England in his 1959 Alexia, a rare Formula Junior owned and raced by Rabagliati for the last 20-years. Ray Mallock, also over from the UK, was a “special guest” for the weekend driving a Mallock U2 Mk2 front-engined car original built by his father Arthur Mallock. This is one of two originally built for Formula Junior. Arthur Mallock went on to build a series of well-designed and solid front engined affordable racecars with strong chassis and winning ways. In fact, Chris DeMinco from Rush, NY raced a 1971 Mallock in Group 4.

Given his heritage, Ray Mallock dominated “Duncan’s Dilemma” with wins in all four races over the weekend. He demonstrated great driving skill in passing the always impressive Joe Colasacco in Larry Aurianna’s 1959 Stanguellini and Tom Grudovich’s 1960 Elva 200. This group included a number of foreign visitors such as Jac Nellmann from Denmark driving a 1959 Alfa Dana, a car also built by his father. While the US drivers were in familiar cars like Lotus 18s, front engined Stanguellinis, and Oscas; the foreign contingent brought some really interesting racers like an Emeryson and the well known Jocko Special, built in Poughkeepsie. Ray Mallock said that it was “a joy to be here” and praised the Lime Rock track.

Last year Murray Smith introduced a new group he called “Tin Top Dreamers” and racing these sedans proved so popular that he brought the group back this year with a large field of 33 entrants. That group included a real assortment of hard tops ranging from a good sized 1972 BMW CSL to a diminutive 1959 Fiat Abarth Spider.



This one looks to be a GTV Alfa. The number would indicate Bill Shanahan at the helm but it might be Simon Kirkby. Either way, it is a beautiful wee beastie.
(smith)

The most entertaining drive of the group had to go to the always-popular Santo Spadaro in his 1965 Lancia Fulvia Sedan GT with serious handling problems. The veteran Spadaro entered the same Lancia in the Tin Top event last year and also had handling issues. This year he said that he had corrected the problems only to spend the weekend with the right rear wheel dangling in the air on right hand corners. He was certainly having a good time.

Single-minded sports racers made up Group 4 dubbed “Eric’s Delight” after Eric Broadley the founder of Lola Cars who designed a number of fabulous racecars including the Lola MkI that ended Lotus’ domination of small-bore sports racers. Of course, Chapman responded with the Lotus 23 and these cars dominated Group 4 this weekend. Graham Adelman from Virginia won the morning race in his 1962 Lotus 23 followed home by vintage tire supplier Dave Handy also in a Lotus 23 and Tom Grudovich in his 1966 Ginetta G4. Handy won the afternoon race from 4th on the grid with Grudovich second and Mitch Eitel in his 1965 Elva MK7S third. This group featured a number of VSCCA regulars.



Giddings' Lancia appears to be besting Goodman's Alfa Sprint Zagato.
(smith)

One of the most interesting cars in this group was Peter Gidding’s Lancia D24. This car is one of four reconstructions using some original Lancia parts and done in conjunction with the Lancia museum. These cars dominated long distance and endurance racing in 1953 and 1954 with the top three finishes in the ‘53 Carrera Panamerica and the next year winning the Mille Miglia and the Targa Florio races. Giddings allowed that the relatively tight Lime Rock course was not ideal for the car and was looking forward to the longer straights of Watkins Glen the next weekend.

Group 5 was labeled as “Skip’s Nightmare” after LRP president Skip Barber but why these fast “Grand Touring” cars are a nightmare for Skip is Murray Smith’s joke. This group brought together a mix of big bore Corvettes and Mustangs with Porsche 911s and Jag E-types.

It was back to Formula Junior for Group 6 but this time for later rear engined cars. Lotus cars dominated the later years of FJ so this group was



Frank Mount motoring briskly in “Babe,” his trusty MG-TB Special. (hyman)

labeled “Colin’s Apotheosis” by Murray Smith. While Chapman’s rear engined juniors may have been one of his best designs, Lotus failed to dominate this group at Lime Rock with Joe Colasacco leading every lap of the two races on Monday. Colasacco drove the rare Stanguellini Delfino (Dolphin) originally owned by Briggs Cunningham and raced by Walt Hansgen. The last remaining Delfino, this car was found in a barn in Italy in 2005 and is owned by a noted collector of Italian cars. The “shark” nose is patterned after the Ferrari 156 Formula One car of 1961 with its twin intake nostrils on its nose.

FJ in Group 6 was truly an international group with Australian Martin Bullock in his Lotus 27 finishing second in both races while Englishman Chris Drake was third in both driving a 1961 Elva 300.

The 7th Group also featured a number of VSCCA regulars since it was “Mostly Real Vintage.” That meant prewar cars, like a brace of Alfas driven by Peter Giddings (1935 Alfa Tipo C 8C 35) and his friend Peter Greenfield (1933 Alfa 8C 2600 Monza) joined by Dan Ghose in his 1933 Maserati. The field also included a mix of pre-war Indy specials, midgents and a gaggle of MG T-series and MG specials. An interesting addition was an eye-catching aerodynamic 1933 Plymouth Special from Lester Neidell of Tulsa. Out of four races over the weekend, Giddings won three and Greenfield one. Dan Ghose placed second in the two Monday races after battling with Joe Freeman who finished third in both races in his 1952 Kurtis 500A Indy Champ car, not an ideal road racer but fast.

A mix of open wheeled formula cars and full bodied sports racers made up “Formula Very Lively” in Group 8. This is easily the swiftest group of the weekend including Formula Atlantic cars and super fast sports racers and even Formula Fords.

Rick McCurdy holding the edge over Alfa and MG through the corner.

(hyman)



Freeman's Kurtis, closely shadowed by Ghose's Maserati heading a gaggle of prewar cars into Big Bend.

(hyman)



Two of Italy's finest, Lulu Wang's 250 interim Ferrari and Bradley Price's Alfa.

(hyman)



Both ends of the British Horsepower Spectrum, Aston DB4GT and Mark I Austin-Healey Sprite. (hyman)

The day finished off with Group 9 for production cars that are no longer street legal and some just flat out sports racers. Labeled “Kent’s Domain” in honor of long time racer, restorer Kent Bain who also organizes the “Sunday in the Park” concours and gathering of the marques around the LRP track.

This group also featured LeMans winner and “Honored Guest” Richard Attwood driving the Rev Institutes’ 1966 Ford GT40, which ran in at Daytona and Sebring in 1967 as part of the Gulf-Mirage effort. Attwood is best known for winning LeMans in one of the incredible Porsche 917s but he also had a career in Formula One with BRM, Lotus and Cooper during the 1960s. Given the heavy presence of Formula Juniors at Lime Rock it is also noteworthy that Attwood first gained attention by winning the FJ support race at Monaco in 1963 with a Lola FJ.

The other major event of the weekend, “Sunday in the Park” suffered from the aftermath of Hurricane Harvey, which dumped massive amounts of rain on the Northeast to ruin the otherwise great weather for the rest of the weekend. The judges had to drive golf carts around to reach the brave and hardy concours winners who weren’t ready to let rain dampen their careful car preparation.

In an almost first for the Historic Festival Sunday morning the Dragone Auto Auction conducted a successful auction of cars in a tent on the midfield of Lime Rock. Most of the 60 or so cars consigned did sell with the highest sale being an impressive 1930 Packard 745 Deluxe Eight Roadster at \$412,500. It is likely the auction will become a regular part of the Historic Festival.

Next year’s Historic Festival is already well into the planning stages. It will include a major presence of Bugattis running their International Bugatti Grand Prix. The event will also feature a celebration of the VSCCA’s own Sixtieth birthday. Don’t miss it!!!

Dow Smith

The Latest Koshland Award Winner: Bill Gelles

At the Annual General Meeting the Officers and Board of the club took great delight in naming the latest winner of the club's most important award, the Koshland. This latest winner is particularly apropos as he was actually a close personal friend of Tony Koshland's. The award, as is well known, honors the member who, often over the period of a long association with the VSCCA, epitomizes our values. This latest winner does exactly that. Bill Gelles has been a member since the early seventies and has participated in nearly every possible capacity that a member of the VSCCA can. A gentleman of the highest order and an enthusiast to his fingertips, we offer our sincere congratulations along with our gratitude for his friendship.

jpd



Bill Gelles receives the Koshland Award from Sandy Leith at the 2017 Annual General Meeting of the club.

