

VINTAGE SPORTS CAR



NUMBER ONE 2017

VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

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Membership inquiries to the above address



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1905 – 1995

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The weather may have been dark and gloomy for part of the 2016 Nutmeg Rally but a glorious time was had anyway. Here Nichol the Younger, Jeffrey by

name, presses on in the family +4 Morgan. Story on page 44.

(hyman)

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14 March, 2017. . . After a day digging out from under about two feet of late season snow we find musing on a motoring season past and dreaming of the season ahead provides a welcome diversion from frozen toes and fingers. That's the opportunity provided this evening by the need to review the first proof copy of this issue of Vintage Sports Car. It has proved comforting.

As this volume reaches the membership with its sojourn from the Lime Rock Historics through a grand Nutmeg Rally, two holiday gatherings, various other memories, and even a short visit with René and Maurice, we hope it will warm hearts, if not frozen toes.

The spring motoring season is nearly upon us.

Enjoy.

jpd

Lime Rock Park, CT.

Sept 1 – 6, 2016

On the East or “Right” coast the Historic Festival held over the Labor Day weekend at Lime Rock Park may be seen as the equivalent of Laguna Seca’s Rolex Motorsports Reunion held in mid-August. Actually, the two are quite different events, with a totally different ambiance, just as the “Left” coast is different from the “Right” which is not to say which event is better.

That bit of political correctness aside, we are delighted to report that the Lime Rock event this year was nominated for the International Historic Motoring Award as Motorsport Event of the Year. It is in the same class with the fabled “LeMans Classic” so, even if Lime Rock doesn’t win, it’s a high honor, indeed.

With track owner Skip Barber as patron and under the direction of event chair Murray Smith, the Historic Festival has developed into an open and friendly celebration of vintage and historic racing set in the green Litchfield Hills. In other words, New England beauty abounds with an emphasis on access for those who simply love automobiles. In addition to the on-track performance of some special historic and vintage racers the weekend includes a whole variety of car related events with a street fair, a concours, corrals for dozens of different automotive marques, book signings, a swap meet, a special car collection, and a chance to talk with famous guests from the history of auto racing.



Richard Morrison brought his Lagonda all the way from Salina, Kansas, to play on our favourite track. He’s working his way through the left hander with Tom Ellsworth hot on his tail.
(hyman)



The two Lancia D50 recreations put on a most wonderful demonstration, swapping the lead on multiple laps around the circuit.

(d.smith)



Holman's Bentley looking very solid coming into the left hander. (d.smith)



Always to be counted on for a most beautifully presented car, Tony Wang exercised the Testa Rossa with a smooth skill.

(d.smith)

We of the Vintage Sports Car Club of America sanction the racing. We sanctioned the first one, all those years ago as well, though Jim Haynes of Lime Rock Park organized it.

Thanks to Hurricane Hermine heading up the eastern seaboard there were fears of a wet weekend. Despite the forecast the weather all weekend could not have been any better. The crowds enjoyed blue skies and reasonable temperatures. It proved perfect weather for vintage motoring and some exciting racing.

As it has for the past four years, the weekend kicks off Thursday afternoon at 4 PM with a Vintage and Historic Sports & Race Car Parade and Street Fair. Sports and racecars from 1972 and older leave the start-finish line on the Sam Posey Straight for a 17-mile route through iconic New England villages like Salisbury and Lakeville, passing white churches and elegant B&Bs. The length of the route honors the 17-mile drive on Pebble Beach. Some 104 cars drove the route this year ending up in picturesque Falls Village, next to the Housatonic River. With the cars parked car-show style on the village green, Falls Village then became host to hundreds of race fans and local townsfolk who enjoy live music, food vendors and special displays. It is a real family event.

Practice and qualifying start in earnest on Friday morning as drivers return to the 1.5 mile course created almost 60 years ago out of an abandoned quarry. In honor of Lime Rock turning 60 in 2017, owner Skip Barber has spent millions of dollars upgrading virtually every aspect of the park. Both paddocks are now paved and clearly marked to improve movement while allowing fans an opportunity to see the cars at rest or visit the swap meet. The famed spectator hill overlooking the track has been landscaped and graded for better access. The paddock rest room facility has been replaced. An improved drainage system mitigates the threat to drivers who at one time could wind up stuck in a swamp beside the track if they went off. Safety barriers around the track have also been upgraded.



Two very different generations sharing a corner, the Lancia D50 and the Bugatti Type 37A GP Car of Tom Clifford. (d.smith)



The Eno dePasquale EDP Special now in new hands showing a clean pair of heels to an oval track midget. The new driver is one Luca Maciucescu of Santa Fe, New Mexico. We wish him good luck with the old war horse.
(d.smith)



Santo Spadaro joined the tin top legion for the weekend and had a most wonderful time while he did it.

(hyman)



Marc Cendron is getting very quick in the Tojeiro.

(hyman)



*Mr. Towner never misses this event with the Trike and usually camps down in Big Bend.
(d.smith)*

Another special feature of the Historic Festival are the Honored Guests. Event chair Murray Smith draws on his years in motorsport to invite historic figures for the weekend and this year's Honored Guests were both important figures in American racing. Peter Brock, perhaps the finest automotive designer America has ever produced, was on hand with fellow Shelby veteran John Morton. Brock, is most famous for designing the Shelby Daytona Coupe that won the FIA GT World Championship in 1965. As a young designer at General Motors, Brock designed the Corvette Sting Ray produced in 1963. After Shelby, he went out on his own to found the Brock Racing Enterprises, which became the highly successful west coast Datsun factory racing team using 240Zs and 510 sedans. His principle driver was John Morton whom he first worked with at Shelby American in the early years.



The club's president, Mr. Leith managed to get the "Scrambling Egg" going most creditably.

(hyman)



This is Kyle Landers at the wheel of the Stutz. Normally we expect one of the Holmans to be flying the flag of the Marque.

(d.smith)

Sandy Leith didn't confine his activities to the Bugatti but had the BMW 328 along as well. It has a delicious patina.

(hyman)



Another of the Wang Equipe, this time with Lulu Wang at the helm: A 250 Berlinetta.

(hyman)

John Morton started out sweeping floors and driving the transporters at Shelby American in the early 60s. He very quickly became a driver for Shelby even pairing with Ken Miles at Sebring in a Shelby 427 Cobra. He went on to win two Trans Am titles driving for Peter Brock's BRE team as well as SCCA National Championships. In the 70s and 80s, Morton drove in nearly every top level of racing including Indy Cars, F5000, Can Am, and in IMSA's GTP series with Geoff Brabham in a Nissan prototype car that won the IMSA title in four times.

Morton is perhaps best known at Lime Rock for his frightening accident in 1988 when his Nissan flipped over at the crest of the uphill turn during practice for an IMSA GTP race. Thankfully Morton escaped the fireball unhurt. To slow the GTP cars a chicane was introduced as part of the uphill corner and known for years as the "Morton Chicane." For this weekend, still an active racer, Morton took the wheel of the Rev's Institute's 1955 F1 Lancia D50 replica competing with the similar D50 of Peter Giddings in Group 3.

Both Morton and Brock are authors of entertaining books on their careers and designs. They joined Motorsport's Gordon Kirby, the foremost expert on Indycar, and B.S. Levy, author of the funny and well loved racing novels, at popular book signings and autograph sessions throughout the four days. Perhaps the most anticipated book signing was on Saturday when local racing legend and creative force Sam Posey was on hand to sign the last 15 copies of his best selling collection of automotive essays *Where the Writer Meets the Road*. The book includes articles from Road and Track and his introductory essays aired before Formula One races on Speed and now NBC Sports. Publisher David Bull is planning a second printing of Posey's book this fall.

In addition to Honored Guests, Murray Smith selects an Honored Collector and this year it was Wayne Carini of Velocity Channel's *Chasing Classic Cars*. The Connecticut based classic car dealer makes it a practice to set aside some of his favorites for his personal collection. Examples from that collection were on display in a tent at the entrance to A Paddock. Some of the cars included the three wheel 1948 Davis, a twin engined Mini Cooper, and the Bill Rutan Porsche Hill Climb Special plus some amazing motorcycles including a 1936 Brough Superior with a side car and a 1936 Indian Four. While it may not stand out against such rare automobiles and is not part of his collection, Carini brought to Lime Rock the 1949 Buick Roadmaster convertible owned by director Barry Levinson used in his film "Rain Man." Carini did the restoration on the car but it is more important to him because of his deep involvement with fighting autism. His youngest daughter was diagnosed with autism spectrum as a youngster.

With no racing on Sundays at Lime Rock each year the track hosts the Sunday in the Park Concours and the Gathering of the Marques. The Concours is held on the Sam Posey Straight and this year featured 264 stunning cars and motorcycles competing in 29 different categories.

