

VINTAGE SPORTS CAR



NUMBER TWO 2022

VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

39 Woodland Drive • New Britain, PA 18901

Membership inquiries to the above address



Edgar L. Roy, Founder

1905 – 1995

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VINTAGE SPORTS CAR



The club's long time secretary, Tony Carroll, passed away this spring. He was a fixture in the club for the majority of

the club's sixty-five years and known for his love of French and Italian cars. His last racecar was this Talbot-Lago Grand Sport. It had burned in a fire at Jerry Sherman's some years previously. Tony had it rebodied similar to one raced at LeMans in 1951 by Chambas and Morel. He is shown here with it at its debut during the Fall Finale at Lime Rock Park in 2008. Tony's obit appears on page 13. (photo by hyman)

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This issue was a sad one to pull together. Of late there have been too many deaths amongst our long time stalwarts. The next issue will have some more tributes but this one is particularly poignant. We remember two men, Tony Carroll and Howie Gilmore. The two of them did much to shape and steer the VSCCA through what one might describe as it's middle years. Tony served as Secretary for over forty of the club's nearly sixty five years. For much of that time he was the keeper of our institutional memory. Howie served as Activities Director and as Treasurer. He shared an enthusiasm for fascinating cars and for driving them rather than simply an enthusiasm for racing. His cars over the years were seldom what one expected to find at the front of the pack going into turn one at Lime Rock but they never ceased to be of interest. That approach to the club reflects the purpose that has inspired it from the beginning - preservation and use of the cars themselves.

With Howie and Tony's departure from the scene it should behoove us to look at their legacy and the passion they brought to keeping the VSCCA a unique entity on a fairly crowded landscape of motoring clubs. If that unique nature of our activity is worth keeping alive then we, who lead it now, will have work to do.

As a start, we offer the rest of this issue, a visit to a museum that reflects one enthusiast's motoring dreams, a look at the evolution of a little known special, and the passionate search for the history of one member's dream car, a Cunningham C3.

Sure, we love going racing, but we will never tire of enthusiasm for the cars themselves.

Enjoy!

jpd

VSCCA Spring Sprints at Lime Rock Park May 6-7, 2022

The VSCCA's 2022 competition calendar kicked off at Lime Rock Park in early May. This, being the first time in 2022 that our members could gather at our favourite racecourse for low key competition. This first event of the year is mostly about blowing out the cobwebs, getting out on the track, and seeing old and new friends in the paddock. There is no timing and scoring.

This weekend also featured the annual VSCCA Drivers' School as well as a new event called **"Driven to Race, A Taste of Vintage Racing."**

As for the competition itself, event chair Ben Tarlow divided some 60 entries into two race groups based on lap times. Though not to everyone's taste, this always leads to an interesting mix of vintage race cars. The first group included some prewar cars like Ben Bragg's famous 1935 Old Gray Mare Special, Sandy Leith's equally well-known 1931 Bugatti Type 37 Special and George Holman's seemingly massive 1930 Stutz Special. The Stutz is particularly imposing when passing Richard Campbell's diminutive H-Mod Crosley-engined Voigt special. Another prewar car of note is Activity Chair Mark O'Day's 1939 MG PB supercharged special known as "Babe", O'Day purchased this very well known wee beastie from Frank Mount last



Mr. O'Day pushing along nicely in his recently acquitted MG-PB Special, "Babe."

year. Also part of the mix were the MG T-series folks with the always quick Frank Filangeri and Ed Callo mixing up with MG A's including Jim Juhas's coupe and James Goodson's roadster.

Up from Florida, Shaun Henderson was at the wheel of his Morgan Plus 4 while Kevin Clemens was in the ex-Mike Virr 1959 Morgan 4/4. Two



*Mr. Campbell pedaling as hard as he can in a lovely little H-mod special.
(hyman)*



*Andy Greenberg's Aston doing exactly what it was designed to do - motor quickly. Andy drives it to all of the events he participates in and then drives it home, a habit to be admired by the rest of us.
(hyman)*



Male's Alfa coming through the uphill. He was a part of a major Alfa contingent this year. (hyman)

Formula Vs were in this group, Eric Logan with his 1964 Formcar and Harry Sroka with 1967 Autodynamics MK IV facing another open wheeler in Larry McKenna's 1959 Stanquellini FJ. There were also Alfas in this grid as well as in the faster grid including Scott Hill and brother Ross Hill along with Erick Thomas in his 1961 Sprint Veloce. Lotus honor was upheld by James Bailey in the 1962 Lotus Super 7 formerly driven with vigor by Ernie Steubesand.

Some quick newcomers were highly competitive including Bob Cunningham with his Austin Healey Sprite, who led several sessions, and Bruce Giedra in a 1969 Datsun roadster.

The second group featured cars with quicker lap times and a no less wide variety of makes although Alfas seemed to fill the field. It wasn't an Alfa that dominated most races, though. The quickest car was a bright red 1965 Ford Lotus Cortina MK 1 piloted by veteran racer David Porter. Trailing him were at least 15 Alfas of various models although most were Giuletta Spiders or Veloces including Todd Hill, Deb Abraham, Robert Brady, Ed Sanson, John Feingold, Bradley Price, Stephen Lehrman, Whit Smith, Andrew Male, John Feng and the acclaimed *major domo* the Alfa clan, Santo Spadaro. Some of the non-Giuletta models included Sandy McNeil and her rare 1960 Alfa Romeo Sprint Zagato along with two Alfa Romeo GTVs piloted by William Shields (1973) and Robert Brady (1974).



We think this Sprint Zagato is Sandy McNeil. She is never known to put a wheel wrong and is always a delight to share the track with. (hyman)

"Prewar at play"



One of the Holman Stutz behemoths looking smooth.

(hyman)

*O'Day in MG
leading Bragg
in the "Old
Grey Mare."*

(hyman)



*The president, Mr. Leith,
giving the "Scrambling
Egg" a bit of wellie.*

(hyman)

The MG lads in a tight scrum entering the uphill.

(hyman)



Marc Cendron looking ever so splendid in the Tojeiro.

(hyman)

Ms. Amaroso holding off MG and Morgan respectively as they move into the end of the main straight.

(hyman)





Yes, it's a Rover and isn't it neat?

Mr. Geanacopoulos brought this one out for the drivers school and drove it with enthusiasm.

(hyman)



Almost nothing but Alfisti as far as the eye can see. . .we make exception for the Tojeiro and the F-Jr. that have snuck into the photo.

(hyman)



This Porsche Special, the Sable Special, has been being campaigned of late by Chris Turner, who keeps it in fine fettle.

(hyman)

Deb Abraham has been campaigning that Alfa for a very long time and always keeps it near the front of the pack.

(d. smith)



Mr. Spadaro in #555 leading one of his comrades through the left hander. Santo, more than anyone else, is responsible for encouraging the participation of so many Alfas of late. We are grateful.

(d.smith)

Ms. McNeil getting a little help strapping into the SZ before going out to play.

(d.smith)





As eclectic a crowd going into Big Bend as we have seen in a long time. They all got through it safely, though.
(d.smith)

Sports racers in the field included Michael Kaleel's 1962 Lola Mk I, Marc Cendron's 1957 Tojeiro Climax and the Lotus 23 of Kurt Uzbay. Open wheeled cars were both Formula Juniors, Bob Mirabile's 1962 Cooper T59 and Joe Fuller's 1960 Lotus 18. This grid also included some fast production-based racers with Norman Berke's Elva Courier, Jon Clark's 1965 Mini Cooper, Stu Forer's 1958 Turner 250S, Jim Stein's 1959 Porsche 356A and Gaspar Fasulo's 1968 Porsche 912. Perhaps the most interesting car in this field, at least for this writer, was the beautiful 1969 Porsche Sable Special driven by Chris Turner.

There was another large class again this year for the VSCCA's Driver's School with 18 students. The school is directed by Charles Bordin, chairman of the VSCCA's Driver Qualification Committee. The instructors this year included - among others - Paul Balich, Senior Instructor at the Skip Barber School and veteran racer Mark Hamilton Peters. The students aren't required to drive vintage racers so the field includes a wide variety of cars from everyday transportation like a Nissan Maxima to a vintage Lotus Mk 6 and a very quick Porsche 911. After several sessions of classroom discussion they then follow the instructors doing controlled laps of Lime Rock. The students finish up the weekend with their own race. Chairman Bordin was pleased by the quality of the class and hopes a number will go on to earn their full vintage racing credentials.



Joe Fuller - in the Lotus 18 - realizing that he has a mirror full of Alfa Romeos and a Datsun. He was likely grateful for the Lotus' acceleration about half a second later.
(d.smith)



Mr. Fenley and Mr. Baker fettling one of the old Oscar Kovalski junior formula cars for JR Mitchell to take home to a deserving youngster.

(jpd)



Mr. Gelles, ever quick in the Stanguellini, was beginning his fiftieth season of racing at the Spring Sprints of 2022.