(jpd)

Sean Smith recently wrote the following automotive biography of Bill for our friends at "Velocity Today." We reprint it (more or less) here with through the generosity of the "Velocity Today" editor, and long time VSCCA member, Peter Vack.

A Gentleman and his Racing: Bill Gelles

Bill Gelles grew up loving cars, but it wasn't his fault. His father started him with Schuco wind-up cars. Then, when he saw the movie "The Racers," his path was set.

One fateful day in 1970 in Westchester county New York, while driving his '69 Cadillac convertible, he had an epiphany in the form of a black Ferrari California Spyder motoring the other way. Searching for a place to turn around and follow was nearly impossible; when he finally found one and gave chase, the Italian sports car was nowhere to be found.



The SWB Competition California Spyder.

A while later, Gelles was playing with his son and his Go Kart in front of their house when the same black Ferrari came rolling by. The road was a dead end, so Gelles knew the elusive sports car would be making another pass. When it did, Bill commandeered the Go Kart and took off in pursuit. Imagine that picture for just a second.

A mile or so later ,the California pulled into a driveway. The Ferrari pilot climbed out of his car to witness a grown man pull up behind on a child's toy and started to laugh. This was the introduction of Bill Gelles to Bill O'Donnell; they soon became fast friends.

O'Donnell, a senior vice president at William Douglas McAdams, was in pharmaceutical advertising. He raced in the SCCA and was also a founding member of the Westchester Sports Car Club. Later he went on to become the president of the VSCCA.

Soon the question was asked: " Do you know anyone who has a car like yours for sale?"

Bill was sent to Modena Sports Car Service on 11th ave in New York City.

There he met the owners, Alberto Pedretti and Alfredo Caiti. They had just what Bill was looking for: an aluminum-bodied competition 250 California SWB Spyder. It was perfect, didn't even need a test drive. Negotiations commenced. Gelles would buy the car on one condition, that it would fit in his garage. He had a two-car garage and nothing was going to live outdoors. So O'Donnell's car was brought over to act as test vehicle.

The three cars could squeeze in. Sold! at \$5,000, and Gelles had his first Ferrari. Later, after much investigation, it was learned the car had competed in the 1961 24 hours of LeMans.

Bill's brother soon got wind of his purchase and wanted in, but no other Cal Spyders were around, so he had to settle for a 1960 400 Superamerica cabriolet.



The next thing Bill knew his friend O'Donnell was inviting him to a Ferrari Club of America track day at Lime Rock Park sponsored by the exotic car dealer Kirk White.

Gelles had never set a wheel on a race track. All he knew about racing came from the pages of Car & Driver, while his buddy O'Donnell had been racing SCCA for years in Corvettes and Lotus Super Sevens.

The first step then had O'Donnell chauffeur Bill around in his Ferrari for a few laps. Step two, Bill follows in his car, learning the racing line. Step three, a very slow solo lap. Step four, more laps, start to gain some confidence... go a lot faster. Step five, spin out in Big Bend and over-rev the engine.

Step six, return to paddock with obvious valve clicking. Step seven, a return trip to Modena Sports Car for new valves and other expensive parts. The introduction to racing cost over \$1,200.

Now the brothers both had Enzo's creations, and started hanging out at Modena Sports Car.

One day Alberto made them an offer they couldn't refuse. Would they be interested in a 1965 Ferrari 250 LM? Bill was not going to buy this car without a test drive.



The '57 Testa Rossa and the 250LM.

A dealer plate was attached to the full on race car and Bill was told to take a drive up the Westside Highway. On his return, he was shaking all over. Never had he had such a visceral experience. It was scary, in a fabulous way. The car was bought on the spot for \$13,000.00. But he had nowhere to put it. Lucky for Gelles his good friend Bill O'Donnell had a nice big barn.

The aforementioned Kirk White was THE purveyor of unique machines at the time. He put out a news letter offering his latest toys to the faithful. An Alfa had caught O'Donnell's eye, and he proposed a road trip to Bill. Their mutual friend JD Igleheart would come along as well, as he had the tow vehicle and trailer.

So Bill headed off innocently to Overbrook, PA.

On arrival the Alfa was really not as advertised; it was pretty rough! But that didn't scare off O'Donnell. Gelles lost interest in the proceedings and started wandering around the show room. There were everything from C Type Jags to 507 BMWs; and in the middle of all this sat a white 1957 500TRC Testarossa. This was back in the day when credit cards were used for food and gas, but Gelles regularly carried a good deal of cash around for his business. So on that day, a one-time, all-cash offer of \$3,000 was made. Walking out of the show room, he saw his friend— who had ostensibly come in search of an Alfa—buzzing the streets in a 1950s Indy car.

When the big Alfa was put on the trailer, it almost bent in half, so it was decided to put the Ferrari on in its place. Igleheart felt everyone else has bought a car, why couldn't he have a new toy... "What else do you have that runs?" So the Alfa and the Indy car were shipped back to Westchester, the Ferrari was pulled home by the two Bills, and JD drove Home in a British racing green Arnolt Bristol with a temporary PA plate.

Bill had been active in the Ferrari club, but now it was time to go racing. Many people find their way to the VSCCA through other types of racing. Gelles went at it backwards and started there.

He joined the club in 1971, running the Cal Spyder until an appropriate car was in his stable; at the time the cut off date for cars was 1954. In short order Bill was on the board and was active in extending the cut off date to 1959; he was also instrumental in getting Formula Juniors accepted into the ranks.

Two very eligible cars were added to Bill's ranks as well, a 250MM Ferrari and the Ex- Walter Hansgen Stanguellini.

In 1973 Gelles took his 250 MM to Watkins Glen to run in a support race for the Formula One weekend. The weekend didn't end well for Bill and the Ferrari, a broken half shaft canceled their fun. Bill's two friends from Modena Sports Car had just dissolved their partnership, but Alberto agreed to come to Bill's home to make repairs on the car. While tending to the wounded race car, a discussion about opening a Ferrari repair service in the suburbs began.

Gelles' future partner Alberto Pedretti's C.V. read like this: one of the original apprentices at the Ferrari factory in Modena. Worked for the factory race team. Sent to the USA to work for Chinetti's NART team while still employed by Ferrari back home. Then on to his own business with Alfredo.

The next step was Bill. his brother and Alberto opened Wide World of Cars in 1974. They became Ferrari, Alfa Romeo and BMW dealers, soon adding Aston Martin to the mix.

Because of Alberto's strong ties with the Factory and Enzo Ferrari, two more cars were later added to the collection: a 1974 F1 car and a 1980 512BB/LM.

At another Historic race at Watkins Glen, while running his Ferrari GTO, Bill met fellow racer Steve Cohen racing a Porsche 907. They became good friends and started racing in the newly formed SVRA taking part in events at Road Atlanta and Sebring.



At speed in the GTO.

The pair decided to up their game; they wanted to run IMSA, and were put in contact with George Drolsom. Drolsom was entering a factory-prepared 924 GTR in the 1983 12 hours of Sebring. Bill and Steve became co-drivers. Through no fault of their own, the car developed engine trouble and didn't finish the race. Gelles tried again in the car at Pocono with the same result.

The duo got a ride the following year at Daytona in a Camaro running in the GTO class. The car made it all the way to 8:30AM on Sunday morning and then the engine blew spectacularly going into the bus stop chicane with Gelles behind the wheel.

*In the race universally recognized as the most
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Fastest lap: Paolo Marzotto — average speed: 117.455 mph.



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Bill and Steve wanted to continue in IMSA, but they didn't want to be at the mercy of other people's poorly prepped cars. They would instead run Gelles' 512BB/LM.

Work started in on prepping the Ferrari at the end of 1983. Lee Dykstra was tasked with redesigning the front suspension. Gelles bought a fresh 512BB/LM motor from the factory. Extra body parts and mechanicals were assembled and Eno DePasquale did all the major fabrication. He also designed and built a custom rear suspension allowing for camber adjustment. Eno climb behind the wheel for a number of races as well .