The overall winner was a beautifully presented and rare 1959 Maserati

Tipo 61 Birdcage owned by VSCCA racer Tony Wang. The People's Choice went to an imposing 1912 Thomas Flyer 6-40 owned by John and Carol Jones. Vintage racer and restorer Kent Bain chairs this event with Ryan McIntosh as coordinator.

In addition to the concours, Sunday in the Park hosted some 565 cars displayed all the way around the course in the Gathering of the Marques. They are grouped in corrals based on make or nationality.

Most importantly for the Historic Festival 34, despite enough auto related activities to provide a serious overdose, the main event is still the vintage and historic racing out on the legendary Lime Rock tarmac. This year's racing featured a car most of us have only seen in old black and white photos from Road & Track's reports on European Grand Prix racing in the mid-50s, the revolutionary Lancia D50. Not just one but two D50s, admittedly replicas but both have enough original D50 bits to lay claim to their heritage or at least to its DNA.



The Sunday in the Park Concours has become a major event in its own right. This year's Best of Show was a most deserving Tony Wang with his "Bird Cage" Maserati.

(d.smith)

Another remarkable sight was the return of the roaring Trans Am cars for the Historic Trans-Am Challenge Trophy in which a large contingent of California based hot shoes took on a small group of local Trans Am survivors. Every year chairman Smith tried to come up with something unique in the way of vintage racing and this year he created a race for "Murray's Tin Top Trophy" for sedans raced in the 60s or early 70s featuring tin tops like Lotus Cortinas, Ford Escorts, and various Volvo sedans.

Chairman Smith divides the field up into nine groups for the weekend with practice and qualifying races on Friday with two 20-minutes races on Saturday and on Monday. Smith also gives each group a clever name to indicate something about the group.

This year Group One, small bore, road going sports and GT cars, competed for the Lime Rock Award. A diverse field of well-known marques took the green flag first thing in the morning. Well-known local racers dominated the group with Hervey Parke from Waccabuc, NY in his 1961 Ginetta G4

looking to be the class of the field. Rich Maloumian was motoring quite well in his much used Healey 100.

Formula Fords of all types, types from 1968 to 1981, competed in Group 2 for the Dagenham Trophy. Both morning and afternoon races featured close racing and a tight field.

The stars of Group 3 “The VSCCA Cup” were the two Lancia D50s with veteran VSCCA member Peter Giddings competently leading both races. In the morning event John Morton was forced to pit the Rev’s Institute D50 giving an opportunity to Dan Ghose in his lovely red 1933 Maserati 4CM. Canadian Frank Mount put on an impressive display of driving in “Babe,” his 1939 MG TB. Morton’s D50 was back for the second race as the two Lancia, in what were really demonstration laps, with the two veterans enjoying the fun of blasting around Lime Rock together swapping the lead. The red Maserati again trailed the Lancias, though it was arguably the leader of the genuine cars. Further back in the field was a wonderful mix of prewar cars like Kyle Landers in the 1929 Stutz Blackhawk and Thomas Clifford in his 1929 Bugatti 37A Grand Prix along with various versions of pre-and post war MGs and stalking the field, Chris Towner in his 1938 Morgan F Trike.

The display of the two Lancia D50s was a real highlight of the weekend. These two cars have an interesting and somewhat controversial history. Only two actual Lancia D50 examples still exist. The Lancia D50s are an important milestone in the development of Grand Prix cars in the mid-50s. The most visible feature are the pannier fuel tanks located on the sides to keep the weight of the fuel within the wheel base instead of at the traditional tail location. The design, by famed Vittorio Jano, created a compact car with a 2 1/2 liter V8 4 cam engine, rear mounted transaxle gearbox and a low seating position.

In their day, these beautifully executed cars represented the only serious challenge to the dominant Mercedes W196. Two-time world champion Alberto Ascari won two minor GPs in the car before crashing into the harbor in the 1955 Monaco Grand Prix shortly after taking the lead. At this point Lancia lacked the money to continue the D50 program and turned over the cars and designs to Ferrari. Driving the Ferrari-Lancia cars in 1956, Fangio won his fourth world Championship.

Event chair Smith told spectators in the event program that while he prefers real cars, not replicas, he made an exception for the two D50 replicas





Tom Ellsworth cresting the uphill at a high enough rate of knots that it almost looks like he's catching some air with that rear wheel.
(hyman)

because of their historic significance and the superb craftsmanship of the cars. “I do think that when none of an original car exists, there is stout justification for drawing attention to these extraordinary clones. Without them we would never be able to experience, in action, these splendid experiments.”

After these magnificent replicas up next on track were the notorious “ground pounders,” the Trans Am cars from the 60s and 70s. Racing for the Historic Trans-Am Challenge Trophy a large contingent of some 30 actual Trans Am cars were traveling the vintage circuits in 2016 marking the 50th anniversary of the series. Back in the day these cars were factory supported and driven by the greats of American road racing including Dan Gurney, Mark Donohue, George Follmer, Parnelli Jones and Lime Rock’s own Sam Posey. In their original paint schemes fans saw Ford Mustang Boss 302s, AMC Javelins, Chevrolet Camaros, Pontiac Firebirds, and Dodge Darts. It was a mind blowing show.

For spectators the adherence to the original paint schemes can be confusing since there were two #16 Boss 302 Mustangs and more than one “George Follmer” over the door.

“Murray’s Tin-Top Trophy” featured sedan racers from the 60s and 70s. Englishman Sean Brown made it look easy in his 1975 Ford Escort MK RS. This group featured a variety of cars including a large 1977 Olds Cutlass driven by Kenneth Shure contrasting with Santo Spadaro’s 1966 Lancia Fulvia which replaced his familiar Alfa coupe for the weekend.

Some of the best racing of the weekend came with Group 6, the Sportsman’s Choice Award. It was an Elva-Lotus battle in the mid-century sports racing cars. Mitch Eitel, Roger Cassin, and Alan Tossle looked like they would be dominant but one John “Chip” Fudge drove his American built 1963 Genie MVII with enough energy and enthusiasm to give them a surprise. This field included some rare cars including Tony Wang’s gorgeous yellow 1958 Ferrari Testa Rosa complete with the iconic pontoon fenders, Camilo Steuer from Columbia in Wang’s 1957 Maserati 300S, and Mark Cendron in



*Dan Ghose's 4CM Maserati was the class of its field for much of the weekend.
(hyman)*

his 1957 Tojeiro Climax. On Saturday, Dan Ghose brought out his 1955 Jaguar D-type. We hope a lot of these will be back with the VSCCA in the summer of 2017 at the Jag Event when we are showcasing the Modifieds and Sports Racers of the fifties.

Very quick road cars were featured in a very competitive Group 7 for the International Grand Touring Trophy. This field included Porsche 911s, Jaguar E types, Corvettes, Mustangs, and a rare 1968 Bizzarini Strada GT.

The fastest cars were in group 8. This crowd, featuring post-1970 sports and racing cars, brought out the Formula Atlantic cars and well as the Lolos, Ralts, Brabhams, and Chevrons. Though another class that wasn't exactly made up of VSCCA sorts, the driving was superb and the noise suitably deafening.

The final group for "Herb's Choice" Chalice in honor of long time racer and VSCCA stalwart Herb Wetanson highlighted some 30 not necessarily street legal small-bore, sports and GT cars. Here we found the Spitfires, MG As, Lotus Super 7s, and Alfa Giuliettas. Kent Bain put in an exciting drive in his Triumph Spitfire and a bunch of the other "usual suspects" looked to be enjoying themselves immensely.

With the sun getting low in the west, happy spectators and even happier drivers, headed home wondering how Murray Smith and his many helpers, including Bill Gelles and the VSCCA team, will top a perfect weekend for petrol heads with Historic Festival 35 next Labor Day.

Dow Smith



They might be “recreations” but they are the closest most of us will ever come to seeing the storied Lancia D50s in action.
(hyman)

The 2016 Lime Rock Historic Festival: **A word or two from the event chairman, Bill Gelles.**

I began my association with the Lime Rock Historic Festival in 2009. Skip Barber and Murray Smith had requested the VSCCA to provide council, assistance, organization, race control, personnel, and volunteers to conduct the event. John Schieffelin, the President of the VSCCA at that time, had asked J.R. Mitchell and me to be VSCCA representatives. Lime Rock had decided to take over running the “Labor Day” event which had previously been run by Steve Earle’s General Racing group and a number of others in the time since Charlie Gibson had run it in the name of the VSCCA.

The 2016 event was our eighth year of involvement. In my opinion both the event and the VSCCA’s participation in the event has steadily improved and evolved. The single most important point stressed by Murray Smith, and echoed by all of those who labored at the event, was and is Safety and Attitude.

A Driver’s Committee Spotters Program was established in which a group of experienced drivers were placed around the track, connected by radio, to report on the drivers’ behavior. They were looking for over aggressive driving, not watching mirrors, not paying attention to the Blue flag, not making

Mr. Schieffelin's MG-TB motoring as smoothly as ever.

(hyman)



Marc Cendron's ex-Perlman Alfa goes as reliably as a train. He's got the measure of it now and invariably puts on a lovely demonstration of driving skill.