(hyman)



(d.smith)

“Driven to Race, Taste of Vintage Racing” was an innovative addition to the Spring Sprints this year, designed as an opportunity for those interested in vintage racing. It was the brainchild of Kobus Reyneke of Porsche 912 experience. He was assisted by a number of other VSCCA volunteers. Some 26 interested participants were given instruction and then observed on the Lime Rock Park autocross circuits on the hill in the middle of the LRP road course. At the end of the afternoon they then were allowed to lap the full LRP course following the instructors. This new event was oversubscribed so there seems to be a lot of interest in vintage racing in the New York-New England area. Hopefully they will return to try the real thing and join the VSCCA. A success, the “Driven to Race” experience will most likely return next Spring Sprints.

Weather for the Spring Sprints is always problematic and this year was no exception. In the past the season kickoff has been canceled by a surprise snowstorm but other years have been bright and beautiful. This year? Not so good with rain on Friday and cold winds on Saturday. Heavy rains south of this corner of Connecticut probably kept entries down.

There was also sad news during the weekend that Gordon Mackenzie had died. “Gordy” was a long-time member of the VSCCA honored with an Honorary Membership. He gained fame as a racer in the early years of road racing in the US with his beloved C-type Jaguar nicknamed “Mother.” Later he raced a Lotus Europa with the VSCCA and served as a driver coach for many members. A tail gunner in WWII, “Gordy” was 96 at the time of death. *(See Obituary in the next issue. jpd)*

With the season started so successfully we can't wait to see what the rest of the schedule brings. Watch this space!

Dow Smith

Obituaries:



(courtesy)

Anthony S. Carroll **1936 - 2022**

The loss of Tony Carroll, on top of so many recent losses left this writer with a feeling approaching devastation. For my entire career in the VSCCA Tony was always there. One might make the case that, for many people, Tony Carroll WAS the Vintage Sports Car Club of America. He was an exceptional writer when contributing to this magazine. He was a wealth of knowledge regarding the history of the club and, of histories in general. Tony had likely forgotten more about this club than any of the rest of us has even learned - he was blessed with a mind that seldom missed a detail.

One could talk for hours with Tony about cars and the people who loved them and made them famous. He took at least as much pleasure, though, in other topics. A devout and conservative Roman Catholic, Tony was a joy in an evening's conversation over a couple of adult beverages going deeply into theological topics. *(He also helped keep my Latin grammar accurate.)*

Tony was quite likely the most knowledgeable person in North America on the topic of Healey Silverstones and, perhaps, even more so on the topic of the glorious French Talbot Lagsos.

A look through any number of motoring histories, particularly on these two marques, will often find a reference to Tony as a source for the author. Tony was generous with his knowledge and a great respecter of scholarship.

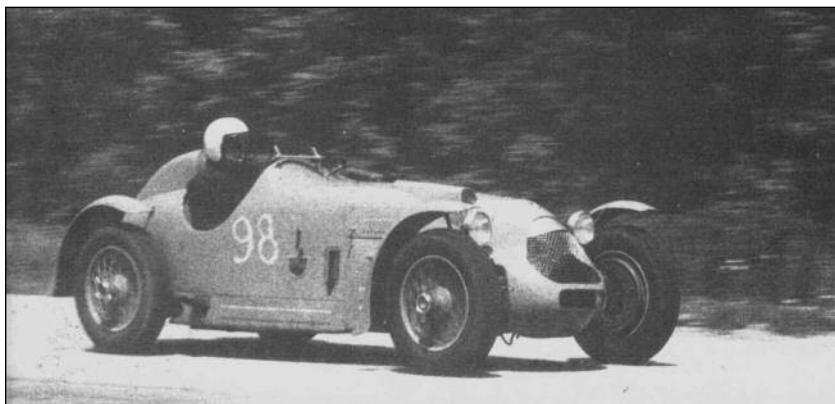
On a personal level, Tony was very much a gentleman of the old school. After spending a weekend with us, his thank you note would invariably arrive



Early in his VSCCA career Tony put a lot of miles on the Healey Silerstones. He had two different ones in those days, though one at a time. This is 1974 at Lime Rock Park. (carroll collection)



The year the Spring Sprints got called due to snow - Tony drove up to Lime Rock in the Hotchkiss and had a glorious time anyway. (jpd)

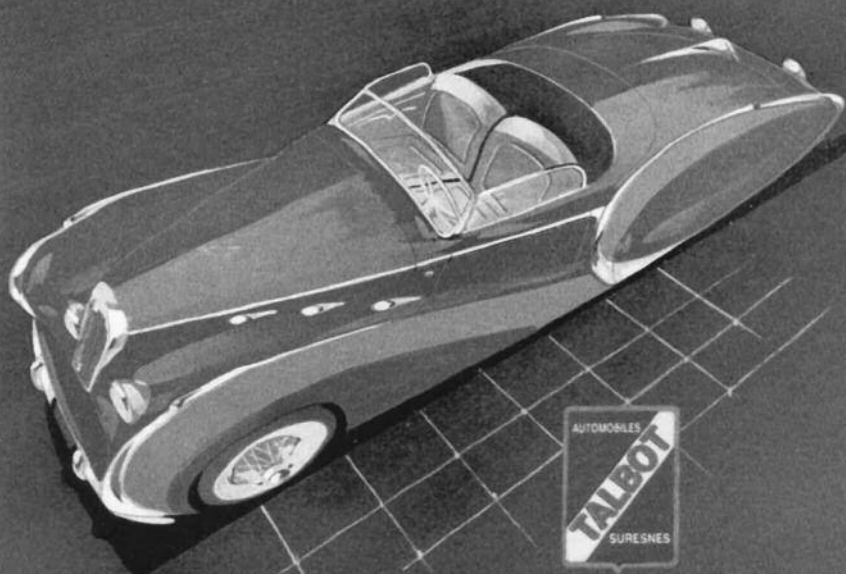


*Tony at Mount Equinox in the Talbot-Lago Grand Sport that he shared with Sherman until the latter's death. This is its second body, as the two friends had acquired the car as a rolling chassis. It later burned in the barn fire. The body was redone, yet again. This time by Eno DePasquale and is the cover car for this issue of **Vintage Sports Car**. (jpd)*

TALBOT LAGO

LE PLUS BEAU CHASSIS DU MONDE

4 litres 500 GRAND SPORT



CARROSSERIE CABRIOLET DÉCAPOTABLE PAR

J. SAOUTCHIK

CARROSSIER DE GRAND LUXE

46 RUE JACQUES DULUD, NEUILLY ⁵/_{seine} MAILLOT 72.08



With René Dreyfus at Equinox examining the Talbot.

(jpd)

in the post by Tuesday. We often thought that he pulled over at the end of the road to draft it so as to ensure his thanks would be timely. That sort of thing isn't encountered much these days.

Tony was also a lover of Alfas and of Lancias. He had more than one of each over the years and used them regularly over the roads, whether to Lime Rock, Mount Equinox, or any other destination. One could go on about the cars in Tony's life - Hotchkiss and Hudson being two others. He even had a Bentley and a Ferrari at one time or another. He loved the cars for themselves, not for how they might make his skills look on the racing circuit. One must note, though, he was more than competent in a race as well. He finished in the top three of the prewar class at the very first Pittsburgh Vintage GP at



Tony Loved Equinox and was always delighted in the later years to be offered a run up the mountain in something interesting.

Here he is about to take on the hill at the wheel of the "Old Grey Mare."

(jpd)

the wheel of a borrowed Bugatti (Jerry Sherman's) His history could go on for pages but we shall let others have a turn and will close on a more personal note. Tony Carroll was a true gentleman in every sense of the word. A loyal friend, a mentor, and always a sympathetic ear coupled with a ready wit. He will be missed more than words can ever convey.

Requiescat in Pace, old friend. Until we meet again.

jpd



Tony's love of French cars extended enthusiastically to the products of Molsheim. He seldom missed attending one of the American Bugatti Club gatherings. In 2003 he was a passenger for awhile with Sandy Leith in the "Scrambling Egg." As we recall the story, at one point an oil line let go and covered the two of them with the ensuing spray. A couple of dirtied rags and a hose clamp later the two were happily back on the road. It was all part of the adventure. (hyman)

Tony Carroll

In a year already burdened by the losses of too many notable stalwarts of our great Club, came the devastatingly sad news of the loss of our dear friend, Tony Carroll on May 4th. Having battled failing health for the past three years, the call was not unexpected; still the finality of the notice was a shock and a time for deep reflection and appreciation for a life well-lived and shared with deserving friends. His application for membership with his Healey Silverstone (Serial No. D19) was approved in 1965, beginning a long period of activity with the Club. He succeeded Fred Herdeen as Club Secretary in 1973, a position he held until handing over the reins to Scott Fenley in 2014, an unprecedented 41 years of devoted service to the VSCCA. His "old school" approach to the role rankled some and charmed others...he had no email, computer or



Emptying out the luggage area of the Healey (such as it is) prior to a run up Mount Equinox in the early seventies. Tony had driven the car to the event but didn't feel the need to carry the extra weight up the mountain. (VSCCA)



A good shot of the Talbot in its second body, prior to the fire. Tony is heading down pit lane at Lime Rock to enter the fray. (jpd)



Tony was delighted with the debut of the final body work for the Talbot. It was first run at the Fall Finale of 2008. Tony had done much research to help get the lines of the Chambas LeMans car correct and Eno DePasquale had completed a wondrous replica.