With other one-of-a-kind mods they had created a very radical racer. The team ran the 84 and 85 IMSA seasons, competing at Watkins Glen, Sebring and Daytona.

At the 85 Daytona race they practiced with the original engine and just before the green flag dropped they had installed the new, freshly dynoed engine. During the night something hit the underside of the car, taking out part of the fuel system; they lost two hours, but still brought the car home 16th over all and 5th in GTO. They were told by officials if the race had gone one hour longer they would have had a chance of an overall win.

Running a business and running a racing team was, however, pulling Gelles in too many different directions.

It was time to take a break.

All the cars were sold. Except one.

By 2000 Bill again had the need for speed. So he bought a bike, a 250 Aprilia racer. He got his competition license and went club racing. He may have been the oldest and the slowest guy on track, but he was having the most fun. He raced for three seasons until he found himself late braking into a turn and visited a hospital for three days.

While laid up he was thinking . What am I going to do for fun for the rest of my life?

...The Stanguellini!



The Stanguellini FJ at a recent outing.

(sean smith)

It was still in the garage. It stayed because it was fast, fun, and small; he sent it off to Vintage Machine Works in Bethel, CT for a total restoration. Bill had now gone full circle, returning to the fold of the VSCCA where his racing career had started.



An early gathering of VSCCA Ferraris - '53 250 MM Spyder, '62 250 SWB California Spyder, the 250 LM and a '67 206 SP.

Just for a little added flavor a Chevron was purchased to race with other clubs.

The urge is still there, so Gelles will be looking at the world over a racing wheel for sometime to come.





BRIDGEHAMPTON: 1963

By Ted Wales

Editor's note: The following story, written by then editor Ted Wales, appeared in the December, 1963 Issue of Vintage Sports Car. One of the joys of those early days is that they were so informal and relaxed. Ted took part in his 328 BMW, that is now being campaigned in the VSCCA by Sandy Leith, his god-son. Ted and his wife had driven it to Bridgehampton from Boston by way of the Bridgeport Ferry service and then they drove it home. The T-59 Bugatti that he dueled with was driven by long time VSCCA member, Dieter Holterbosch, who kept the car for the better part of another thirty years. Dieter may not yet have joined the VSCCA in 1963 as Ted doesn't seem to have known his name. The event sounds to have been an absolute delight for all concerned, and we hope you, gentle readers, will take some delight in the story and in our predecessor as editor's command of the language.

jpd

The third Sunday in September found some twenty-odd of the more hardy vintage drivers braving a cold biting wind and occasional rain on the sand swept hills of the Bridgehampton race course. We were convened at the invitation of Austie Clark to take part in one of his infamous "Exhibition Runs" before the crowd assembled to watch the second half of the Double 500.

The day before, although cool, had at least been sunny and we remembered fondly our trip on the Bridgeport ferry. This venerable vessel in the past had plied the placid waters of the Hudson; but now, in her dotage, she was working hard against the chop of Long Island Sound. Having shown the mate the workings of our BMW and T. Powel's 1750 Alfa, he returned the courtesy by taking us to view the ferry's fine old three cylinder steam engine now striving mightily against the swells of mid-sound. Twelve feet from shaft to top of cylinder and rocking gently in its beds, this power plant's majesty made a lasting impression.

But now, today, the warmth of the ship's engine room had been replaced by the cold, gritty wind of Bridgehampton and the soft swish of steam by the raucous sounds of internal combustion.

It is difficult to report an event such as this when the reporter is also a competitor but our impression is that approximately 20 cars lined up on the grid. Bugatti, Bentley, Alfa, BMW, Ford, Hisso, Simplex, MG, Duesenberg, Vauxhall were all represented, and other marques too. As usual there was a long wait before the flag fell which prompted Stan Nowak to remark that he might run out of gas unless we started shortly; a forecast that became accurate round about the tenth lap.

Five Bugattis made up the first two rows of the grid in the form of Types 37, 35, 57 and 59. The Type 57 wore a strange long body peculiar to the Tourist Trophy cars and was the only one we have seen. The Type 59 was that formerly owned by Ludington. This is a truly impressive machine while standing still and even more impressive when underway as we were shortly going to discover.



Tommy Powell's Alfa was there that day, though this photo was taken at Thompson a few weeks earlier. On the ferry across from Bridgeport Powell and Wales had shown off the mechanicals of the Alfa to a most appreciative mate on the ferry. He repaid the favour by taking them to the ship's engine room for a view of it's all-but-antideluvian steam engine. It must have been fun.

Austie Clark's plan called for a slow paced lap for "driver familiarization" at the end of which we were to proceed at speed for a number of laps kept secret from the participants. The green flag at the end of the pace lap was heralded by much noise from engines and tires as most everyone tried to get to the end of the straight first without actually driving over anyone. We were pleased to find ourselves approaching the first of the more acute right-handers preceded by only the Type 59. The gap between us remained approximately the same on the second lap during which we began to see some cars off the course either through mechanical failure or over-enthusiasm.

Since brakes are not too important at Bridgehampton, the BMW was doing quite well especially on the back part of the course. On the long straight,



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The Holterbosch T59 was known for years as “The Ludington Car.” In ’63 Dieter hadn’t yet joined the VSCCA. He remedied that the following year. This photo is from the same event in ’64 and the man next to the Bugatti is thought to be the Bridgehampton track announcer. The 328 BMW next to the Bugatti belonged to long time VSCCA stalwart Jim McAllister. We can’t identify the gentleman next to the BMW. JEFF McALLISTER, do you recognize the guy next to your grandfather’s car?

however, once high gear was selected, misfiring severely reduced the speed that could be attained with perhaps 90 MPH being reached, and that painfully slowly. In spite of this, we were now closer to the Type 59 which I believe was experiencing the same trouble.

Another few laps found us beginning to lap the slower contestants. This can be quite an experience; especially when the car being lapped has wheels higher than the top of one's own windscreen and tends to lurch from one side of the course to the other. But passed they were and now the distance 'twixt Bug and BMW had narrowed considerably. In fact we got by the 59 only to be repassed on the next lap. A lap later the process was repeated. The sound of this Bugatti as it comes up behind and then edges by is enough to make anyone lift his foot. It isn't the exhaust note, it's the whir of the cams and the



Wales at speed in the BMW that won the event that day in '63. As is well known, that car is still very active in the VSCCA in the hands of our current president, Sandy Leith.

whistling roar of the blower. The psychological effect is tremendous and automatically puts the driver one up on his opponent. We found the Type 59 was fairly easy to stay with as long as one remained behind, but impossible to stay in front of as long as it was within earshot. Twice we got by only to be passed again as the awesome sound turned us to nervous, brainless jelly.

Then, on the 15th lap of the 2.8 mile course just as we were wondering if this was an endurance contest and just as the two of us entered the tight turn that begins the steep climb towards the finishing straight, the Bugatti spun, going backwards off the inside of the hairpin. Oh joy, oh rapture, oh mad evasive action, we made it by and ascended the hill while watching the rearview mirror with great trepidation. No Bug appeared and there at the finish was the checkered flag.

We regret that we have no knowledge of what else went on at Bridgehampton. To escape being shut in the pits for the 500 mile race that followed, we left immediately and did not have a chance to chat with others. Neither do we have any pictures. While we did see someone taking photos from, we believe, Noble's Bentley, no one seems to want to ride with us.

Before all the Bugatti drivers start writing letters, let us hasten to add that we realize a Type 59 Bugatti can lick a 328 BMW, other things being equal. However, in defense of this German design it should be mentioned that it was driven from Boston to Bridgehampton with wife and baggage, used as general transportation the whole weekend, raced (*or rather exhibited*) and. driven back to Boston in the pouring rain without even a plug being changed.