(hyman)

Dan Ghose didn't confine himself to the prewar class but came out later in his glorious D-Type Jaguar.

(d.smith)





The smaller bore post war sportscars were also out in force. Together they made up Group 1. Here three of them are working their way onto the back straight. That looks like Rich Maloumian's Healey in the lead.
(d.smith)

safe passes, blocking, and passing under Yellow. The most distinguishing feature of vintage racing is the vintage driver knows the limit of his car and himself and courteously drives within those limits. Having said all of that there were five (5) reportable incidents to the VMC. We are hoping that in the 2017 event there will be no reportable incidents.

Two hundred sixty five (265) cars were entered to compete in the 2016 event. Of those cars entered forty one percent (41%) were VSCCA members. As a former owner of two prewar cars (a Bugatti type 37A and a Bugatti type 57C) I am proud to say seventeen (17) were prewar cars. Hopefully the Club's new emphasis on prewar participation will result in even more entrants in this class.

Keith Neer, the Facilities Manager of Lime Rock has resigned his position in November. Keith replaced Nancy Eppley. Nancy replaced Scott Mayo. For the past 8 years I have worked with these people and Murray Smith in the complicated paddock parking and load in process. Now for 2017 I am about to get a new person who will try to pick up where these others have left off. I have begun, at this early date, preparing a questionnaire for entrants concerning the method by which they will be bringing their race cars to Lime Rock. The questionnaire includes a silhouette chart of race car conveyances and asks for necessary dimensions including slide out extensions of vehicles/trailers. This information was never requested by Lime Rock in their entry package. Please cooperate and send in your entry early with all of the requested information. Also, please try and understand that you are only one of many who are all trying to be parked in the allotted parking areas. Not every request for special placement and location can be answered.

I am also proud to say that the 2016 Lime Rock Historic Festival was nominated in the category of "Motorsports Event of the Year" by the U.K. based International Historic Motoring Awards (IMHA).

I look forward to seeing all of you at the 2017 edition of the Lime Rock Historic Festival.

Bill Gelles

BOOK REVIEWS:

The Aston Martin DB4GT

By Nick Candee and Stephen Archer

Many of us think, when we see an exceptional home or garden, *This is what the good lord would have done if he had the money*. You will probably have the same thought on opening this book. The publisher, Palawan Press, was founded by Simon Draper who was an original Branson partner at the Virgin enterprises. Prior Palawan projects include a litany of fabulous art books on various subjects focused on our specialized area of interest including the AM Ulster, the DB3S, RACERS Memoirs of the Gentlemen Drivers. For the DB4GT volume, one of our own, Nick Candee, teamed up with Stephen Archer collectively bringing two lifetimes of astonmobilia to the project.

The book may not be light and nimble like a GT but it is pure pleasure to navigate. It includes 850 photographs interspersed over 533 pages including a biography for each of the 75 cars manufactured. In addition to technical and artistic detail the authors' personal passion brings to life the personalities of the men who designed, built and raced these cars. Such heroes from Aston's past as Ted Cutting, John Wyer, Rex Woodgate, and others come alive as we see them work through the drudgery and daily challenges of creating a future legend. Names and cars well known to VSCCA members also appear and will, hopefully, add to your reading pleasure.

It is my understanding that this limited edition is selling out fast.

andy greenberg





THE KINGS of the ROAD

Ken W. Purdy

Atlantic, Little, Brown

May, 1952

Bantam Books Edition

March, 1954

In March of 1954, I spent 50¢ on a book that, to this day, continues to be a treasured part of my library.

Yellowed and tattered, I still reread chapters of “The Kings of the Road” on those rare occasions when I need to be reminded of the passion for the glorious machines that have become such an integral part of my life.

“Let us consider the fabulous Bugatti, prince of motors. Imagine a string-straight, poplar-lined Route Nationale in France on a summer’s day. That growing dot in the middle distance is a sky-blue Bugatti coupé, rasping down from Paris to Nice at 110 miles an hour...”

Now, if that doesn’t get the blood boiling and dissipate winter’s ennui, there is absolutely no hope left for you.

Purdy goes on to address:

Of Ghosts and Wraiths

The Mighty Mercer

The Flying Mantuan (Nuvolari)

The Big White Cars

With Body by Zagatto (Alfa Romeo)

D is for Duesenberg

The MG and How it Grew

Why Not Steam?

...and a variety of other subject that can stir the heart only of an aficionado truly besotted by the wonderful works of art that we cherish and revere so feverishly today.

I note that Amazon still offers the book, although probably not at the 50¢ I paid for my copy. But whatever the price, Purdy's book will make a wonderful addition to your collection.

robert richer

(Amazon's current price appears to be less than \$6.00 for Richer's edition up to well over a couple of thousand for a higher end printing of it. Whatever the price, it is, as Richer notes, certainly worth the investment. jpd)

Sidebar to Kings of the Road:

Under Purdy's chapter called "The Great White Cars," he does a wonderful piece on the astounding W125.

On 27th June, 1958, Mercedes brought the W125 and the equally stunning W163 to Oulton Park for their first public display since the end of WW II. Peter Collins and Tony Brooks up.

I and other members of the Riverside Records team was there to record the event.

Typically British weather; damp, chill, intermittent rain.

Who cared?

Seeing these beasts on the track, with steam boiling up from their spinning wheels no matter the gear, and hearing the bellowing and roaring reverberating off the surrounding hills was something I'll never forget.

I'm sure Collins felt the same way. After it was over, and we were chatting about the day, one of his notable comments was: "I'm certainly glad I have a change of underwear back at the hotel!"

Best,
robert richer



Our correspondent, Mr. Richer, at the wheel of his HRG on the so-called "middle course" before the current purpose-built circuit opened. This photo was likely taken around the time Purdy was compiling the stories for "Kings of the Road."

Simeone Foundation Museum

2017 Best of Britain: AC Retrospective **18 Feb - 12 March, 2017**

Wow, what a show!

The Simeone Foundation Museum continued its annual Best of Britain tradition in 2017 with a focus on AC cars. Who would have thought they could have gotten enough in one place for a show, let alone twenty-two examples that illustrated almost the entire production from 1913 to the mid-eighties, when AC production - or what's more or less left of it - went back to making continuation Cobras.

Pulled together by Dave Hutchison of Ragtops and Roadsters and local AC enthusiast, Pete Rohrbacher, the show beautifully reflected the thoughtful aims of Fred Simeone's marvelous foundation.

The list of cars present was more than a what's what of AC production. In many respects it also reflected a fair bit of who was who and what was accomplished over the years. It was likely the largest gathering of AC cars ever seen in North America.

The prewar to early post war examples on display started with a 1913 10 HP light car and quickly moved to the six-cylinder roadsters that were powered by the company's own overhead cam engine. This lovely little six-banger provided much of their bread and butter from its announcement in 1922 up through the fifties and into the early sixties. The design had legs.

Early post war was represented by what was arguably the last of the old-school AC Tourers, the Buckland. Introduced in 1948 with the recommencement of production after the war, the Buckland soldiered on until 1953 when the much more modern Ace made its debut.

Most variations of the Ace were on-site. They ranged from the early AC-engined examples through the later Bristol powered versions as well as the



The earliest AC present came all the way from Indiana. Douglas Stuart's 1913 10 hp Light Car.

(jpd)



*David Campbell's 1937
16/80 Earl of March Tourer.*

(jpd)

*This 1937 16/80 Short
Chassis Competition Sports
also belongs to Douglas
Stuart.*

(jpd)





The glorious overhead cam AC Six-banger that drove the company's products from the twenties well into the middle of the century, until 1963, to be exact.

(jpd)



Bob Mirabile's marvelously presented ex-Mike Stott 289 Cobra looked lovely in a line of Aces and Cobras that filled one whole side of the hall.

(jpd)



Dan Leonard smiling next to his beautiful blue Ace Bristol.

(jpd)



The last of the essentially prewar AC's, the two liter Buckland was powered with the company's evergreen overhead cam six. Announced after the war, it was superseded in 1953 by the Ace. Its two-liter saloon stable mate soldiered on, though, until 1956. (jpd)



The ex-McGinnis 1960 Aceca proudly displayed a VSCCA Nutmeg Rally plate on her nose to maintain her identity as "the rallymaster's car." She looked lovely.

(jpd)

luscious Aceca Coupe and the 4-seater Greyhound. These models kept the company relevant through the fifties until the Bristol engine was coming to the end of its very long production life. Then, of course, came Carroll Shelby. The whole world knows that story so we simply report that examples of various Cobras were very much in evidence.

The story comes to its completion in the very civilized AC Frua 427 and then the all-but-stillborn mid-engined AC 3000 ME.

This whole history was neatly arranged in a circle around the periphery of the primary exhibition space at the museum and, on opening night, served as a marvelous setting for the fundraising gala dinner party.