(hyman)

voicemail. I sometimes wonder whether his phone had a dial, but regardless, a phone call to or from Tony during the “Covid era” was always an occasion to be treasured with pearls of wisdom aplenty.

In a postal exchange of research involving the “*Car Auction of the Century*”, the sale of the incredible antique car collection of the late Wallis C. Bird in 1962, Tony attached a Post-it note with the missive, “Of course, Wallis Bird’s godfather was Charles Evans Hughes.”

2022 will be long remembered as a difficult year for our Club, but the loss of Tony Carroll and all he represented to his friends and fellow Club members will never be forgotten.

Sandy Leith

The obituary from the **Garden City News** fills in a few more details of a life well lived.

Anthony S. Carroll died peacefully at Good Shepherd Hospice at Mercy Hospital in Rockville Centre on May 4, 2022 at the age of 85. He was a graduate of Holy Cross College in Worcester, Massachusetts and a long-time employee of The Port Authority of New York and New Jersey. Tony was born in Scarsdale, New York and spent his early childhood in Belle Harbor, New York. It was here that he developed two great loves! Love of the Church where he was an altar boy at St. Francis de Sales, and love of the beach and the ocean. This continued his entire life as a member of Atlantic Beach Club for over 60 years. He spent many happy days swimming in the ocean and sitting reading in the sun.

He was an enthusiastic member of the Vintage Sports Car Club of America and served as its secretary for many years. Racing at Lime Rock, Bridgehampton, Pittsburg’s Grand Prix, road rallies and “hill climbs” at





(jpd)

The Alfa Berlina was a longtime favourite of Tony's. It offered a superb ride and excellent handling along with the joys of the lovely little Alfa engine. He drove it on a number of Nutmeg Rallies and in all sorts of weather. The middle shot shows also the smiling face of his navigator that weekend, Robert Selkowitz.



(hyman)



(jpd)



After the rally there is always a dinner, where the joys of the day are relived. This one took place in Rhinebeck, NY. Tony is chatting with Rob Bettigole. The latter, and his bride, won the event that year.
(jpd)

Mount Equinox with his many club members and friends occupied many weekends. He was a renowned expert of post war racing cars, especially Talbot-Lago Grand Sport.

Tony is survived by his brother, Bernard, and his sister, Grace (Paul) Schultz and predeceased by his sister, Louise (Daniel) Cullinan. He had 9 nieces and nephews, Kathleen Downs, Gail (Paul) Haire, Jeffrey Cullinan, James Cullinan, Daniel (Denise) Cullinan, Kevin Cullinan, Michael Cullinan, John (Rania) Schultz, Elizabeth (Louis) Galli and 11 great nieces and nephews.

jpd

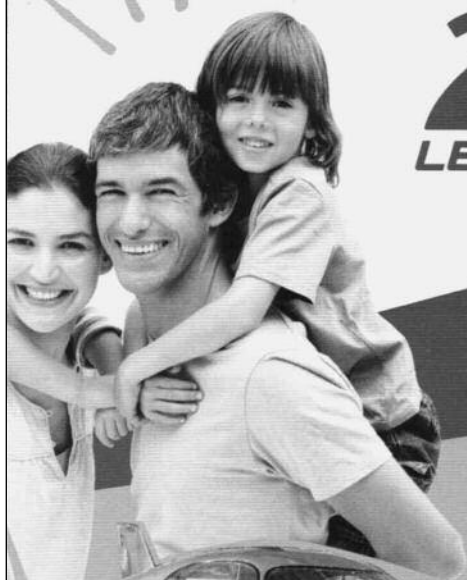


And yet another Talbot-Lago - his Talbot sedan. Tony put a lot of miles on this one prior to his restoration and a fair number afterwards. It was sold not terribly long before his passing. He once remarked that it was just about the finest road car he had ever owned.
(allocca)



**VISIT
THE LEGEND**

**24h
LE MANS**



**LE MANS
24 HOURS
MUSEUM**





(hyman)

Howarth C. Gilmore
August 29, 1936 - March 26, 2022

Howie Gilmore, the former activities chairman and treasurer of the club, passed away this spring. His is another massive loss to the club. Gilmore was a most joyous enthusiast for all things motoring. Early on he had done some ice racing, a part of the sport often (*and rightly*) consigned to the most adventurous or, maybe, craziest participants in motor sport. He went on from there. We think there was a fling of sorts with motorcycles but he finally settled in the vintage car world. He and his beautiful bride, Karen, who predeceased him, were fixtures at VSCCA events for well over forty years.

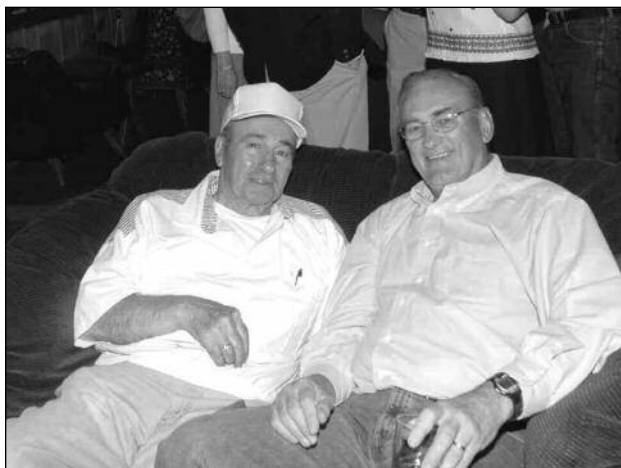
The motorcars he campaigned with us were an eclectic assortment if ever there was one. Though he didn't have them all at the same time, we recall a number of Porsches, a Ford Sprinter, a prewar AC Tourer, a magnificent Lagonda Tourer, an odd little Amiclar Special that went on to Shawn Henderson, the Wachs Special, and even a Marandaz. That latter may have been the only example of the marque that any of us had ever seen.



One of Howie's favourites (among many) was the Wach Special. He drove it up Equinox often, later sharing it with Billy Haupt. (jpd)

*Enjoying an evening
with another
VSCCA legend,
Frank Righetti.*

(jpd)



*Running the Wach
up Equinox.
Many years earlier
he had quite an
off at Equinox in*

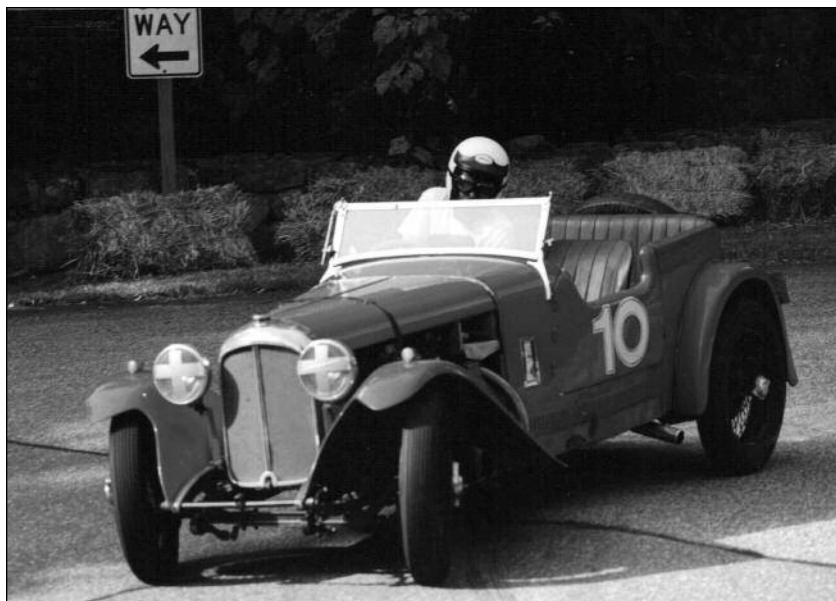
this car. Howie spent a little time in hospital and the Wach spent a fair bit of time in restoration. Thankfully, both survived to climb Equinox again.