ADDENDUM:

The Ludington/Holterbosch Type 59 is unique in the small galaxy that is the Bugatti T59 world. Dieter kept it for many years and it was a well known participant in many of our events. What many may not realize is that the very popular Burago 1:18 Bugatti T59 Model is, in fact, this very car. Even the license number is correct. Many of us have an example of it on a shelf with our car books or other models and may not have realized that the full scale example played a role in VSCCA history. (jpd)



Italian Adventures

About 5 years ago I added a 1970 Lancia Fulvia Zagato “leva lunga” to our collection, this one to be kept at our home in Italy. I have had most of the post war Lancias starting with an Aprilia but never a Fulvia and I am delighted with the car. It’s considered the last real Lancia just before the Fiat take over. One of the more noticeable differences is where my car has lovely aluminum castings the later cars have a fair amount of plastic. Cheaper and lighter but it’s not the same. It’s a V4 twin cam twin carb 1300 cc engine and other than carb modifications I’ve made, its stock.



Dorien and the Fulvia about to go off in search of adventure.

I thought I would share some of our adventures in Italy this year.

Attended several car Rallies/events in May and October and since the Nutmeg Fall run has been cancelled/forwarded, we will be going back for one more in November.

Different from NA events these are done in “old world” style with great settings and food. Drinking and driving is also taken seriously and various wines and Prosecco are always available at lunch stops, after all you can’t wander around palaces empty handed.

The actual driving were timed fast country road runs and timed hill climbs with a great mix of cars and the geographical area is generally Biella, Mottarone and Stresa or basically the provinces of Piedmont and Lombardy.



Getting the route instruction upon departure.



The Tazio Nuvolari grave in Mantua.

We acquitted ourselves well enough, that we moved up in class and ended up in with the Porsche and Mercedes team much to our surprise, and having Canadian plates added to the general interest.

On the straighter sections the faster cars pulled away but on corners and hairpin bends we were bumper to bumper thanks to the nimbleness of the Fulvia. Italy has been using roundabouts at intersections and strangely Italians are still very cautious about them slowing down unnecessarily. We see them as a chicane, a look to the left to make sure nobody has entered the ring and in and out as quickly as possible. A second or two here and there and it adds up. Ended up with a trophy for the best drive in the under the 2 lit class and is one I value. Received others but some were for the furthest entry and coming from Canada it was a given....good for a laugh.

No trailer queens, as all cars are driven to the start of the event and then driven home. We have run in rain, sun and snow and had a blast...even got the Lancia heating system figured out, and that's an Italian version of a Rube Goldberg set up! Two dials to play with plus two levers that have to be set just so. Managed to pass a Ferrari in the snow who was busy spinning his wheels and going sideways but then with frt wheel drive, I had a most definite advantage. About the only way to pass one....never get another chance.

One event went via Mantua so we stopped at the Cemetery where our hero Tazio is buried, the inscription translates as "You will be faster still on the roads of Heaven".

There are plans next year for our group to join up with a French club and head out across the Alps to Briancon and then down to Monte Carlo and meet up with the final section of the Historic Monte Carlo that will conclude at the end of January 2018. A bit too cold for my liking but these guys are very keen....who knows?

Dorien Berteletti.



The intrepid Fulvia displaying her trophies.

Annual Tony Goodchild Award

Named at the 2017 Annual General Meeting of the Club was the latest recipient of the VSCCA's Tony Goodchild Award. The honoree is long time member Stu Forer. The award, named after the late Tony Goodchild, memorializes Tony's spirit of enthusiasm and joy in competition. It goes annually to a member who is most active in the club as a competent and competitive driver but also willing and able to help in the paddock when not strapping on a helmet - in short, a gentleman driver.

Stu Forer has been active in the club for easily thirty years and is best known for his impeccably presented XK-120 roadster and his own equally impeccable driving. He started indulging his passion for motor sport while still in college and raced with the SCCA. In 1966, driving - if memory serves - a Sprite. The club honored that achievement on its 40th anniversary in 2006. That took place, fittingly, at that year's Mount Equinox Hillclimb. Stu put in another good time on the mountain that day.

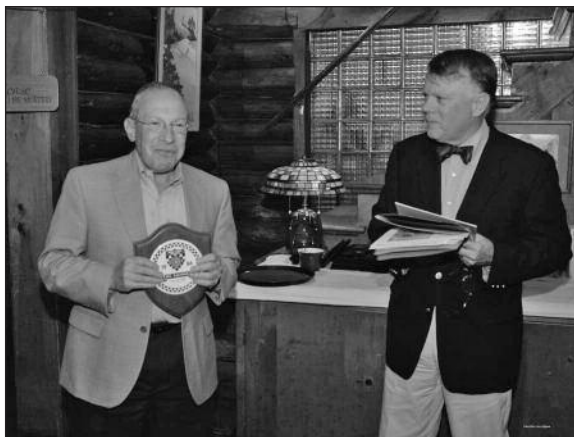
We extend to him our heartfelt congratulations.

jpd



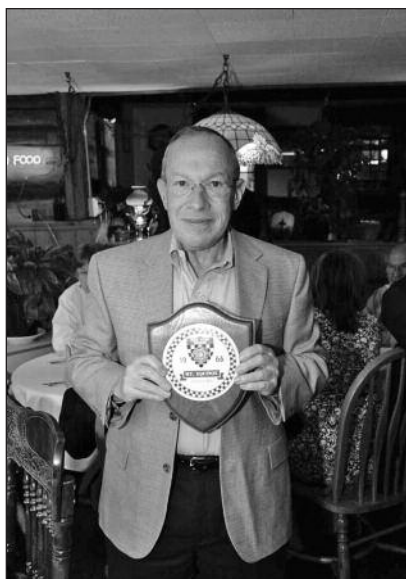
Stu Forer smiling from his trusty XK-120.

(hyman)



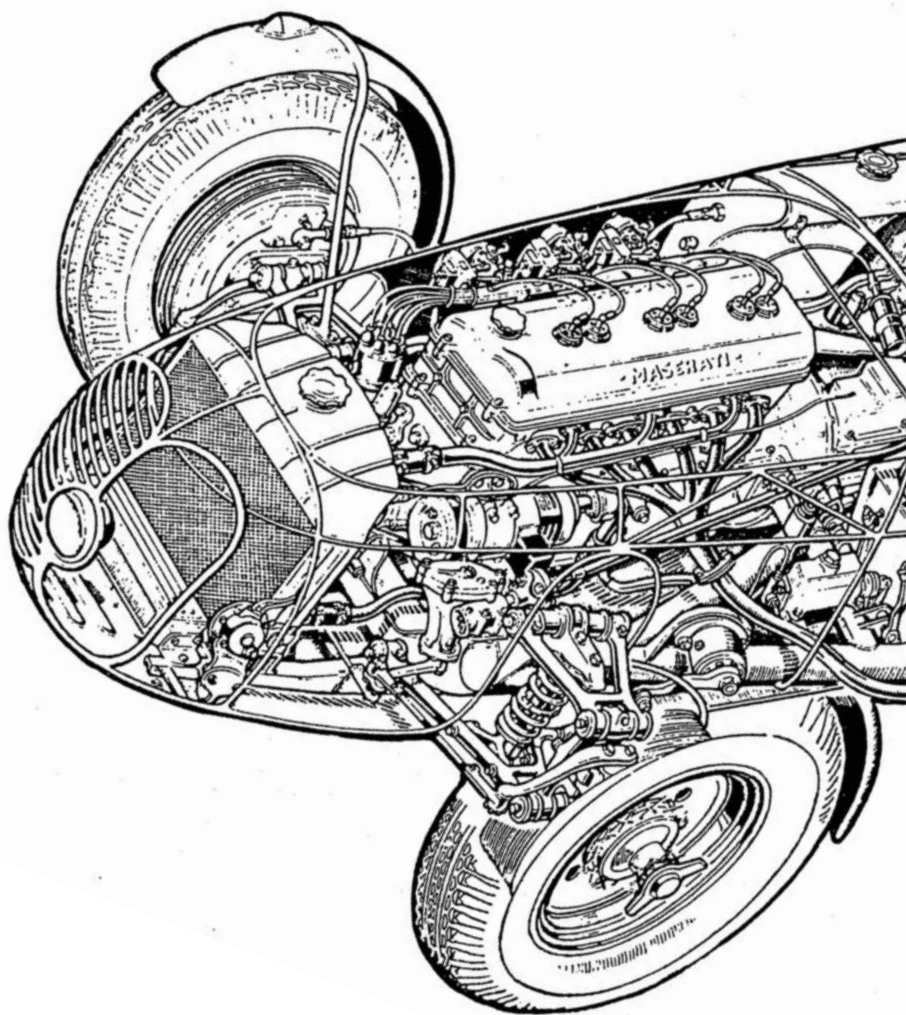
In 1966 Stu won his class at Mount Equinox and the club honored him there on the fortieth anniversary of that accomplishment.