The Gala opening of the show took place on February 18th and was a most wonderful party. Our host for the evening was the ever gracious Dr. Fred Simeone, and he could not have been more welcoming. VSCCA cars were well represented and a number of the owners managed to make it to the festivities.



This particular Tojeiro is one of the progenitors of the ACE. The AC company were so impressed by Tojeiro's efforts that they bought the design from him and quickly turned it into the Ace.

(jpd)

Sandy Sadtler's Ace Bristol has been a VSCCA fixture for a very long number of years. Currently in bare aluminum, we think we recall her once upon a time in red. Behind Sandy's Ace is likely the only AC 3000 ME in the United States.

(jpd)



The "rarest of the rare" is almost an understatement when describing Fred Simeone's Cobra Daytona Coupe. While heavily developed in its gestation, she's still part AC Ace under the skin.

(jpd)

The AC 428 was very much the spiritual successor to the Cobra but designed for grownups to use on the road. It has a lot of Cobra chassis underneath but a civilized



convertible top, roll-up windows, and often a radio. The bodies were done by Frua in Italy and the car was a delight to drive for distances on the motorway.

(jpd)

The program included talks by Bill Jackson, long the editor of the *Bulb Horn* and other vintage publications, who had raced an Ace Bristol back in the day. He had a number of recollections and anecdotes that kept the crowd delightfully entertained.

The other speaker was the legendary Bill Wonder. Once one of the most successful sports racing privateers in the USA, he made his name in MGs, Healeys, Porsches, AC Bristol, and even a Ford GT40. Bill's recollections were a trip down memory lane for many of those present as he referenced the various players of the day and his many friends in the sport. Amongst the personalities he recalled from his days on Long Island were a one time president of the VSCCA, John Willock, who sold Bill his AC. *(Incidentally, that very AC was present on the floor, beautifully restored, and now in the care of one of the retrospective's organizers, Pete Rohrbacher)* Other VSCCA legends who had been a part of Wonder's own history included Fred Willits, who managed to approve the bank loan that bought Bill his GT-40; Don Lefferts, long Bill's shop manager before opening his own shop; Del Mentnich, and a number of others. Bill's understated style and genuine enthusiasm kept the audience mesmerized.



The high point of the evening's programme was likely the opportunity to listen to Fred Simeone interviewing the legendary Bill Wonder on the stage. With thoughtful questions, Simeone managed to elicit Bill to provide a wondrous outline of his amazing career.

(jpd)

VSCCA members' cars were very much in evidence.

Likely the high point of the cars on show was Fred Simeone's own Cobra Daytona Coupe, looking pretty much as it did when it was taken off the race track for the last time. Daniel Rapley had sent along one of the Tojeiros that had provided the inspiration for the Ace. The Toj is on its way to a new owner in the UK after the event in Philadelphia.

The ex-McGinnis, now editorial, Aceca was a last minute addition to the show. The Aceca originally promised fell through at the last minute so the editor's example was requested. Long known as "the rally master's car," the Aceca is a driver, not a show car. Still, she looked very much at home amongst her siblings.

Other VSCCA stalwarts, present for the gala with their cars, included Dan Leonard, with an awesome Ace Bristol, and Rich Myers, whose 289 Cobra is a joy to behold. Bob Mirabile couldn't make it, but, his ex-Mike Stott Cobra looked every bit as delicious as ever. Sandy Sadtler's Ace Bristol also had a place on the floor. We think the last time we saw it was a recent Hershey Hillclimb.

This particular show was only running for three weekends or so but the Simeone Foundation Museum is open daily and the permanent collection is as impressive as one could imagine. We regret taking so long to have finally gotten there. Don't miss it!



The Simeone Foundation's Museum is a veritable Aladdin's Cavern of treasures and we can't do it justice in this story but we finish with this teaser that is still very much related to the AC retrospective being described. The BMW 328 provided the engine that became the Bristol that powered so many of the Aces and Acecas. The museum's example sits next to a 300 SL Gullwing Mercedes and in front of a large photo of a prewar race that featured over a dozen of BMW's magnificent creation.

(jpd)

g o s s i p

Recent Acquisitions, Restorations, Repairs, and assorted Mechanical Minutia

The editor is still looking for more first car stories to share. Your first car needn't have been a Ferrari 250 SWB to qualify for the first car series. As an example we offer the editor's "First Car." It's almost an embarrassment but. . . there were no sporty car enthusiasts in my immediate family at the time, (Uncle Paul had moved to California) and money was a little short as a high school junior.

That said, in the forested hills of Northwestern Pennsylvania, there were not a lot of choices for a budding sports car enthusiast so - as long as it was an import and not a VW - nearly any foreign car sort of qualified as "almost a sports car.". Thus, the editor's first car set him further along on the rocky road to enthusiasm - a '59 Borgward Isabella Combi. Looking at the tail lights on this one I suspect it is the editor's second car, a '60 Isabella Combi. There weren't a whole lot of differences otherwise. Recollection includes the fact that the grill on the later car was a little smaller. The dark front wings on this one were the result of a high school prank by some "friends" while the then editor-to-be was off at summer camp. They knew he wanted it to be British Racing Green so they bought some spray cans and started in the front. . . they ran out of paint before running out of car. . .

Gearbox was a four on the column and engine a very nice liter and a half. The first one cost fifty dollars and the second cost twenty percent more. (\$60.)

Car number three was a TR3A. We've owned one of those more or less ever since. But that's another story for another time.

What was YOUR first car?





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Touring Sports (TD)

If you're tired of being a bench-enthusiast when sports car people gather.
If you want the thrill of high performance and superb handling... with plenty of room for the wife, those kids and Mother-in-Law...
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ROAD & TRAIL, MAY 1957

Much is happening over the winter in the various garages around the club.



Ben Bragg has the engine out of the Old Gray Mare and is hoping to have it rebuilt and back in before the 2017 season is very far along.



Orrie Simko has recently professed a great love of the prewar AC 16/80 and is actively looking to find one to bring out with the club's rejuvenated pre-war class. He'd be grateful to hear from anyone who knows where he might find an example in restorable condition.



A great shot from the aftermath of the 1967 Giant's Despair Hillclimb. This is our hero, Jack Meyer, who was one of the most enthusiastic hill-climbers of his day as well as the holder of the all time record for Mount Equinox. In '67 he was piloting a Cooper-Ford and he ran a time of 53.281. He was slightly off record setting pace...but conditions were noted as being "rain". He held off a slew of fast drivers including: Oscar Kovaleski, Jack Strouse, John Bolton & the Blue Goose, and Joe Welch. In this photo, Jack is on the left and Oscar on the right.





The ex-McGinnis now editorial AC Aceca has spent much of the winter at Kent Bain's getting the interior spruced up a wee bit. This means new carpets and new door panels. They've even threatened to steam clean the engine compartment to make it a bit more "hygienic." Can't wait to see it.

Speaking of the Aceca, it was invited to the Simeone Museum to fill out their recent display of AC cars. The show's opening night gala was a delight and we can report that the Aceca's interior looked marvelous. More on the event elsewhere in this issue. (page 20)



We just saw these two photos posted by a friend on FaceBook and asking if anyone could identify any of the cars and/or the year the event took place. The venue is quite obviously Bridgehampton. The MG TF is Ben Bragg, no doubt a whole lot younger than the current iteration. The Healey Silverstone is most likely Hank Kelley. There were a couple of other cars including a Lola Mk I that may have belonged to a driver from another club. The event was shared with EMRA and they ran their "vintage" class with the VSCCA. The date was quite likely April 23rd, 1977. The VSCCA contingent was won by Charlie Gibson in another Lola Mk I.





We are told that there were many in our country who claim to have experienced great trauma during this past November's Presidential Election. A few moments scanning the social media: Facebook or Twitter, would seem to confirm this observation. We should have some sympathy, one supposes.

The editor, too, found great emotional pain during this period.. We would argue that it was as bad or worse than that suffered by many of the others sharing their sadness on Facebook.

It is simple, really. Like a good citizen he studied the candidates and determined whom he could support in clear conscience. After that decision he sought out the appropriate candidate's bumper sticker and displayed it in the rear window of his rather hot little BMW M-Coupe.

The Bimmer is serviced at a local private shop that specializes in higher end sporty cars of this ilk. The mechanics are young, but enthusiastic and very competent.

Imagine the editor's pain and disappointment when, upon picking the car up after some maintenance, one of the mechanics said to him, "I saw your bumper sticker, Jim. Who is that guy, Dan Gurney? I don't think I've heard of him."

...and this from an enthusiast! Where has our culture gone?

The editor is feeling terribly old and deeply saddened after the experience.



The promise of a rejuvenated Preservation Class with limited passing is encouraging a few of our semi-retired number to pull their helmets out of the closet. We have heard that Glen Reynolds has recently acquired a single seater that he is getting ready for a go at Preservation. Who else is working a similar plan?