(hyman)

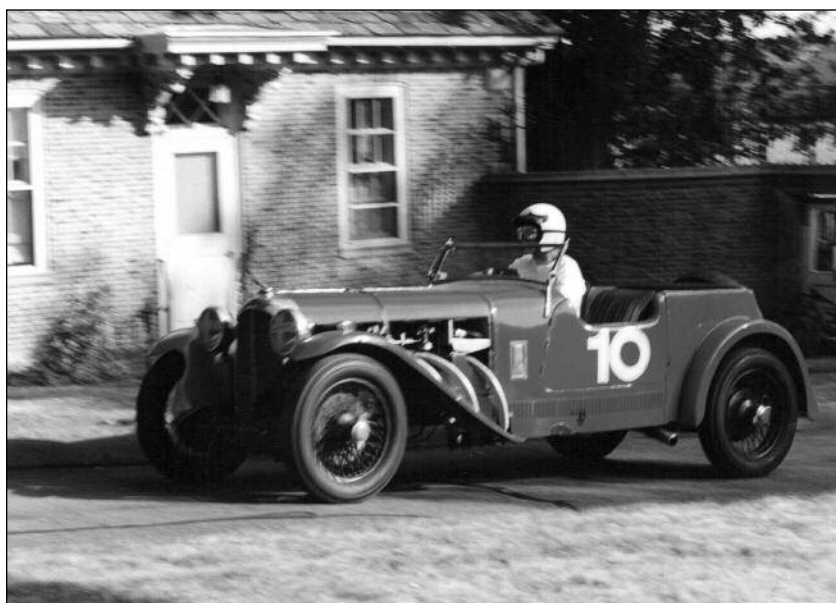
*Another of his mounts
over the years, This is
the prewar AC that he
ran for awhile. In
this photo Gilmore's
on the grid in
Pittsburgh.*

(hyman)





Likely the only Marandaz Special many of us had ever seen. Howie exercised it with enthusiasm here at Castle Hill.
(hyman)





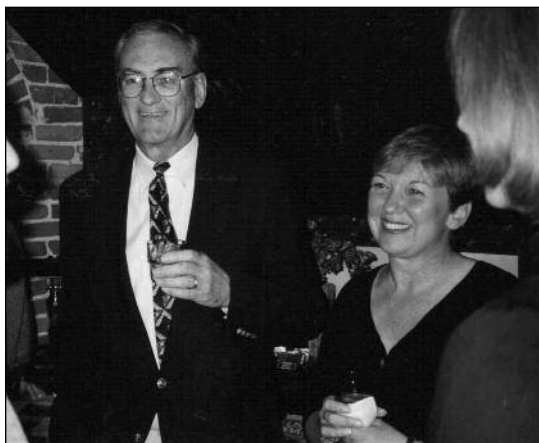
(hyman)

At events Howie could often be found with his pal, Bob Millstein. One of the joys this writer had as editor of **Vintage Sports Car** a number of year ago involved the two of them. When the magazine came out they would go through it carefully and then call each other to lay claim to which of them had their photo more times in that particular issue. Occasionally one of them would call to ask me to check the background of a certain shot to agree that it showed the left rear fender of their car or maybe even less of the car than a fender. After awhile the editor would sneak one in just like that to give them something to chew upon - happier times they were.



The Wach in its earliest form with Howie joining a mixed bag of VSCCA entries on the front straight at Lime Rock Park.

(hyman)



With the lovely Karen at one of the annual dinners. The two of them were a happy couple and always great company.

(hyman)



(hyman)



With a bunch of his best buddies at the annual Mount Equinox dinner.

(jpd)



The Denzel was another rare wee beastie that came to be identified with Gilmore. He raced it, hillclimbed it, and drove it on the road. Here he and Karen are part way through one of the Nutmeg Rallies.
 (hyman)



If memory serves, Howie had to lengthen the chassis on the Amilcar Special so that he could fit into it. Later the car went on to Shawn Henderson.
 (hyman)



A luncheon in Vermont with Millstein (l) and the editor (center) (hyman)

Millstein adds: *"I first met Howie at Mt. Equinox, around the year of the Flying Nun. The following weekend I found myself driving around in his Audi mapping out the VSCCA Fall Rally. I don't think he would want us to be saddened by his passing, but rather to feel comforted by having known and enjoyed him. When I called him of late I would ask how he was doing, he would always answer "lousy". Then he got on to his favorite topic, "how's the club doing? What's new?"*

"Howie and I were the best of friends. We spent so many hours together on road trips, races and other adventures. He was a tall drink of water with an infectious smile. His wit was razor sharp and no one was spared from it. Walking around the paddock at Lime Rock was like walking with Mel Brooks, never knowing what was going to pop out of his mouth. His devotion and friendship extended to the club as well He served on the BOD as treasurer for many years, a job he took most seriously In writing this I am sorry for all those who didn't get to know him. It is said that the VSCCA is about the cars, but it is equally about those who enjoy them."

Gilmore was another of the folks who made the VSCCA so special for this scribe. Equinox was a particular favourite of his, (among a long list of favourites). The hotel at the top is now long gone, and with it, the bar with that glorious view of the sky. Sitting there with him and Karen was one of the blessings of life.

Requiescat in Pace, old friend.

jpd



Windscreens? What on earth for?

How many times can one modify a Crosley?

The story of the Goldbug - maybe.

With profound apologies to Edgar Allen Poe.

I set out to find more information on the first H-Mods to race at Thompson. (Thompson is the venue for the 2022 Thompson Vintage Motorsport Festival — June 23-25, 2022, and this year's Puckett Cup will likely be awarded there.) The first H-Mod sized car to race at Thompson was Abbot Lahti's Croslahti.

In April 1951, Abbot Lahti of Wolfeboro, New Hampshire built a sports/race car called the Croslahti out of a 1947 Crosley sedan with a modified Crosley engine. He started with a COBRA engine, but wisely switched to a CIBA engine for his Croslahti B. Its claim to fame was an unofficial under-30 second run of the half-mile at Thompson -- besting runs made by "Cad-Allards and many other sports jobs with many times the displacement."

(Sports Cars In Competition, 1952)

(Editor's note: Abbot Lahti regularly attended the VSCCA's races at Bryar in the 80's and was always good for an interesting conversation. jpd)

This information was expanded on in the book, "Vintage American Road Racing Cars," (Pace and Brinker). The Croslahti was built without a body, along the lines of many of the successful Shelsley Walsh hillclimb specials. And the book goes on to state that Abbot sold the car to Jim Hoe, who then sold it to Hank Rudkin. Rudkin modified the car, putting a fiberglass body on it, and installing a supercharger.



Abbot Lahti in one of the few photos of his rather crude but effective special, the "Croslahti."

H-MODIFIED ROAD RACES

THOMPSON VINTAGE MOTORSPORT FESTIVAL



JUNE 23-25, 2022
THURSDAY FRIDAY SATURDAY

TEST & TUNE
(PUT ON BY THE
TRACK)

PRACTICE,
QUALIFYING,
RACES

RACES



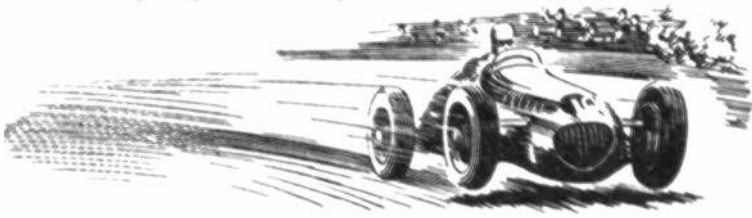
THE VSCCA, THE VRG, AND THE H-MODIFIED RACING CLUB WELCOME YOU TO JOIN US WITH YOUR HMOD (OR SIMILAR SMALL-BORE RACER). FOR MORE INFORMATION, CONTACT RICHARD CAMPBELL AT EVENTSCAMPBELL@GMAIL.COM



A kind of soft photo of the "Gold Bug" at speed. Likely with Rudkin at the helm at Watkins Glen in '52.



Henry Rudkin in his odd-looking Fiberglas-bodied Crosley wonders if he is going to get credit for his last lap as some of the cars were halted short of the finish line in the 1500 cc race



It doesn't appear that Hoe ever raced the car. Based on the **Racing Sports Cars** site, Hoe was a Duesenberg racer. No mention of a race in a Crosley.

Rudkin, on the other hand, was a small-bore guy. He raced a Crosley Special at Giants' Despair in July 1952 — and the car was described as having open bodywork. (Sounds like the Croslahti.) Then he raced in the novice race at Thompson in August — still with open bodywork. In September he ran at Watkins Glen — with a Crosley Special. The entry list describes the car as being in Class 7, while **Racing Sports Cars** lists it as a "G". (The G classification would be consistent with a Supercharged Crosley.) A photograph in the December 1952 issue of "**Auto Speed and Sport**," shows Rudkin in his Crosley Special at Watkins Glen, and the car appears several times in an amateur film of the race. From the color film, it appears that Rudkin dropped a gold-colored body on the Croslahti and ran it at the Glen as #49. **Racing Sports Cars** lists Rudkin as having one more outing with the Crosley that year, at Thompson in October. In 1953 he moved on and started to campaign a Bandini in HM.