(hyman)

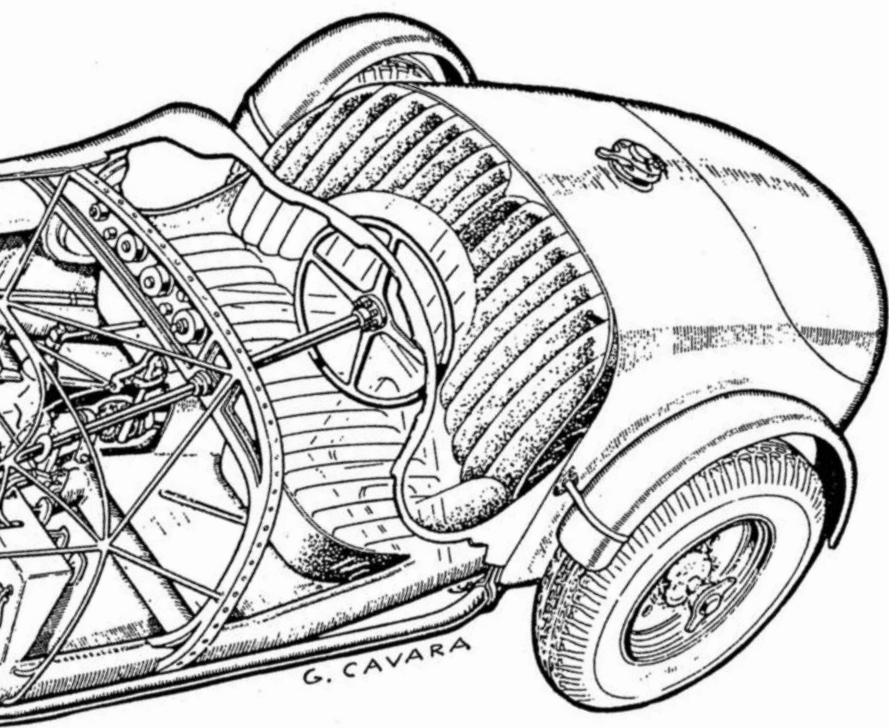


(hyman)

1947 MASERATI A6



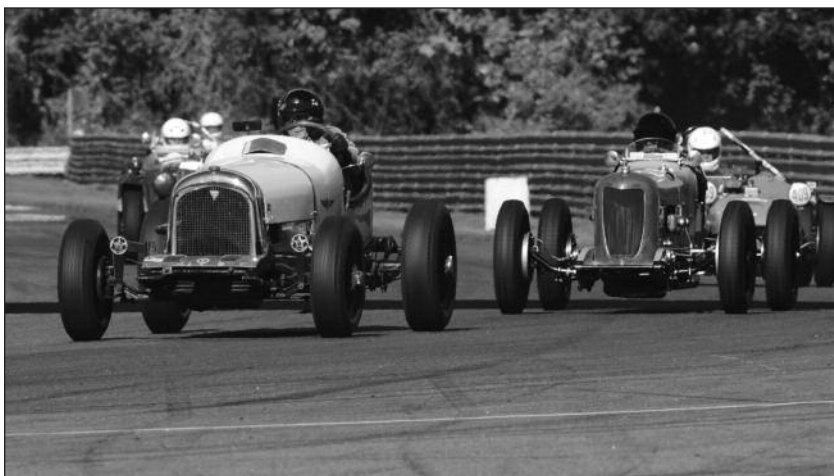
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VSCCA Fall Finale
“A Prewar Celebration”
September 29-30, 2017 at Lime Rock Park

As the oldest vintage sports car organization in the nation it is only fitting that the Vintage Sports Car Club of America has a special place for prewar historic and vintage racecars. Again this year the VSCCA paid homage to those wonderful pioneers from the past at the annual Fall Finale races at Lime Rock Park on September 29th and 30th. This Fall Finale repeated the successful format of last year’s “Prewar Celebration.”

Once again this year the VSCCA set up a large tent on the inside of Big Bend which served as a meeting place for drivers, track workers and friends. Both days there were catered lunches and on Saturday evening after the end of racing a pizza party for everyone. There were also awards and “lavish prizes” for the annual pumpkin-carving contest. This year’s winner was a pumpkin carved to look like a VW bus.



Berteletti in the Hudson holding off a few of his peers.

(hyman)

One of the judges for the pumpkin carving contest was long time VSCCA Chief Steward Bob Melhado who was back looking great after health issues kept him from the famed Lime Rock tower on Labor Day and its Historic Festival 35. Perhaps it was his steady hand at the helm but both days ran smoothly with only one minor incident. He also ordered up perhaps the best day weather-wise ever at Lime Rock in the Fall on Friday. Unfortunately Saturday returned to more typical overcast skies and chilly breezes. . . . can’t win ‘em all.



The editorial Allard hadn't seen a lot of use this season but was going nicely at the Fall Finale.

(hyman)

Kirk McNeil's MG 1100 doing better than might be expected from the chassis's heritage. It does look to be a bit of a minor hand-ful in the corners, though.

(hyman)



Chip Brown had the Mog going very well, indeed.

(hyman)



*t's nice to see Dick
Fryberger's old Lotus XI
running well in the
hands of his nephew,
Chris Cogswell.*

(smith)

*David George in the
Bear Chassis Special
making a good turn of
speed. We seem to
think that this one
actually ran at Indy
when new.*

(smith)



*In the exhibition laps
folks were welcome to
take passengers. Here
Sandy Leith leads
some of the crowd
through the left hander.*

(smith)



Erik Thomas not only brought the Mercedes to race but the 3Liter Bentley for exhibition. Jean Petryshyn smiles from the back seat while her husband, Steve Chisholm rides shotgun for Erik. (hyman)

As a “Prewar Celebration” this class was the center of attention. When not on the track they were lined up in front of the big white tent. At one end were three Bugatti’s including the famed ARCA 1931 T-37 of our president, Sandy Leith? For those who may have missed it, this car is unique because it was fitted with a Ford Model B engine in 1935 and like several of the other cars lined up had raced with the Automobile Racing Club of America. Parked along side were Tom Ellsworth’s 1935 Ford-Amilcar Special, Peter Ross’s 1932 MG J2 and Ben Bragg’s 1934 V8 Reuter Special “The Old Grey Mare.” All date back to ARCA days. The other prewar cars included a Jaguar SS100, Frank Mount’s 1939 MG Special, Victor Cromie’s 1937 Riley Imp, Joseph DeLucia’s similar Riley and David George’s 1936 Bear Special from Indianapolis racing.

Of course other pre-war cars dotted the A paddock including Peter Greenfield’s race winning 1933 Alfa Romeo 8C-2600 Monza, Erik Thomas’ 1927 Bentley and Dorian Berteletti’s 1935 Hudson 2-man Indy car. There were a few more there as well to add to the ambiance of the weekend even though they weren’t there to compete. This is exactly the way the paddock at club events was populated from our earliest days.



Peter Ross had the J2 running beautifully, as is usual. (smith)



Jim Juhas hold off the onslaught from behind as he controls the line into the left hander.
(hyman)



Frank Mounts MG-TB, "Babe" has this pig as a radiator mascot.

(smith)



Joe Fuller in the ex-Dow Smith Morgan cutting for the apex.

(smith)

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Veteran event chairs Roger Morse and Lynn Arnold were assisted by Mark and Deb O'Day in setting up a schedule with plenty of track time. The five one-hour sessions each day alternated track sessions with the Lime Rock Drivers Club members. Entrants were divided into four groups and a session for exhibition runs by some of the cars was also provided. There was time in each one-hour session for three 20-minute sprints so the Preservation group only ran two sessions both days - - but at a reduced entry fee.