Lots of members appear to have visited Retromobile in Paris this February. Admittedly there is NEVER a bad time to visit Paris but getting a car fix in February is a particularly nice thing, especially if it can be done in the city of lights. Aside from the usual Bugatti suspects, Leith, Clifford, Manacharian, Clifford, Greene, etc, we understand Santo Spadaro was there as well. We enjoyed the many photos they all posted on various sites.



Speaking of Santo Spadaro, his tour around La Belle France after Retro took him and his lovely lady to Le Mans where they enjoyed the hospitality of our favourite hotel there, The Hotel de France. (*described in these pages some issues ago.*) As should be known by most of us by now, the Hotel de France has hosted countless Le Mans enthusiasts as well as most of the teams that John Wyer led, including Aston Martin. Santo and Molly were greeted there by the hotel's charming director, Sally Carpenter. Sally, a fan of the VSCCA and a regular reader of **Vintage Sports Car**, is shown below with her copy of the last issue. The editor and his bride expect to be enjoying her hospitality again on the day after Easter. The Hotel de France remains the perfect base for any of our number headed for Le Mans or for a tour of the Loire Valley. The atmosphere is wonderful and their kitchen approaches glorious.



The editor has been pushing the idea lately that we might see how many of us can actually drive a vintage (or close-enough-to-vintage) motor at least once each month for twelve months. After the first twelve it should become

a habit and may turn into doing it every month of every year. Remember that God and the chief engineer put an engine in these things for a reason.

We can report that the editor is on track and that we have heard from Rich Cambell, who has been succeeding, Jim Nichol has had the three wheeler out and Chrisso Rheault seems to be making the attempt as well. So far in 2017, we've had the Morgan and the HRG out. Sandy was seen motoring around Dedham in the BWM 328, and we think we saw a picture of Rich in a TVR making a run to Dunkin' Donuts. What about the rest of the membership? Reports and photos are sought.



The ex-David Carroll, now editorial, HRG, Samantha, acquitted herself nicely at the Fall Finale. We have observed that sometimes as a lady ages she feels younger than her years might suggest. One supposes the same is true for gentlemen as well. In the case of Samantha, she remains young at heart and nimble as a kitten. So she is getting her makeup and colour updated. During the process we are learning that she may have been white at one time, but went to a couple of different shades of green in the ensuing years. Her new shade will be significantly darker than the last one and will be without the

hint of metallic that was likely fashionable the last time she sat for her colorist. As of this writing the stripping process is about halfway completed and the project is moving along quickly. Expect to see the results later in the spring.



With spring on the horizon and a motoring season taking shape we offer this shot of the Mount Equinox Toll Road taken on the 7th of February and mildly snow-covered. Equinox beckons once again. It will be grand this year as the lower third of the mountain will have been repaved. Expect the road to be a little easier on the cars.



Maryhill Hillclimb 3 October, 2016

Editor's note: The following came in to our president, Sandy Leith, from member Ed Godshalk, who is currently residing on the left coast. It relates a delightful event, where a couple of the cars were ex-VSCCA. Sandy notes to us that the Amilcar is the ex-Harold Craver Amilcar CGS (also ex-George Davidson) and the Isotta is Harold Peters' ex-Jeffrey Vogel Isotta Fraschini FENC.

With our current focus on the prewar class it seemed appropriate to share it.

jpd

From: Ed Godshalk
Sent: October 04, 2016 3:58 PM
To: Leith, Sandy
Subject: Maryhill hill climb 2016 Photos

Hi Sandy,

I hope that you are doing well.

I thought that you might enjoy these photos from the Maryhill hillclimb that was run in near Goldendale, Washington yesterday. As I mentioned I was invited to bring the Amilcar, since it was the 100th anniversary of the opening of the first paved road in Washington, which is called the Maryhill loops on account of it rising several hundred feet from the Columbia River to the high plains. The course is run on this old road and is a bit over 2 miles long.



Ed Godshalk's Amilcar leading the six liter Bentley back down from the summit.



Tilden's short chassis speed model 3 Liter Bentley. Presented in red, it provided a nice change from the many "Big Green Bentleys."



Ed's Amilcar looks almost lost in this beautiful sweeping right hander. The circuit appears marvelously open and picturesque.



Ed didn't get the name of the driver of this big green car but the Bentley managed a 3'28.3" run before the event was over.



*Godshalk's Amilcar
working its way through
the wooded portion of the
circuit.*



*Peters' 1909 1.35
liter Isotta Fraschini
motors sedately up the hill
for a final time of 5'09.1".
That's not to bad for being
over a hundred years old.*





It's a Model T Hotrod and it managed Fastest Time of Day with a blazing 3'21.1" run. That was a whole tenth of a second faster than the Amilcar. It would seem the competition was, indeed, fierce.

There were a few prewar cars:

1909 Isotta Fraschini FENC , 1.35 liters (owned by our friend Harold Peters): 5:09.1 minutes

1915 Ford Model T hotrod with speed equipment, ~3 liters: 3:21.1 minutes

1924 Bentley 3 liter Speed model short chassis (Dick Tildon): 3:36.4 minutes

1925 Amilcar CGS (Ed Godshalk): 3:21.3 minutes

1927? Bentley 6.6 liter: 3:28.3 minutes

I'm pleased to report the Amilcar did quite well essentially tying the Ford for the fastest time up the hill, much to the surprise of the Bentley owners, considering that the Amilcar is only 1.1 liters...

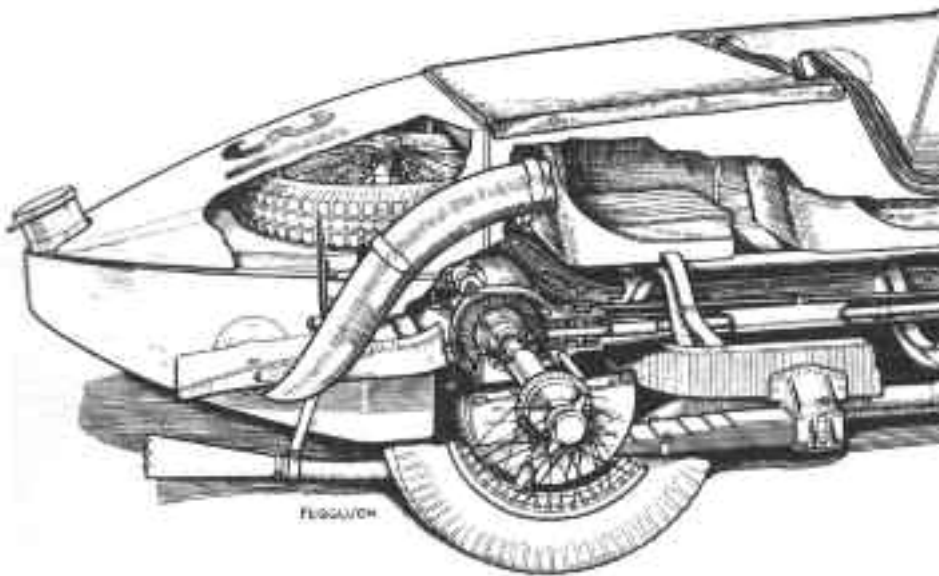
I started the day using a 19 mm choke with a 0.9 mm main jet, since in the cold weather it did not want to start with a bigger choke tube. With this setup I was able to do the hill in about 3:27 consistently and get up to about 48 mph in 2nd gear. This is my normal setup that has performed reliably over the last 12 years. Starts first try and idles nicely at 400-500 rpm and pulls well to about 3000 rpm on a 5% grade in 2nd gear.

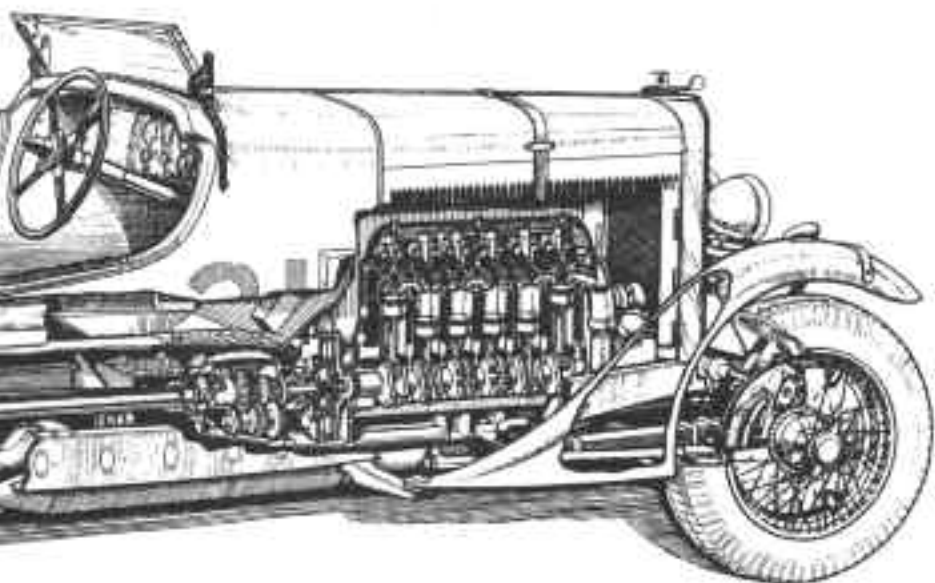
As the day warmed up I put in the 20.5 mm choke with the 1 mm main jet which moves usable rpm up to about 3300 on the same grade giving me about 50-52 mph in 2nd. This dropped my times by 6 seconds.