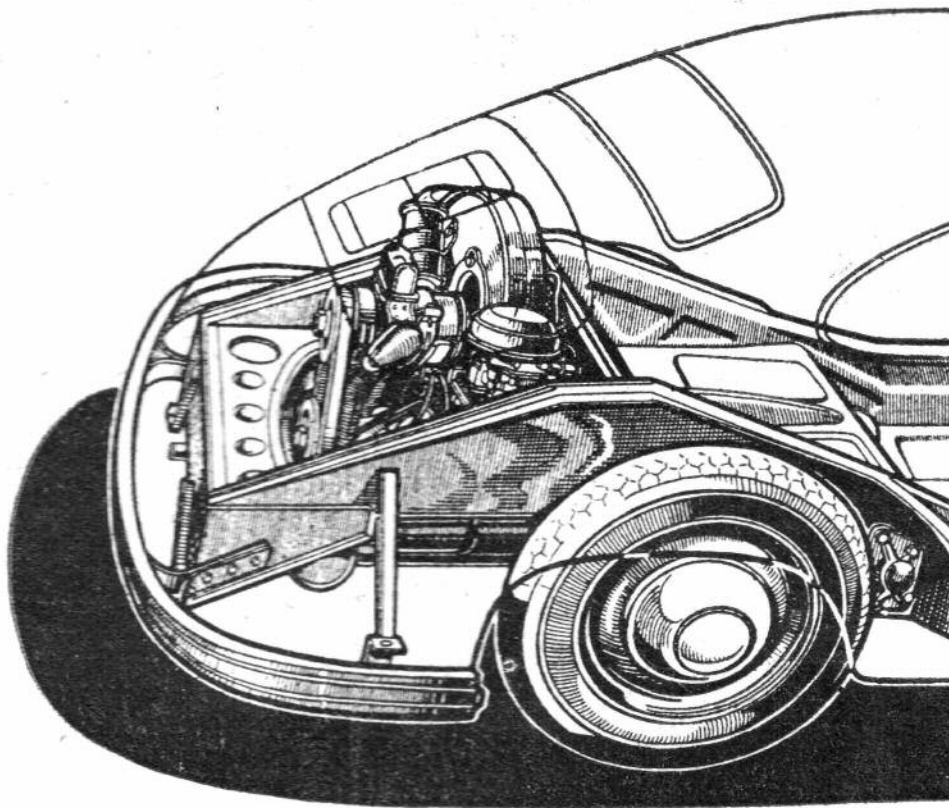
The car reappears in 1954, now in the hands of David Findlay. Findlay raced a Crosley in 1954 and 1955. It was usually described as the Goldbug, although **Sports Illustrated** referred to it as the Golden Bathtub when Findlay crashed it at Thompson in 1954 and managed to get a two-page article in the November 8, 1954 issue. (Looks like Hank Rudkin's Goldbug, so it may have started its life as the Croslahti.) While it wouldn't be surprising for a rollover to mark the end of an H-Modified race car, Findlay went on to race the car one last time, at the Beverly SCCA Nationals on July 4, 1955. And that is the last documented appearance of the Goldbug.

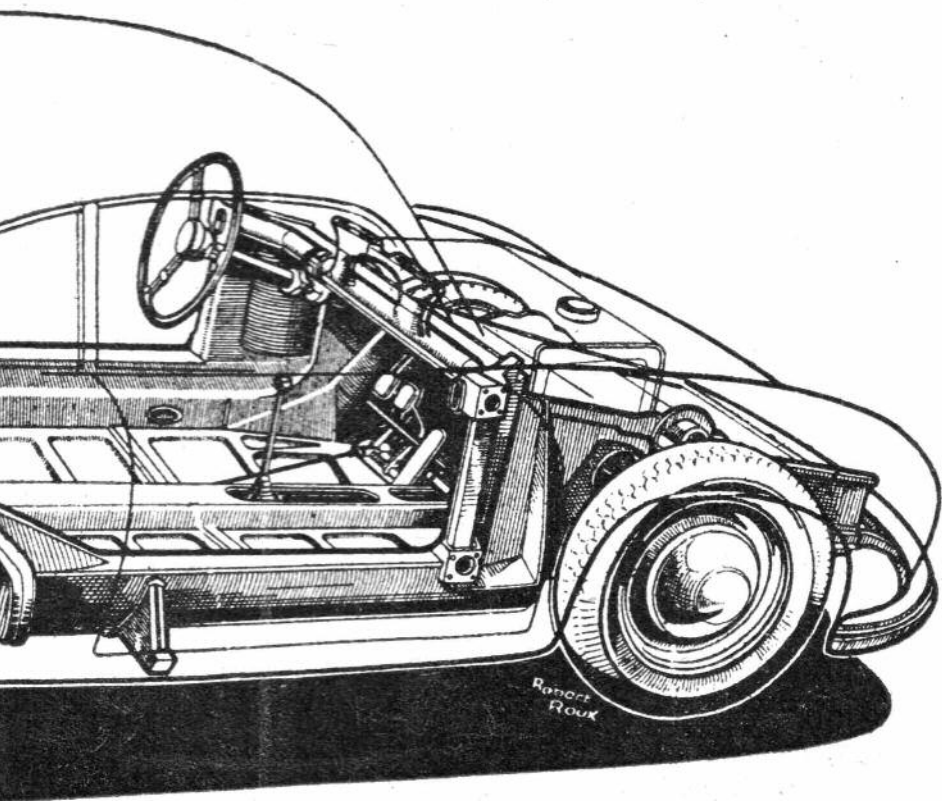
So...it looks like Abbot Lahti's Croslahti may have ended up as the "underpinnings" of David Findlay's Goldbug — after trading hands from Lahti, to Hoe, to Rudkin, then to Findlay.

Any clue where the car went after 1955? *(editor's note: Where is Jerry Greaves when we need him. On the other hand. . . Bob Webber knew these guys. Bob, thoughts? jpd)*

Richard Campbell

1953 Porsche 356







A Visit:

Musée de l'automobile Henri Malartre: Lyon, France

It must be many an enthusiast's dream: a castle and a breathtaking collection of cars. One supposes that the money to maintain the dream might also be nice. But, then again, dreams don't need to be practical, do they?

The Malartre museum today belongs to the City of Lyon as Monsieur Malartre has long since gone to his reward. His dream, though, lives on.

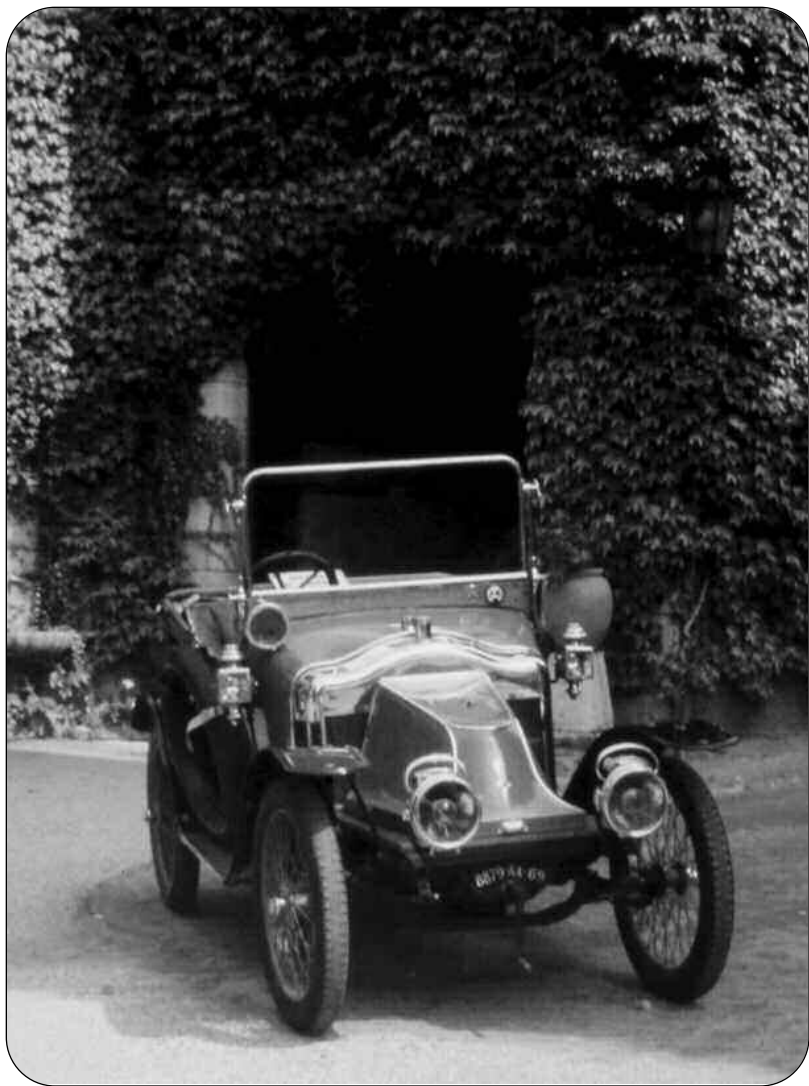
It might be easier to understand what we have here if we travel back to the beginning.