Group One featured the faster cars of the weekend including the always-quick Alfas with nine entered. Facing the Alfa contingent were Robert Mirabile in a 1961 Cooper Monaco, two Lotus 11s driven by Chris Cogswell and Andy Williams, Larry McKenna's beautiful Stanguellini FJ and the Lotus 23 of Mitch McCullough. It was tough to tell who was the fastest in this group since the lead changed from session to session and as traditional with this low-key celebration there is no timing and scoring. Still the Alfas proved highly competitive with each other and there was some heavy dicing going on throughout the field.



Towner and Brown, both in Morgans and in that order, leading a pretty serious collection of competitors down the short chute to the left hander.
(smith)

Six MGs formed the largest group in Group Two along with four Morgans. Dominating the field was the always-fast David Zavetsky in his 1959 Chevy powered Devin Healey Special. The class of the field has to go to Sandra McNeil once again behind the wheel of the family 1962 Ferrari GTO. It was also quite a sight to see veteran Jim Donick at the wheel of his 1951 Allard J2 dicing with two diminutive Formcar formula Vs. The growing popularity of sedans, the fabled "tin tops," was evident with Steven Silverstein's 1961 Sunbeam Rapier rally car, Kirk McNeil's 1964 MG 1100 Sports Sedan and Peter Daniel's imposing 1958 Jaguar MK I sedan. Mixed in with this group were Andy Greenberg's beautiful red 1963 Aston Martin DB-4 GT and the aluminum skinned Lotus MK IX of Carl Whitney.

The third group was Preservation class with a small field of VSCCA eligible cars driving less competitively than the other groups. Santo Spadaro brought out his 1965 Lancia sedan along with two Autodynamics Formula Vs driven by Bob Webber and Glen Reynolds. Veteran Dick Waite was at the wheel of his Hillman Minx sedan as it leaned its way around the tight Lime Rock course.

BOY SCOUTS



The presence of the scout camporee weekend has added a lot to the Fall Finale for these last two years. The kids are in awe of the cars and the drivers love to share their pleasure and enthusiasm. Questions are asked and (usually) answered; autographs are sought; driving seats and even helmets are tried on. Photo ops are provided and a merry and memorable time is truly had by all. The kids are well supervised and we hope they will join us again next year.





The Rileys of DeLucia and Cromie lined up side by side for the touring laps.

(smith)



Mr. Bragg managed to get the Old Grey Mare running well for at least one session and it looked pretty good.

(hyman)

A guest for the weekend, Mathew Cavicke, came over in his dad's old Allard J2X. The late Dave Cavicke had raced it in the late fifties and it stayed in the family. It was last seen at Lime Rock in Dave's capable hand at either the first or the second Lime Rock Vintage Festival.

(jpd)





It's always a pleasure to see Gordie MacKenzie amongst us and looking well.

(hyman)



Andy Greenberg had the Aston running very well on the circuit. (left) and enjoyed showing Don Breslauer (below) the repairs that had recently been completed. Andy drives the car to all of the events, competes, and then drives it home. Bravo! (hyman)





*A slightly dusty Allard cooling down at the end of a most satisfying day.
(hyman)*

Peter Greenfield and his 1933 Alfa Romeo Monza open wheel, pure Grand Prix race machine, easily dominated the final group of pre-war cars. Three beautiful pre-war MGs added a touch of class to the field. Frank Mount in his supercharged 1939 MG Special known as “Babe” (complete with a pig radiator cap) gave chase to Greenfield with good style. Peter Ross in his 1932 MG J2 and Mike Bartells in his 1934 MG PA circulated with elegance while Sandy Leith in his unrestored (*Oh, Dow, let's call the old girl “patinated,” shall we? jpd*) Bugatti and Chrisso Rheault in his mother's 1926 Bugatti type 37 showed how it was done back in the day. Two pre-war Indy cars, a Hudson and the Bear Special represented a different approach to racing found on this side of the Pond in the 30s.

Once again this year on Saturday the drivers and cars were joined by in the paddock by hundreds of Boy Scouts who were camping on the hill for a Lower Connecticut Boy Scout Council Jamboree. They also watched the action from the famed Lime Rock hillside and hopefully will become fans and even participants in vintage racing in the future. As we watched them in the paddock - well supervised by their leaders - we enjoyed seeing drivers answering their questions, signing autographs, and often letting them sit in the cars for a photo session or just for a dream to take home with them after all was over.

That last thought of the scouts sharing our joy is, indeed, a perfect place to finish the report.

The 2018 season is just around the corner.

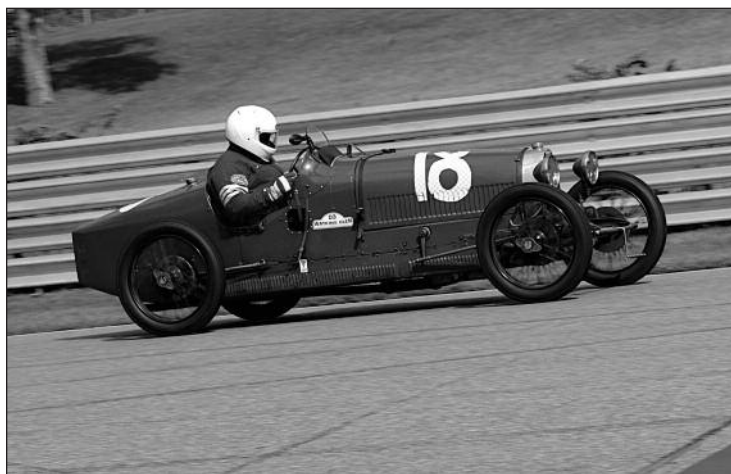
dow smith

Fall Finale 2017

After a Few Years Away From Racing

As we all try and remind ourselves, these cars we are lucky enough to have in our lives were meant to be driven, and many of them were meant to be raced. Having not raced in quite some time, and with the prospect of participating in the 2018 Bugatti Celebration at the Fall Festival on the far horizon it seemed like participating in the prewar gathering would be a good choice.

Returning to Lime Rock for the first time in at least a decade, it was a pleasant surprise to be back and see the smooth surface now in place. Long gone are the concrete ‘patches’ in some of the major corners. As promised by Prexy Leith, there was ample time on the track, and the Friday could not have been better.



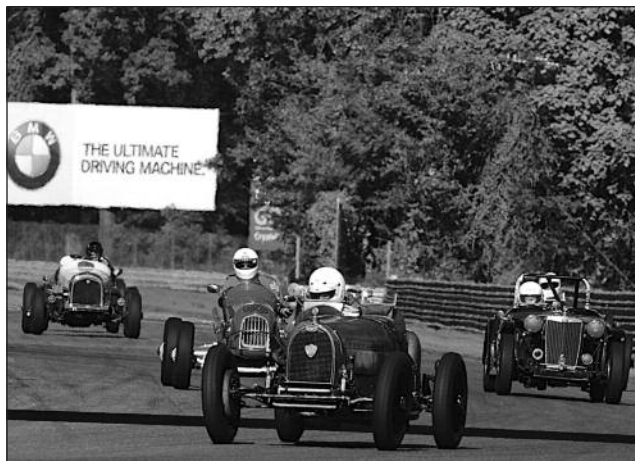
*Our writer, Chrisso Rheault, happily astride the family Bugatti T-37.
(hyman)*

Perfect fall weather broke over the Berkshires: sunny and dry, foliage beginning to turn and warm enough to be comfortable without being unbearable in layers of Nomex (which I was glad to find still fit!). The suit was not the only thing that fit, the feeling of this group and this place felt immediately familiar and welcoming, though there were some slight differences (just as the suit didn't fit *quite* the way it did last time I wore it).

As ever and as the photos show and regulars know, the diversity of machinery that comes out with this club is delightful to see. With about twenty cars in the prewar pack we had enough to make things interesting without being crowded. As our first session was announced I headed to the false grid and was ushered into the first slot. It was nice while it lasted. No sooner were

*After a fair bit of fet-
tling with Mr. Bragg,
the Leith Ford-
Bugatti managed a
solid session or two.
From the looks of the
photo one could con-
clude that it was
going well enough to
almost be leading the
pack.*

(hyman)



*Erik Thomas and
the Mercedes dis-
playing a bit of
body roll in the
corner.*

(hyman)

*Earl Tucker in some-
thing other than the
MG. The Dreyer
Sprinter looks very
very nice.*

(hyman)





Chrisso Rheault leading the pack.