Anyway, lots of fun was had by all.

Cheers,
Ed

1931 Talbot '90'







*Roni and Maurice Dreyfus, a lifelong partnership,
yesterday the race, today the restaurant.*



*Le
Chanteclair*



Roni & Maurice Dreyfus

18 East 49th Street, New York City—PLaza 3-7711

A Reminder of René and Maurice:

Our friend, David Rex, recently loaned us an old and original Chanteclair brochure. It's a perfect reason to remember the much beloved Dreyfus brothers and their gracious hospitality and warmth.

For any who would like to relive Chanteclair just a bit more we reproduce as well the recipe for the Coquille Chanteclair. We know it to be accurate as it was on one of the pages of the brochure. The editor's bride has promised to make them soon. Will anyone else give it a try?

jpd



COQUILLE CHANTECLAIR
(serves six)

1 POUND BAY SCALLOPS	1 1/2 CUPS LIGHT CREAM
5 MEDIUM-SIZE MUSHROOMS	1/2 CUP MELTED BUTTER
1 TABLESPOON CHOPPED SHALLOTS	1/2 CUP FLOUR
1 CUP DRY WHITE WINE	2 EGG YOLKS
2 TABLESPOONS BUTTER	2 TABLESPOONS WHIPPED CREAM
SALT, CAYENNE PEPPER	

Slice mushrooms and cook three minutes in 2 tablespoons of butter. Add scallops, shallots and wine and bring gently for five minutes. Add cream and bring in a boil; then lower heat. Season with salt and cayenne pepper. Meanwhile prepare a beurre manié by mixing 1/2 cup flour and 1/2 cup melted butter into a smooth paste. Stir this into scallop mixture and simmer gently at least ten minutes to cook flour thoroughly. When the sauce has thus been thickened, pour it into 6 scallop shells, reserving 1/2 cup of sauce for glazing. Mix 2 egg yolks into this half cup of sauce, then fold in the whipped cream. Pour over filled shells and glaze in broiler a few seconds until golden.



René and the 2.8-liter Bugatti Type 59C at Monaco, 1934

THE ANNUAL AUTUMN RALLY, **THE NUTMEG, 22 OCTOBER, 2016**

2016 was quite a Nutmeg. The roads were memorable, the entry was diverse, the headquarters hotel was warm and welcoming, the questions along the route were entertaining, and the weather. . .well, you can't have everything.

It was cold and raw.

The headquarters was, once again, the historic Beekman Arms Inn in Rhinebeck, New York. We'd last stayed there for the winter rally a few years ago. It's just as pleasant as ever. The Beek, by the way, claims to be the oldest continuously operating Inn in the United States. This historic hotel in the Hudson Valley has operated continuously since 1766. FDR, who just lived down the road a piece from it, was said to have spent every election night sitting in the Beekman's bar awaiting the returns. One suspects that he might have been enjoying an adult beverage or two while he waited.

The crowd gathered on a dampish Saturday morning in the library of the Inn for final instruction as well as distribution of the Route Books, dash plaques, and Rally Plates. The latter, though a bit pricey these days, prove to be a popular souvenir. The final entry was around twenty-two cars

With the weather a bit dodgy, the number of older cars was down but we still had a few brave souls in vintage tin some with rag tops that actually came down late in the day. The Rally Master's AC Aceca once again was sporting plate number 1 and served as the rolling headquarters while the rally was in motion.



The Lehrmann Lancia motors reliably through the rain. (hyman)



Jim and Julia Shelly staying dry in the latter's Citroen. While that particular model has a somewhat shaky reputation, Jim says that once it was sorted out the SM has run like a train.
(hyman)



Sharing a little tarmac in the park, Marc Evan's B-GT and the rally master's Aceca are well closed up against the rain.

(jpd)

Cooling off at the luncheon stop, the Lehrmann Lancia and Andy Williams' Aston.

(jpd)





Nichol's Morgan arriving at the park to take over responsibility for the speed portion of the competition.
(hyman)

Young Jeffrey Nichol, Jim's son, had the family four seater Morgan present with top and sidescreens in place and a most charming friend in the navigator's seat. Mark Evans was once again accompanied by the lovely Lisa and this year brought out a mildly tricked out MGB-GT. He spent part of one of the stops waxing eloquent on the joys of functional wipers, roll-up windows, and heating. We confess we didn't fully understand, though the AC offers some variations on that theme but with more typical British efficiency. (*or lack of same.*)

Route instructions had the motorists covering some beautiful, if partially dampish, countryside. Placed more or less strategically along the route, was our friend Alexander Davidis and his film crew catching the rally in motion for the club's new video, "We Came for the Romance." Alexander also spent some time at the luncheon stop interviewing participants.

The morning run took the intrepid rallyists through about seventy miles of winding roads and back country villages. There was a stop at Wilderstein, the home of one of FDR's cousins to see the recently renovated exterior of their 19th century carriage house. With several floors of storage, imposing turrets, and a breathtaking view of the Hudson River, it represents the vintage motorist's dream of the classiest garage imaginable. There is a hope that in an upcoming Nutmeg we will arrange to wander through the building.

The last stop prior to the luncheon was at Wilcox County Park for a much anticipated speed contest. The rain had made the surface of the parking lot a bit on the slippery side so the Time Trial was moved under cover. The resulting tighter course proved a challenge to the participants. For this event the participants were, in fact, not the rally drivers but their navigators.

While waiting to take their turns at the course, a number of contestants and supporters managed to drink a little coffee there while the speed event was in progress. It took a fair bit of the chill off. Many thanks to Jeff Nichol for his assistance in timing and running the event. Youth has its advantages as the

*Arriving through the gloom,
the rally master's Aceca
never looks out of place.*

(hyman)



Shoendorf's Chrysler Saratoga, powered by this brutally beautiful Hemi, ran phenomenally and sounded even better for the entire day.

(jpd)



LUNCH:

Jane Meyer spent most of the day navigating Andy Williams' Aston but when it came time for the speed event it was her turn to drive. She is about to start out on the R/C Motor Car Gymkhana course here, while Carol Donick mans the stopwatch.

(jpd)



Dr. DeLucia enthraling his luncheon companions with a tale of daring-do from the morning run of the rally. His lovely bride, Terri, looks a tad skeptical as she seem to recall having gotten just a little lost at one point out there. . . They had a most wonderful adventure at it, though. (jpd)



Mr. Carroll enjoying lunch with Mrs. Harmer.

(jpd)



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CHRYSLER 300

It's the most fascinating car to drive you've ever driven! You'll be off and away in this brilliant new low-drag beauty in the thirty-one of 300 hp — the greatest, latest power in any American car. You'll feel the same thrill that today's most avid sports-car enthusiasts have . . . the new high-torque, light-torque, perfect and great-guzzling smooth.

In a Chrysler 300 you can enjoy the new feeling performance that can't get out of place in the 1955 models.

Daytona track "flying 300's" at speeds over 130 mph — plus the car's maneuverability and endurance that swept 3rd and 2nd place in the 100-mile Grand National road race over. For the thrill and winning new American 300 . . . is simple, though limited production for the most track-hugging look, feel, and drive that have made the Chrysler name famous in the world's greatest road races.

Arrange for a drive today . . . your Chrysler Dealer is the man to see!

AMERICA'S MOST POWERFUL STOCK CAR

Brake HP: 200 @ 3200 rpm . . .
Comp. Ratio: 8.5 to 1 . . . Two 4-barrel carburetors . . . Special suspension for maximum cornering, road-hugging performance and control . . . PowerSteer Automatic Transmission . . . Power Brakes . . . Dual exhaust system . . . Wheelbase: 114 inches . . . Overall length: 209 inches . . . Height: 55.5 inches.

See Your Chrysler-Plymouth Dealer

ON THE ROAD:





A source of a clue. . . rallyists needed to be looking everywhere.

top contestant was also one of the younger participants. Radio controlled model cars are apparently a skill that many of us missed in our training.

From the park it was a short eight or ten miles to the luncheon stop along with its warm and dry rest rooms.

Lunch, a buffet, at the Stissing House in Pine Plains, went well and soon the call of the open road beckoned. Fortunately the rain had abated during lunch so a few of the convertible tops managed to be stowed prior to departure.

The afternoon run was a tad longer than the morning but made up for it by having a couple fewer questions to be answered. We even managed to drive by Charles Bordin's country place. There were a few old cars in barns visible from the road and some delightfully whimsical pig sculptures adorning the pillars of an overgrown looking farm road.