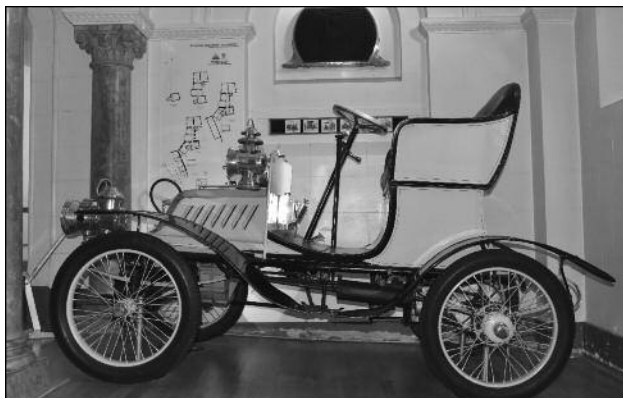
Henri Malartre, rather like Monsieur Maurice Dufresne, whose auto museum is in the Loire Valley near Azay-le-Rideau (*more on this one another time*), got into this collecting thing as a scrap dealer. He bought up old cars, dismantled them, and sold the parts. At some point the first one that was too good to dismantle came along. it was an 1898

Rochet Schneider in a glorious shade of yellow. The story goes that his car, manufactured near Lyon, almost looked like it should still run. He is said to have given the hand crank a twist and the old girl coughed a couple of times and stumbled into life. That was in 1931. The next one was a Gobron-Brillié. By the time the war came along Malartre had built up a small but impressive collection. He hid it in the country to avoid the Nazis and tried to go about his business. Bombing in 1944 put paid to that, though, as the business was destroyed and Malartre, himself, incarcerated in a concentration camp with other resistance suspects. He was released in 1945 with the liberation of France.

Reconstruction was an arduous task. He had to sell part of his collection to rebuild his business and his life.



The chateau at Rochtailllee with its ivy covered walls provides a perfect backdrop to the collection and sets the visitor's expectation of stepping back to an earlier time. (jpd)



An all but perfect 1902 DeDion Type K1 gracing an alcove in the entrance hall. (jpd)

It took a few years, but by the end of the forties he was back on his feet and able to begin expanding his collection again.

As those in the collector car world know too well, one reaches a point where more space becomes a necessity. This is likely true for any passionate collector of anything, maybe with the exception of stamp collecting but it may even be the case there as well. Anyway, like a proper French gentleman, he quickly concluded that what he needed was a chateau. Finding one, even in the heart of France, that fit his need, was a many month project.

He finally located a suitable historic site, It is called the Château de Rochetaillée and was almost in his own back yard. Its history goes back to the 11th century but it has gone through many incarnations thanks to war, revolution, and neglect. It was rebuilt after the 18th century revolution in the style of a 15th century chateau. Some of the earliest parts, mostly the tower, still survive. Malartre bought it in 1959 and by 1960 was ready to open an automobile museum there.



In one of the rooms on an upper floor - - each of the cars was disassembled and brought up in pieces before being reassembled in place. (jpd)

15th century Chateaux seldom come with a decent sized garage - even less one that will hold thirty to fifty cars. Where should one put them? The answer was simplicity, itself; put the cars inside the chateau. In fact, Monsieur Malartre filled every room in the place from top of the tower to the ground floor. Each room throughout the chateau is named for a manufacturer or a pioneer from the earliest days of motoring. There are multiple cars in most of the rooms. There is even a chapel, now called the "motor chapel." It houses a most exquisite collection of engines.

Getting all those cars up to rooms several floors above ground level was a major task. There was no elevator or ramp. Thus, each was dismantled and carried up the stairs in pieces.

Over the years when a vehicle was needed for a rally or an exhibition the process was reversed. André Surmain, writing in **Automobile Quarterly** in the early sixties relates that a few of the cars might be disassembled and reassembled three or four times per year. We doubt that this is any longer the case as there is now additional exhibit space nearby in another building. But, then again, one never knows.



A very rare steam-powered tricycle of about 1890. Other than the motor, itself, most of the vehicle is made of wood. (jpd)



The motorcycle collection on an upper floor is impressive. Most of them are French and less well known to North American eyes. (jpd)



Around the grounds are a number of other interesting mechanical artifacts. This narrow gauge steam locomotive was built by Frédéric Weidknecht in Paris.



An early steam powered traction engine graces the edge of the drive coming into the grounds.
(jpd)



Amedee Gordini, "le Sorcier—the Wizard" was a friend of Malartre and donated a couple of the cars in the collection. The building that holds the newer cars is named in his honor.
(jpd)

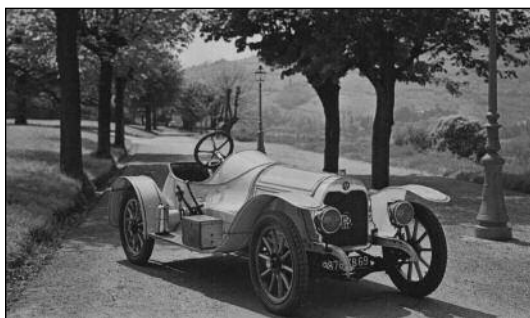


That other building, purpose built for displaying motorcars, is called the "Salle Gordini." it opened in 1963 and contains much newer vehicles than those in the chateau. Those latter cars are mostly pre-World War I. The collection in the Salle Gordini takes us well into the fifties and sixties with a few even later. This building holds something north of fifty cars and they are as astounding a collection as the truly ancient ones over in the chateau.

Monsieur Malartre passed away in 2005 early in the morning of his hundredth birthday. Wishing to preserve the collection for posterity, he had already given his museum to the City of Lyon in 1972.

We first visited the Musée de l'automobile Henri Malartre in 1977, while living in France. It took over forty years to get back but we finally did and will forever regret having taken so long.

Some of the cars we recall from the earlier visit were not in evidence this time. Whether they had been deaccessioned or were on loan to another museum is not clear. Our favourite back then was a 1909 Rolland Pillain grand prix car. It was yellow and one of the high points of the collection.. There is a blue one still in the collection but it isn't the same car. It's from 1923 and has much less grace..



This 1909 Rolland Pillain was a star the first time we visited the museum. It was not in evidence this time. In Malartre's autobiography it shows that he took this on a number of exhibitions. (malartre museum)

There are rumours that the years have not been kind to the museum financially and they have had to sell a few cars. One never knows but the collection remains awe inspiring. The pioneering automobiles still inhabit the chateau but the total collection is much broader. The racing cars, mostly French, have important pedigrees. Some have exceptional track records. Most of them are blue because they were representing France, and they were driven by great racing names: Louis Rozier, Louis Chiron, Jean Behra, Robert Manzon, Maurice Trintignant and David Hulme, amongst others. Of particu-



This Gordini T-23 (Chassis #16) was driven to victory by a number of the leading lights of French motorsport. It was a team car in 1954. (jpd)



The only surviving example of a Noel Benet is this example from 1900. The manufacturer, like many in the day, bought an engine from DeDion to power it. The Noel Benet is claimed to be the first front wheel drive vehicle built. (jpd)



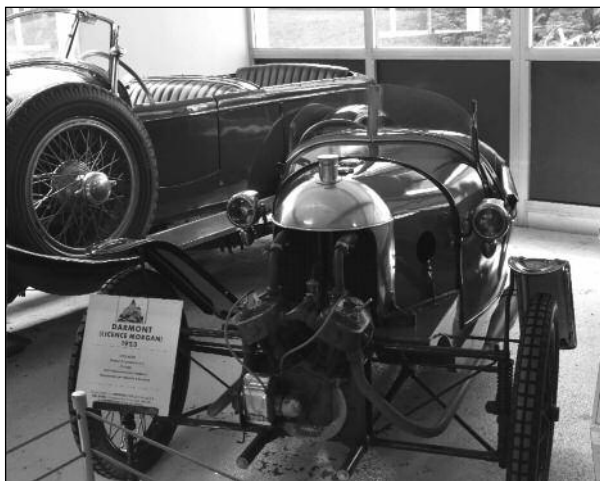
The legendary racing driver Jean Pierre Wimille, decided to go into automobile production after the Hitler war. He only made a few cars before he was tragically killed in a motor race in South America. The car had a rear mounted Flathead Ford V-8 and featured three across seating with the driver in the central position.

(jpd)

A treasure of the collection is this 1908 Berliet - Type CA1 (N°4641). The body style is called a double phaéton. Berliet automobiles were manufactured locally in Lyon.

(jpd)





Forgive us, but we love Morgan 3-wheelers and their derivatives. This 1923 Darmont was made in France under license from Morgan.

(jpd)



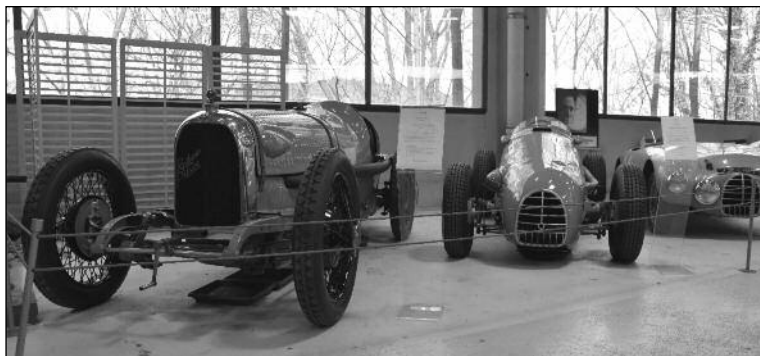
The "bebe" Peugeot is well known and loved by enthusiasts for early French motors. It was actually designed by Bugatti, hence a piece of its popularity.

(jpd)



On the grounds of the museum there is also a commercial enterprise doing restoration work. this Bugatti was in the shop that day for some work or other.