(hyman)



Bugatti and Riley at rest.

(hyman)

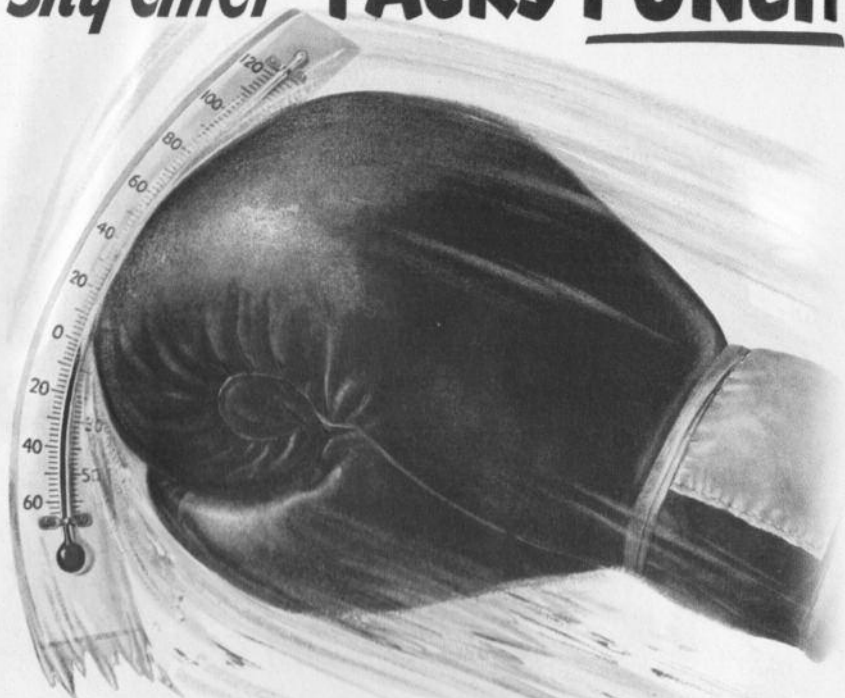


Victor Cromie had the Riley going exceptionally well this weekend.

(hyman)

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*Frank Mount had
"Babe" moving
briskly.*

(hyman)



*When not on the
track most of the
prewar contingent
were on display
outside the tent in
Big Bend.*

(hyman)



A pleasant surprise in the Paddock was the old Johnny Aibel Zinn Buick Special. The new owner brought it up for display and may be joining our number 'ere long. (jpd)



Bob Mirabile's unique Falls Eight Special. There is only one in the world. (hyman)



Joseph and Terri DeLucia about to take the Riley out on the exhibition session.

(jpd)



we given the all clear and immediately Peter Greenfield rocketed past in the 8C Alfa. It's hard to complain really, as even through my helmet I could hear the wonderful snarl of that Jano design. I would have numerous opportunities to witness him flying by me through the weekend.

Although I had brought the familial Type 37, I was of course delighted to see two Riley Imps present, and perhaps I can persuade Mater Familias to bring hers out next year. It was equally entertaining to be on the track behind the Cromie Imp, following that lovely rear end into the uphill. Good fun was had between the Imp, myself and Peter Ross in his MG J2, the three of us were quite well matched for the sport at hand, namely seeing if you can just squeak by and get everything just right between speed and line and opening. It was particularly special to follow the J2 around the track as it formerly belonged to a dear family friend who raced it at Thompson in the 50's, and I was able to share some pics with her children.

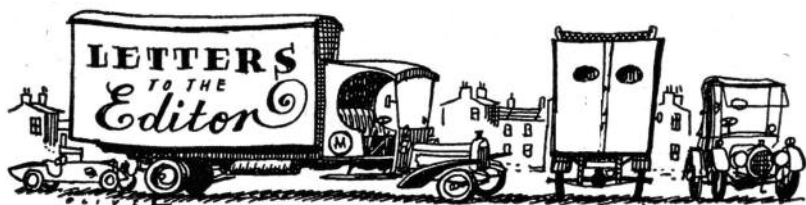
There is a lovely pace and attitude at the Finale, where everyone has enough time to do what they enjoy, without feeling harried or cut short. The Presidential Egg had been running fine before the event so Messrs Leith and Bragg decided to 'improve' it with mixed results. The results were still out on how much enjoyment Ben had fielding the numerous opinions on what would make it work.

Most of us enjoy sharing our cars with other people, especially younger people and trying to instill interest in old bangers, so it was a bonus that the Boy Scouts were holding their jamboree at the park. Saturday morning the place was packed with families, all fascinated by seeing the machinery up close and being driven. So many smiles far overpowered the slightly raw and damp morning.

Upon retiring home, friends asked if I had won, to which I reply with a grin: 'Nothing broke!'.

Chrisso Rheault





Dear Jim:

It was a pleasure to read your article on J class Yachts.

The original America Cup Race around the Isle of Wight in 1851 was in relatively large yachts, the winner, America, being a fast schooner. Between the wars in the late '20's and through the '30's the J class boats were the weapon of choice and very elegant they were too. However after WWII they were considered too big and expensive and the 12 Meter class rules were adopted. These boats were about 62/65' long and resulted in many countries challenging for the Americas Cup then run off Newport under the New York YC rules. I have had the privilege to sail in a number of these boats which are now retired including America Eagle and Courageous but particularly Intrepid, one of the last wooden boats, that a friend of mine bought and I helped him prepare it for sailing on the Great Lakes. Eventually they were considered too old fashioned and bigger monohulls were adopted about 82/85' long in 1992. I was lucky enough to go out in one of these into the Haraka Gulf off Auckland, NZ. In some 25-32 kts of wind and I helmed the boat to windward at some 15 kts. It was like a speed boat with a sail on it.

After that we saw Larry Ellison of Oracle fame bring in foiled catamarans which wasn't many people's idea of a Yachts at all. In the last series when the New Zealanders made a surprise win they have now announced going back to monohulls of about 75' but allowing foils for stability. Maybe we will have something some pretty Yachts again. Certainly it would be nice to see the increasing fleet of J class boats compete for the AC But I fear that such large yachts would rule out many countries being able to afford a challenge. Apparently the races will be in New Zealand or Italy, who are cooperating with NZ. If it was the latter it would be great to see races off, say, Portofino. Just dreaming.

Mike Virr



Dear Jim:

Loved the recent issue!

And what a pleasant surprise to read about the day at the Bridge. Believe it or not, I have a picture of that event on my wall.

You just keep doing amazing stuff, Donick!

Best,

Robert Richer



Jim,

*I found this when I was looking for something else (the story of my life).
Do you know what happened to these cars?*

*The only data I have is the following caption: "Chrysler Hemi powered
1952 Allard J2X, one of two envelope bodied cars built for an unsuccessful
LeMans attempt. Fred Pitterra's 1st World Motor Sports Show, Madison
Square Garden, 2/53."*

best,

Richard Campbell

Editor's reply:

Richard, that car is what we call a "LeMans bodied J2-X." I think they ultimately made somewhere between 11 and 15 or so of them. Most have survived.

I think they all ended up in USA but could be wrong. They were raced in SCCA races into the mid-fifties. Bob Wilder died in one at Bridgehampton in 1953.

They were interesting in that the chassis was pure J2-X and the rear bodywork, behind the doors was also pure J2-X. The front was grafted on in order to meet the LeMans requirement of 1952 that cycle fenders were no longer legal. They likely gave the J2-X a little more top end and acceleration as they were certainly more aerodynamic than the original. All that being said, though, the model never actually overtook the original bodywork in popularity as far as the orders were concerned.

We did have a couple racing in the VSCCA during my time in the club. I can think of at least three of them.

Hoping that is of some interest.

very best,

jpd

Dear Jim,

I would like to express my appreciation to the Officers and Board Members of the Vintage Sports Car Club of America for naming me as the recipient of the Koshland Award.