(M. DiPleco)

Our favourite bit of artwork seen along the road.





*Chuck Schoendorf
displaying the mascot
from the dash of his
Chrysler Saratoga.*

(hyman)

*Jeff Nichol and his
navigator, Katelyn
Ackley, took over run-
ning of the R/C car
speed event so the
rally master and his
bride could move on
to managing the
luncheon.*

(hyman)



*The Lessard's Porsche
may not be vintage but
it proved a perfect
conveyance for a
decidedly dampish
rally.*

(hyman)

The crowd reconvened at the Beekman in time to dry off, change clothes, and even imbibe a small libation prior to the private dining room being opened.

Dinner at the Beekman was its usual joy. Food was tasty, Photos of the day's activities were projected on a screen in the front of the dining room throughout the evening. The top prizes were, once again based on junkie that Jim Shelly had pulled from his basement store rooms and sent to the rally master for turning into memorable and unique trophies. Once again the top prize, as is our custom, was the now legendary "VSCCA Nutmeg Rally First Place Trophy and Dust Catcher" other prizes included a quickly restored oil-burning headlamp, a wonderful little Oil Can with an antique Ford Logo embossed in it, and a number of tractor-themed trophies to commemorate the day's run through what was almost entirely farm country.

Dinner adjourned at a civilized hour so that some could get on the road homeward. Those staying at the Beek were able to move to the lounge for an extension of the evening's pleasures and the reliving of adventures on the road.

Sunday morning dawned bright, clear and warm. One wag at breakfast suggested that it looked so great that we ought to go back out and re-run the rally in the opposite direction. It wasn't such a bad idea.

Maybe next year?

The 2017 Nutmeg is scheduled for October 21st. Details to follow.



(jpd)

DINNER:



(jpd)



Mr. Allocca makes his appearance after a long but pleasant day on the road. (jpd)



Mrs. Fenley relaxing while watching the slide show. (jpd)



Ms. Casey and Mr. DiPleco sharing a story with Mr. Weber.

(jpd)

*The Lehmans,
Pere et Fils, debat-
ing an answer to
one of the ques-
tions with a table
mate.*

(jpd)



The Beek makes for a lovely dinner venue.

(jpd)

*The rally master
explaining one of the
less arcane questions
and answers.*

(chd)





Three of the classiest ladies in the hall, Carol Donick, Terri DeLucia, and Janet Allocca. In fact, the room was all but over run by very classy and exceptionally tolerant ladies that evening.

(jpd)



Cyrus Clark (right) sharing a story of the day's adventure at the helm of a Mazda.

(jpd)



Marc Evans and the very charming Lisa Kauffman managed to stay dry in the MG-BGT the entire day. Evans noted that it even has air conditioning should it have been needed.

(jpd)



A relative newcomer to the club, Ben Tarlow, was already running his second or third Nutmeg Rally.

(jpd)

Silvain and Danielle Lessard are becoming regulars on the VSCCA Rally Circuit.



(jpd)



The Bordin's haven't missed a Nutmeg in many years. This year's version took everyone right by their country place before dinner. Thus they had the opportunity to stop and relax a minute or two before continuing on to the Beekman Arms, only a few miles away.

(jpd)

AWARDS:



(jpd)



(jpd)



(jpd)



(jpd)

WINNERS:



For the second year in a row, the winning team of Weber and Liba! We think this may be a first for the Nutmeg.
(j.shelly)



There was a tie for second place. The Lehrmann's proved their mettle for another year as very competitive rallyists but just missed the big prize. Steve promises to be back again next year to take another shot.
(j.shelly)

Tied with the Lehrmanns was the team of Elain Fay and Meo Veldhuizen, on only their second Nutmeg Rally.

(j.shelly)



VSCCA HOLIDAY GATHERINGS 2016

Hotel Thayer at West Point

Jacob Wirth's in Boston

The annual New York area Frank Righetti Memorial luncheon took place this year at the storied Hotel Thayer at West Point, while the annual Boston Area Holiday dinner took place at its usual venue, Kevin Fitzgerald's historic Jacob Wirth Restaurant in the middle of the Boston Theatre District. Both were well attended.

The trip to West Point brought back memories of earlier VSCCA days when the Thayer was a quasi-regular stop for the club. Our predecessor as Editor, Earl Kelton, had been stationed there as a professor and helped set up a number of events. It was good for the club to get back there.

We will mostly let the photographs tell the stories but note that a highlight of the West Point affair was the presentation of the Koshland Award to Dave Belden posthumously. The award was accepted for Dave by his widow, Alice.

Thanks are in order to the organizers of the events, Keith and Joan Harmer in the New York area and Ben Bragg and Steve Silverstein for the Boston gathering.



Joe Freeman and Carl Whitney.

Mr. Bragg, the co-chair of the event in Boston, hosting a number of happy faces at this table.



Mrs. Harmer, the co-chair of the event at West Point with her husband, welcomes the crowd to the Hotel Thayer. (jpd)

Two of the smiling guests, Santo Spadaro and Judy Stropus.

(jpd)





Dr. DeLucia and Mr. Gelles

(jpd)

*Mr. Smith and Mr. Gelles.
(he did his bit of working
the room, didn't he?)*

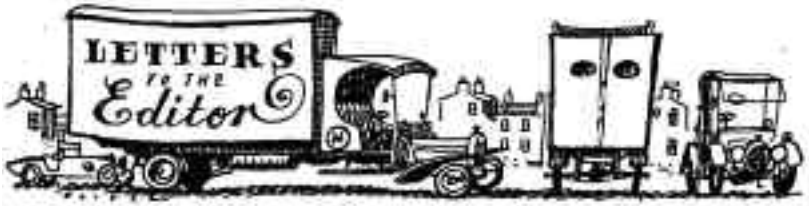


(jpd)



*Alice Belden received the posthumously bestowed Koshland Award for
her late husband, Dave.*

(smith)



Dear Jim,

The superb Issue #4 of VSC prompts many thoughts. In random order:

- ◉ *Though I didn't know her, I am so sad at the loss of Charlie Ford. And I hope Gary's health issues you spoke of aren't serious. It tickles me that your car Samantha and Gary's 1500 Green - which look so similar - are one s/n apart, Sam being W204 and Green, W205.*
- ◉ *Am sorry too about Tom Caulfield. We never met, but I recall fondly our many communications on Ferrari matters, either Ed Roy's or mine. Tom and I both had 225 Ferraris at one time.*
- ◉ *Roger Howard's "bitsa" contains a few pieces of Peter Seferian's Type 35 - the gearbox cover, I think, and starter housing or whatever.*
- ◉ *You spoke of passing your 300th mile in Samantha; I'm puzzled, as I never got either Sam's odo or tripmeter to work. As to more horsepower, I always felt the ideal transplant for Sam would be a stock Lotus Twincam 1600, with close ratio gearbox.*
- ◉ *About pedal spacing: your size 10 feet must be hugely adept; I wear size 7EE and had to be very deliberate on every downshift or heel & toe braking.*

It was just great seeing all the pix and mentions of Samantha, and knowing she's being used as originally intended confirms my delight at your stewardship of my favorite car.

My very best, Jim, and to Gary when you talk or see him next.

*Sincerely,
david carroll*

Dear Jim:

Over the years I have written to you many times to offer compliments on your writing skill, and layout artistry. I must say, though, that the 2017 'Pre War' calendar is the very best. Obviously, the theme is dear to me, but the quality of the photos and the richness of the copy is just way over the top.

The best month? May. How could one ever top one shot combining Rene Dreyfus, Elizabeth Junek, Scott Ebert, and a T-35 Bugatti in a muddy field?

This sets the standard.

Incidentally, the Morgan Super Aero with the spare engine and all other bits and pieces was shipped to it's new owner in England, arriving the end of August. And what have I heard from him, you might wonder? Nothing. Absolutely nothing. Ah the Brits . . . what a strange tribe.

*Many thanks and Happy New Year,
Jeff Jacobson*

Dear Jim:

It is unlikely that anyone looks forward more than I to the periodic arrival of VINTAGE SPORTS CAR.

But from this observer's perspective, you have really outdone yourself with Issue Four.

Coverage, both editorially and graphically of The VSCCA Fall Finale was a tour de force. Nothing was left out, and you were unsparing in devoting so much space to this superb event.

Of course, being a former HRG SM 1500 owner might prejudice me somewhat, and it was such a treat to see your new acquisition, paired with Gary's immaculate Aero. I remember that when that car first was unveiled by the Works, I was horrified. Certainly didn't look like mine. But in retrospect, I find it...if not beautiful...certainly impressive and a bold step forward from a manufacturer whose design hadn't changed in eons.

Your remembrance of Charlie Ford was lovely and touching. The true definition of a lady, Charlie was never anything less than Gary's oh-so-gracious and enabling right hand. There were times when that well-travelled GMC motor home was a great source of welcome and comfort to me.