(jpd)



To the left of the T-16 Gordini is the 1926 Rolland-Pilain that took Albert Guyon to victory in the San Sebastian GP of 1926.
(jpd)

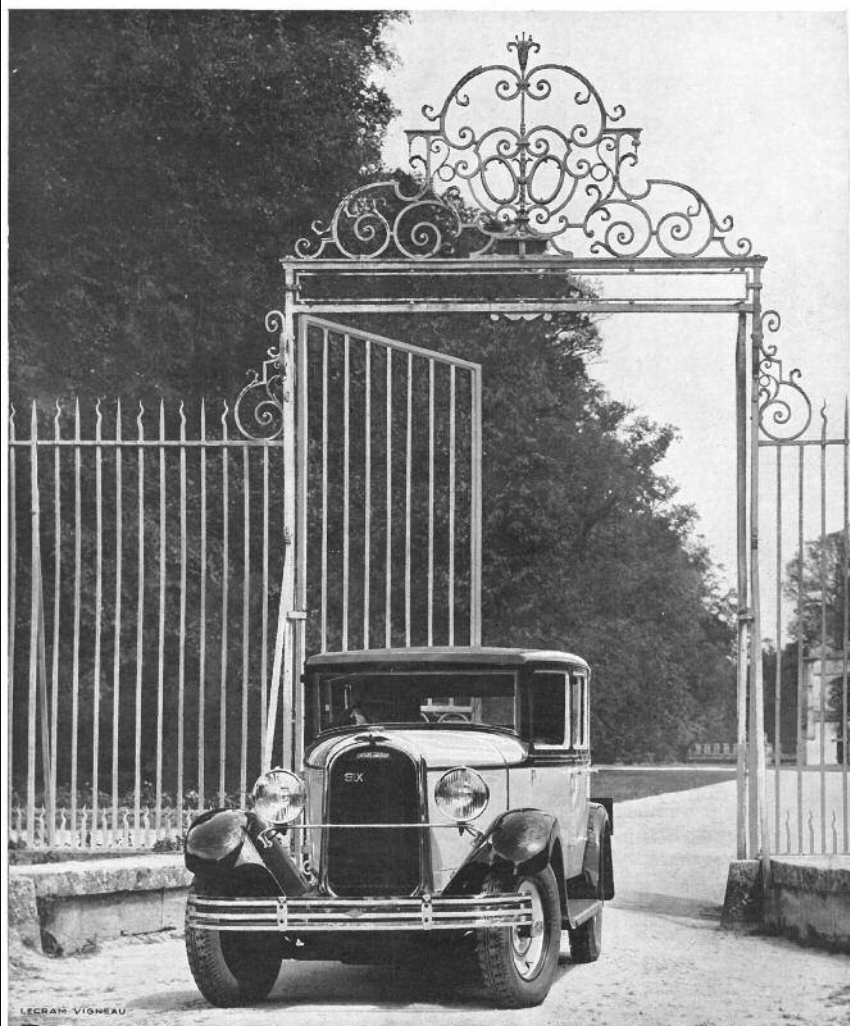


An exquisite Gordini T-16 (Chassis #32) that was driven to victory in the Grand Prix de la Marine at Reims in '52 by Jean Behra.

(jpd)



A relatively rare 1939 Citroën Traction Cabriolet (left) flanked by a 1956 Peugeot 403 sits in front of an ancient Lyon Trolley Car.
(jpd)



LECRAN VIGNEAU

CHENARD & WALCKER

LA VOITURE DE GRANDE MARQUE AU MEILLEUR PRIX

40, RUE DU MOULIN-DE-LA-TOUR, GENNEVILLIERS (SEINE)

27, BOULEVARD DES ITALIENS, PARIS

lar import are a couple of Gordini's that were a gift to Malartre from his friend Amédée Gordini, himself.

The sedans and tourers include several iconic examples from French manufacturers as well as from Mercedes. The motorcycle collection is large and spans much of the history of two wheeled conveyances. The automobilia collection and artworks are scattered tastefully throughout the museum..

The engine chapel, is still in evidence and still evokes feelings of the sacred value of the work of man's hands.



Throughout the museum can be found art work and automobilia of never ending interest. (jpd)

The docent in the Salle Gordini was having a quiet day so he took us in hand for a most glorious private tour of that part of the collection. He doesn't often get knowledgeable Americans, one assumes, and even less often ones that can understand French. (He also spoke English)

We could have spent a second day there and still had cars to focus upon but time and travel plans didn't permit.

The photos will tell much of the story visually.

We shall go back again. This time, though, we won't wait for forty years to return.

jpd



Henri Malartre, WW II resistance hero and automotive enthusiast par excellence, created a collection and a museum in his native Lyon that is a "must see" for enthusiasts visiting this most French of French cities. Don't miss it.

(jpd)

Cunningham C3 #5207: A Never Ending Research Project

My fascination with all things Briggs Cunningham began when I was in my late 20s. I had all the books, toys and artwork. In 1983 I actually met Briggs himself at the museum he owned in California. Around that same time I remember seeing an advertisement for a running Cunningham C-3 chassis — one of the components sold off when Briggs closed down the operation — in Hemming’s Motor News for about \$6500. I dreamed about buying that chassis and having a body fabricated so I could “sort-of” own one of Briggs’ cars. But a new mortgage at a 22% interest rate and a 5-hour daily commute for a low-paying job wouldn’t allow it.

Three decades later, I still dreamed of Cunningham ownership, but because so few cars were built — 36 total, including street and race cars, which is less than the total number of Ferrari GTOs — acquisition would not be cheap. Or likely.



Cotter giving the Cunningham its first outing on Mount Equinox a couple of years ago. (hyman)

So I enjoyed a career in professional motorsport, curated a small car collection and raced my sports cars when I could. And I continued to pursue my passion for hunting for old cars, what I called barn finds.

Once after giving a speech at the annual awards banquet of the Carolina’s Region of the SCCA about, you guessed it, barn finds, my table mate, John Finger, asked me, “What would be your ultimate barn find?” My answer was well rehearsed, because people often asked that question.

“Well, John, my dream was always to discover a neglected 289 Cobra, a car I’ve lusted after since I was 10-years-old,” I said, as the rest of the table listened intently. “But I found a small-block Cobra, restored it and wrote about it in *The Cobra in the Barn*. So luckily I achieved that dream.”



Our hero keeping warm at the Cunningham gathering, at Greenwich in 2018. The turnout for the event was nothing short of amazing. 33 of the remaining 35 were on the field. (cotter collection)

What John asked next I was not expecting.

“OK, so what would be your second-ultimate barn find?”

This was an excellent question, and frankly one I had never been asked. After a moment, I responded, “Well, I’ve always had a fascination with Briggs Cunningham and have long dreamed about finding one of his cars. But with so few ever built, I’m sure all the remaining cars are owned by wealthy collectors who wouldn’t part with them. But to answer your question, I’d love to find a Cunningham.”

Before I even finished speaking, John blurted out, “I know where a Cunningham is. It’s sitting in my friend’s basement over in Greenville.”

It took a moment for my brain to register what I had just heard. John just said he knew of a Cunningham. How could this be? I mean, here I was in the heart of NASCAR country, Spartanburg, S.C, with Greenville less than an hour away. I quickly justified that it must be some sort of kit car, probably a fiberglass replica with a Corvair engine that might resemble a Cunningham.

“I can take you to see it next week,” he said.

To cut to the chase, I met the owner, Sam Harrison, and inspected the car. It was an honest-to-goodness Cunningham. But it took a couple of years before I could prod the car away from Sam. But in 2009 I was the owner of an authentic barn-find Cunningham C-3.



The car on display at the 1952 Concours during the Watkins Glen Race weekend.

(harold lance)

I knew the car was authentic, with its rigid steel frame, 311 cubic-inch Chrysler Hemi, four carb manifold and Vignale-constructed aluminum body, but which C-3 was it? Sam assured me there was absolutely no paperwork. Cunningham ownership is a small community, with everyone knowing a little bit, but nobody knowing a lot. I eventually discovered the early cars had no ID numbers on the chassis, but instead the earliest cars were identified by their engine casting number, which on my car was 20-1012. Consulting with a primitive Cunningham Registry I discovered that this cars was #5207, the second Vignale C-3 built.

Because my car had been off the road since the mid-1960s it had accumulated only 39,000 miles. The aluminum skin had been painted in black primer decades early and the interior was in shambles, but still I decided not restore the car cosmetically, but instead leave it in its barn find appearance. I did, however, refurbish the car mechanically — engine, hydraulics, suspension — and repair the rusted interior bits that had deteriorated over time.



*5207 had an active life as a media car, appearing in a number of contemporary motoring magazines. This was taken during a test with Speed Age.
(cotter collection)*

Further investigation also revealed that #5207 had been used as the company's media car and loaned out for numerous road tests and photo sessions. This revelation began an on-line search for magazines and books where the car had appeared: Esquire (June, '55); Sports Car Album; Sports Cars; and Autosport Review, among numerous others. It became an easy car to identify: only my car and #5206, the first C-3, were the only C-3s built without vent windows in the doors. That and placement of the front parking lights and fender-mounted Vignale badge on the first two cars made it instantly identifiable. My car was even featured in the Museum of Modern Art's Ten Automobiles booklet, which highlighted the ten most beautiful production cars in 1952.