I was not only startled but astonished and unready by this presentation so much so that the words that I offered in gratitude may have erupted from my mouth as unintelligible babble. Now that the surprise and emotions have subsided I will again attempt to restate my gratefulness.

I was proposed for membership to the VSCCA by the late and past president Bill O'Donnell and I became a member in 1971. I had the good fortune to know and work with some of the founders of the Club i.e. Ed Roy and Bill Leith. I was inspired by the stated purpose for the Club's existence , " the cars are of paramount importance" as articulated by Bill O'Donnell's letter dated September 20, 1984. Bill also stated in his letter that the " races and drivers are secondary. We are institutionally indifferent to who wins our races; for this reason we give no trophies ."

While the Vintage Sports Car Club of America was the first such organization established in the USA there have been many clones. To my knowledge none of these imitators have held themselves to the high ideals and standards of the VSCCA.

I take personal pleasure not only in my membership but of the personal relationships that I have had with many of my fellow compatriots. While it is impossible to name all of these people who have become my good friends and some of whom have indelibly affected my life, I feel I must name some: Bill O'Donnell, Frank Gallo, Eno De Pasquale, Don Lefferts, Mark Lefferts, Scot Lefferts, Frank Tivolacci, Frank Righetti, Bob Richer, Bob Millstein, Charles Bordin, Howarth Gilmore, Jerry Greaves, Jim Haynes, Murray Smith, Joel Finn, Joseph DeLucia, Malcolm Labatt-Simon, Skip Barber, JR Mitchell, Bob Melhado, Peter Roberts, Jerry Morici, Larry McKenna, Bob Mirabile and Sean Smith. My apologies to those who I have left out but again my emotions are beginning to stir in my head.

Lastly, it gives the greatest pleasure to have my name associated with those who preceded me in being named as Koshland Award winners.

*All the best,
Bill Gelles*



Hi Jim -

Just a note to say how much I enjoyed the feature on the J-Boats in your #3/17 issue, especially the pictures of their graceful hulls and powerful sail plans.

I hope your other readers feel likewise. Of course many noted sports car racing drivers were in sailing - competitive and otherwise - over the years. The

most noted was Briggs Cunningham who campaigned the yacht *Columbia* in the 1958 America's Cup. He won every race against the British Sceptre. Always the sportsman, he confided in Denise McCluggage: "I wish we could trade boats and sail it all over again."

Just after the races, Cunningham ran to a dockside telephone to check on his team of Lister Jaguars after the race at Watkins Glen. When Alfred Momo told him that Ed Crawford finished first and Walt Hansgen was second for the team, Briggs was elated. Just as he hung up the phone, a newspaper reporter asked what he thought of the race. His reply: "Wonderful! I only wish I'd been there!"

With part of his inheritance, John Fitch bought a 32-foot sloop and sailed it throughout the Gulf of Mexico before enlisting in the US Army Air Corps as a bomber and fighter pilot in WWII. After service as a glider pilot in WWII, and after his motor racing career, Phil Walters campaigned a Peterson 34 three-quarter ton class and won with Block Island Regatta as the first of 400 boats, with his family as crew (no professional sailors).

Bruce Stevenson, founder of the Bridgehampton Race, was a Star-boat sailor who raced against Cunningham at the Pequot Yacht Club, taking a well-earned second. Well-known B-Production driver Dick Thompson, sailed a C&C 27 after his years in auto racing. The list goes on and I hope you'll write more about it from time to time.

Very Best Wishes

Carl Goodwin



Jim,

It's interesting that your next NUTMEG event will be in Catskills. We came down in the Bentley for the recent AGM via Watkins Glen, stayed overnight and then Friday we went over to Hancock, crossed the Delaware (by bridge) and back up along the Pepacton Reservoir and on to Margaretville and more. Fun drive at speed and we had the roads to ourselves.

Here's hoping the Winter Nutmeg will be as pleasant!

Best,

Dorien Berteletti

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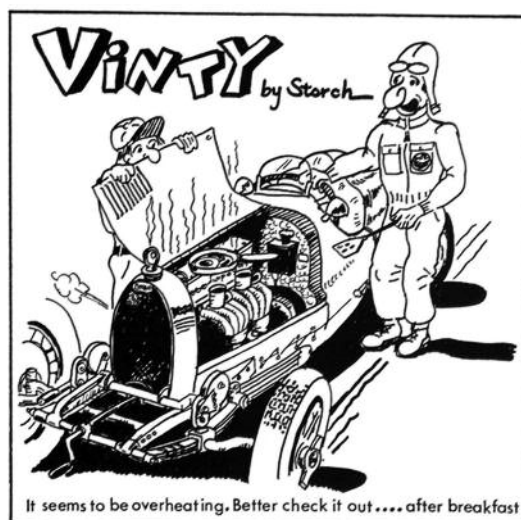
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1958 Alfa Romeo Veloce Original Factory Spider:

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Contact Orrie Simko.
860-782-1554.
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1993 Porsche RS America:

#337 of 701 built - Build date - February 1993, Red/ Black Leather Sport Seats, Decal Delete. Equipped with all 4 factory options: Sunroof, Limited Slip, AC, and Radio (Upgraded). Rear seat delete, G-50 Trans, 17 inch wheels and M030 Sports Suspension are standard. 3 Owners from new, clean car fax, never tracked. This RSA has just had a full 60k mile service by marque specialist in additional to any other items requiring service. Starts, runs, and drives extremely well - very tight and with perfect road handling. Margins are excellent with original paint showing very well. Asking \$105,000 USD.



1929 Rolls-Royce Twenty 3 Position DHC:

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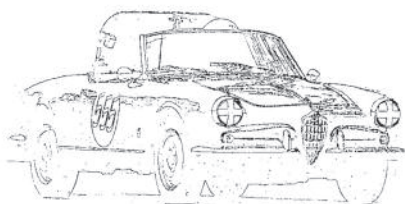
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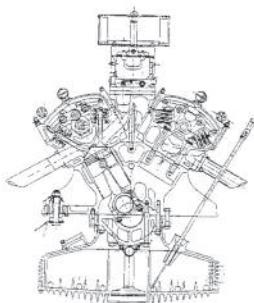
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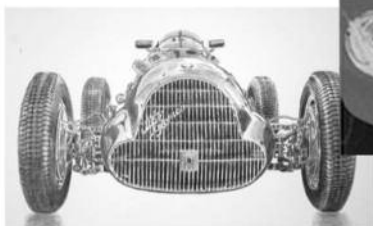


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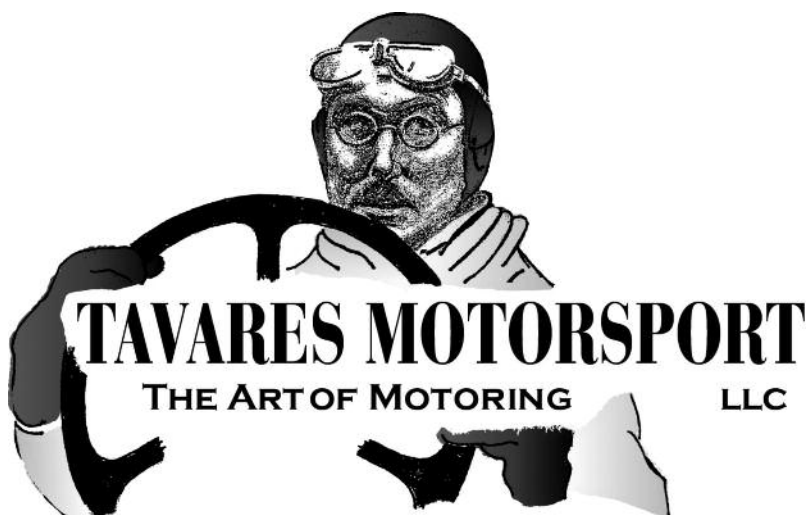
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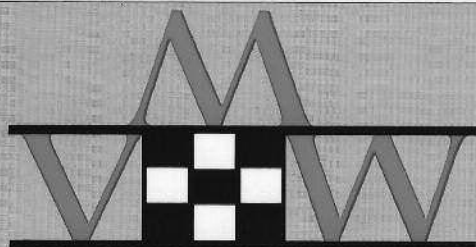
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