And finally, the mention of Sandy Leith's missing BMW headlamp ring reminded me of another piece of serendipity. Back in the days when I was an active racer of my Le Mans Replica Frazer Nash, I was dismayed at how often the Borg & Beck clutch had to be replaced. Borg & Beck charged a lot of money for those plates. So Pete Magnuson, who was maintaining the car in those days, sat down with his clutch book (no Internet in those days), and after a lot of digging, found that the identical plate was available for the Studebaker Commander. At something like \$20 for a box of ten. Sweet!

I look forward to many forthcoming issues, and continued updates on the HRG.

*Sincere best wishes,
ROBERT E. RICHER*

Dear Jim

Vintage Sports Car #4 of 2016 arrived safely...and what an issue. I can't recall seeing as many HRG pics in a non-HRG magazine for years! Very definite congratulations.

Has anyone been in touch with Kita Melahn in Searsport, Maine, lately? She and her late husband, Tom, were great company. Thanks again for your stupendous promotion of the marque.

*Best regards,
Ian Dussek*



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Dear Jim:

It was nice talking to you. I hope you find the enclosed to be of interest.

I guess the two photos were taken at Road America. Please give credit to the Glenn Glendening Collection. I have a lot more that Glenn sent to me four or five years ago. He has since died. Please return them when finished.

*Kind regards,
David Rex.*



NOTE: It appears that these two photos were taken at the 1957 Six Hour (500 Hundred Mile) Enduro at Elkhart Lake on the 8th of September, 1957. There were 52 cars entered.

The Mercedes 300-SL Roadster is an interesting photo for a number of reasons. It was entered by George Tilp for Paul O'Shea and the flying dentist, Dr. Dick Thompson. The Roadster was not yet accepted by the SCCA for Production Car Racing, though. It had not been out long enough, we understand. As a result, Tilp modified the car heavily to run in class D-Modified. It almost looks like a 300-SLR but it isn't quite.

Jim Kimberly's Maserati is his 450-S. He also had brought along a 200-S. We aren't sure what happened exactly to the Maser in the race but it appears that Gentleman Jim didn't go the distance in his own entry and finished the race in 7th place as co-driver with Ebby Lunken in the latter's two-liter Ferrari.

The most exciting car of the day was, no doubt, the 3.8 liter 315-S Ferrari that Gene Greenspan had entered. This was the car that Taruffi had driven to victory at the Mille Miglia earlier in the year. It had been flown in from Maranello, only arriving at the track the morning of the race. Along with the car came a Ferrari works driver to pilot it, Phil Hill.

Briggs Cunningham's team was present as well with a stable of three D-type Jaguars.

Once the race had sorted itself out part way through, Hill took a commanding lead, never to be bested. Carroll Shelby had harried him a bit in John Edgar's 300-S Maserati, finally finishing second. Charlie Wallace and John Gordon Bennett brought home the best finish for Cunningham's Jags at fourth place. a Ferrari took sixth (Kilborn and Hively). O'Shea and Thompson brought the Merc home in sixth, while Kimberly and Lunken in the Ferrari came in at 7th.

It was a popular event with the spectators as it is reported that there were around 30,000 in attendance. That was a lot of people in 1957 for a sports car race.

jpd



Phil Hill was the class of the field that day in the Mille Miglia winning Ferrari that had been flown in for the event. This shot is taken from Tom Schultz' wonderful history of Road America.

Hi Jim :

When you get the chance to speak with Stewart Richards, here are the two photos that his father gave me years ago. I'd be very interested in any history he can add to Paul's ownership and whether he has any other photos. The car has finally surfaced with Mark Smith in Virginia...he has actually owned it over 30 years, but did not know its story. Now he does!

Built (we think) by Frank Griswold and raced by him in the early ARCA days, it went to Lou McMillen who brought it over the Shelsley Walsh in 1937 (see pages 236 & 237 in Finn's book.) History after 1937 is a large void, but Mark speculates that McMillen kept it. I suspect this was not the case, as he was a mechanical sort and he probably would have modified it further or broken it up in pursuit of another project. Who knows...

In any case, if Stewart can add to the story, that would be wonderful.

Best,

Sandy Leith





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

1959 Lotus 7 Series 1:

Chassis No. 791 - Well known in the VSCCA since it's importation in 1988 by Dick Miller. Running an 1100cc BMC built by Arjay Racing Engines (Dyno sheet available) with steel center main cap, magged stock crankshaft, and rods custom built JE race pistons, with 12:1 comp ratio. Lightened timing gears, SPVP4 race cam timed 100 degrees after top dead center. Custom built headers added in 2012, with GMT Manifold – alloy twin SU 1 ¼ carburetors ported to match carbs and head and increase flow. Lightened flywheel with 71/4" racing clutch, with a Jack Knight 4 speed Dog Box. Recent: Oil, water, and fuel pumps, fuel cell, custom radiator & expan. tank - No expense spared ownership! Priced aggressively at \$36,500 USD.



1923 Amilcar CG Special:

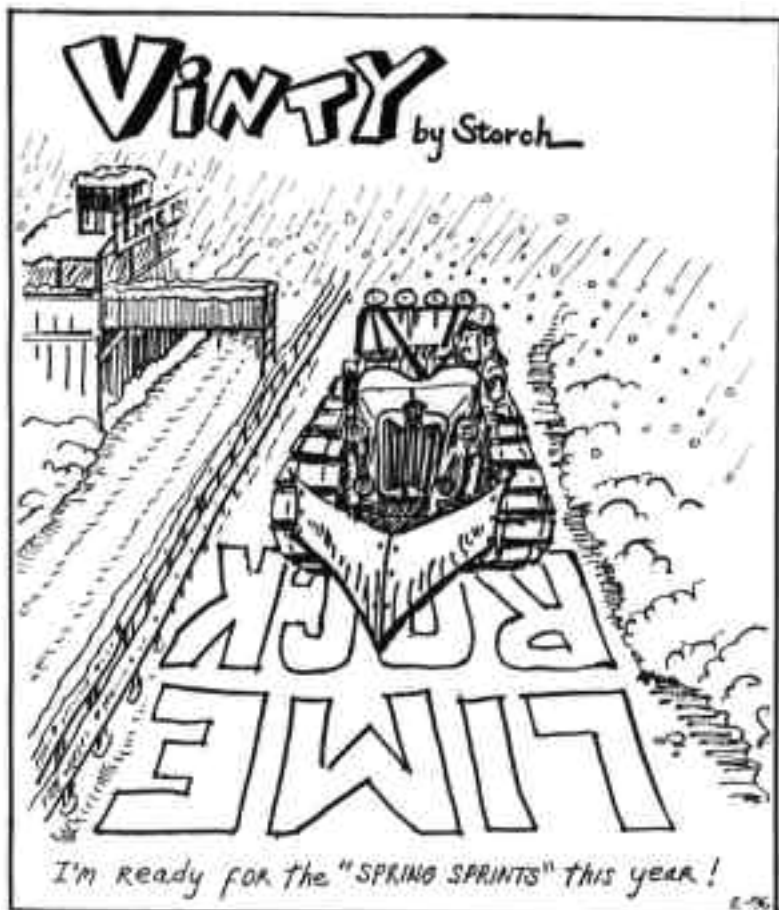
Monoposto racer, with hand made aluminum body. Running an extremely quick supercharged Ford E93 A engine, achieving low 1.20s at Lime Rock Park, and quick 41 second time at Hunnewell Hill Climb. Having underwent a full restoration by JR

Mitchell of GMT Racing, it is fully sorted. Spacious cockpit - allows drivers of all sizes up to 6'-2" to be comfortable, equipped with roll bar, five-point harness, fuel cell, competition seat, and VSCCA logbook. Also included is an Amilcar engine with all original accessories, now dis-assembled for inspection (\$10,000 value). An excellent turn key prewar racer; reluctantly offered for sale - priced to sell at \$39,999 USD.

1958 Alfa Romeo Veloce Original Factory Spider:

Prepared to VSCCA and SVRA specs. Fresh 1500cc 101 based race engine being installed as this is written. Rebuilt 5 speed close ratio gearbox. 5:12 limited slip differential. Dual Circuit Brakes. 3 shoe large drum front set up from SS-SZ Two exhaust systems - ceramic coated open race exhaust and street style 5 Magnesium 5x15 Campagnolo style wheels. Fuel cell, roll bar w/ sidebar protection, dual Aluminum racing seats with 5 point belts. Many light weight components including starter, aluminum "generator" aluminum radiator. Raced for many years in VSCCA, SVRA and HSR. Reliable, easy to maintain, asking \$72,000 USD.





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Visit www.pvgp/drivers/legends for more details.



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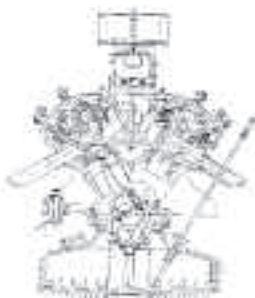
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