*A very young Denver Cornett posing proudly with 5207.
(cotter collection)*

From these publications I was now able to see the car in its original tri-color (light green, dark green, beige) paint scheme. I noticed in the Register that after my car's media duties Cunningham sold the car to "Cornett." I wondered: could this have been the same wonderful gentleman, Denver Cornett, I met at Watkins Glen years earlier who raced an MGTC? Denver had been a sports car dealer in Louisville, Kentucky, and was attracted to the Morris Minor I was racing at the time. I began a search and discovered that sadly Denver had recently passed away, but his son Denny Cornett, a pediatrician, was also a car guy. I reached out to Denny and yes, his father had actually purchased my Cunningham directly from Briggs. "I have some paperwork and a picture I will send you," Denny said.

A week later I received Denny's care package of materials that had been in his father's file cabinet since 1954, which included the original bill-of-sale, finance paperwork and a letter from sales manager Phil Walters, still in the original envelope with a 3-cent stamp. And he included a black & white photo of a young Denver Cornett proudly standing next to the Cunningham he had just purchased.

I had original paperwork and a period photo; I would have been happy if it ended there. But it didn't.

A few months later John Finger (remember he's the guy who turned me onto the Cunningham at the SCCA dinner) called to tell me that the first Greenville, S.C. owner, Grady Miller, was in a memory care facility, and said I could come to meet him. I did, but sadly because of his condition, Grady had no memory of the car. But I spoke to his wife, and she told me they bought the Cunningham during their honeymoon in Clearwater, Florida. The newly married couple drove their one-year-old Pontiac to Clearwater, and traded it plus \$600 for the Cunningham before driving home.

BRIGGS CUNNINGHAM

SPORTSMAN AT WORK

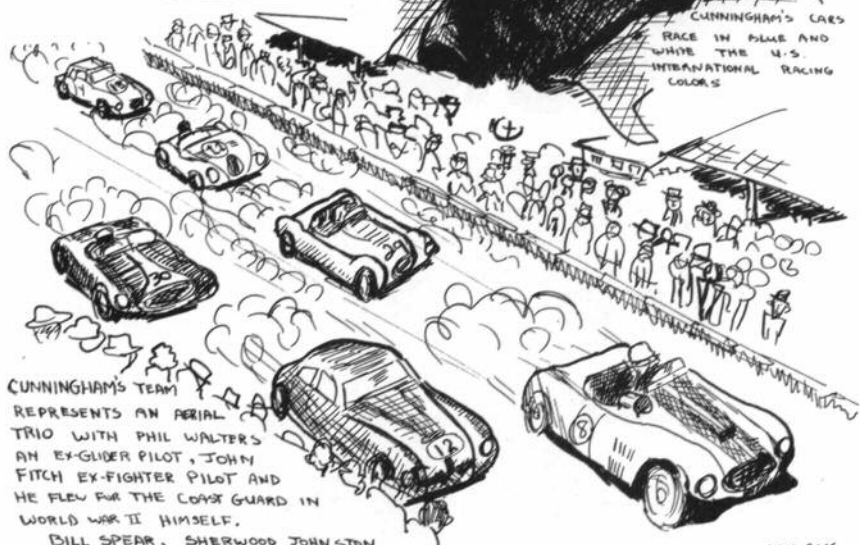
MR SPORTSCAR IN THE U.S. THIS MILLIONAIRE SPORTSMAN IS SHOWING ONCE AGAIN THAT AMERICAN BUILT CARS CAN COMPETE WITH THE BEST IN THE WORLD!

CUNNINGHAM WILL NOT APPEAR AT THE RACES TODAY. HE'S LEADING HIS TEAM IN FRANCE AT THE WORLD SERIES OF ROAD RACING THE GRAND PRIX AT LEMANS.

COMPETITION IS OLD STUFF TO MR CUNNINGHAM. HE SAILED THE RUGGED SIX-METRE INTERNATIONAL CLASS BOATS FOR YEARS AGAINST THE BEST SKIPPER'S IN THE FIELD



CUNNINGHAM'S CARS RACE IN BLUE AND WHITE THE U.S. INTERNATIONAL RACING COLORS



CUNNINGHAM'S TEAM REPRESENTS AN AERIAL TRIO WITH PHIL WALTERS AN EX-GLIDER PILOT, JOHN FITCH EX-FIGHTER PILOT AND HE FLEW FOR THE COAST GUARD IN WORLD WAR II HIMSELF.

BILL SPEAR, SHERWOOD JOHNSTON AND JOHN G. BENETT COMPLETE THE U.S. LEMANS TEAM.

THE START AT LEMANS

When she was clearing out her husband's papers, she came across a Cunningham file that contained the 1956 bill-of-sale and title from a gentleman, Lowell Fyvolent, from whom he had purchased the car.

"Do you want them?" She asked. Oh, yes, so now I had another piece of the car's history.

I searched "Fyvolent", and even though Lowell had long since passed, I spoke with both his daughter and elder brother, David.

So, Briggs sold it to Denver Cornett who sold it to Lowell Fyvolent who sold it to Grady Miller. This was coming together nicely.

The Register noted that one the owners was a T.L. Wilson. After a convoluted search that included vintage racer Joe Pendergast of Florida, and Porsche collector Jim Watson of Tennessee, I discovered that T.L. Wilson was actually Reverend Wilson, a Presbyterian minister and sports car enthusiast. Apparently the minister came from a wealthy family and never took a salary from the church, but that didn't stop him from owning a Porsche Carrera Speedster, a 550 Spyder and my Cunningham. After not paying for a repair invoice to a Greenville, S.C. repair shop owned by George Guy, the car fell into a Mechanic's Lien. It was during this time that the car sat outside for a spell.

A number of years later, Sam Harrison, also of Greenville, bought the car and stored it in his basement for 12 years. I bought the car from Sam. If you're keeping count, that's four Greenville, S.C, owners in six decades.

A couple of years later while attending a Chowder Society Luncheon in Manhattan I scanned Philippe Defechereaux's excellent book *Watkins Glen, The Street Years 1948 - 1952*. I almost choked on my Cannelloni when I stumbled across a photo of my car taken by Harold Lance at the 1952 Watkins Glen Concours d'Elegance, where the car won its class. Harold's son Clark gave me additional photos from his father's archives.

long the way I collected additional color photos taken at the 1952 Watkins Glen Concours taken by William Giltzow, father of my longtime racing buddy Billy Giltzow. And within the past year Sebring historian Doug Morton, a Sebring historian, posted a photo of my car parked in the paddock at the 1955 12 Hour race.

Almost 70 years after Cunningham C-3 #5207 was produced, I'm still unearthing "new" materials. No bad for a car that came with absolutely no paperwork.

God Bless the hoarders.

Post Script: Even though Cunningham #5207 enjoyed an elegant early life — having participated in Concours d'Elegance, car shows and magazines — I've exposed it to more sporting activities. So far the car has entered two hillclimbs, Hershey and Mount Equinox, a road tour and been raced in the the Lime Rock Historic Festival. If all goes well, I hope to drag race it this summer.

Tom Cotter

AUTO MAGAZIN



July 1909

Rev. 1.

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

Corrections Department: (no, not the incarceration kind) We reported in our last issue that Kobus Reyneke had acquired a three wheeled F-type Moggie. In fact it was Kevin Clemens.. We offer a photo herewith, along with congratulations and our mild embarrassment.



★ ★ ★

The Secretary, Mr. Fenley, reports acquisition of a lovely little Mini. We suspect one or both of the girls will enjoy it along with him.





Jim Shelley took a shot at the Great American Race in a most marvelous (if rather large for some tastes) Buick. They did great for the first few days but a major mechanical malady put them out. He threatens to try again next year. Watch this space. . .



Kobus Reyneke had a more successful Great American Race. He ran in a Porsche Cabrio and successfully got from Warwick, RI, to Fargo SD. We couldn't help but wonder, though, what does one do when one actually gets to Fargo? Who knows? Meanwhile, congratulations are most assuredly in order. The VSCCA is in place to preserve and to USE our motorcars and we can't imagine a much better use than taking one on a long and competitive road trip.



Tom Cotter had a nasty in his early Corvette on track a year or so ago. (not remotely his fault) and has completed the restoration. He brought it to Equinox in August to take a shot at working out the details.



David Saul's Alfa GTV is completely restored and looking like the proverbial million bucks. Expect to see it in the paddock at the Finale, if not before.



Bob Millstein reports acquisition of an AC ACE and it looks exceptionally sweet. Hope to see it one day soon.

Tom Miller has been at work on a Porsche Carrera Speedster. He has managed to reunite it with its original engine so it's back to matching numbers. The car has had an interesting racing history starting with Bruce Jennings.



Greg Prehodka's legendary "Old 53" TD has gone on to a new home. Dominick Cullen has joyfully reported that the old girl is in his garage and being prepped for the 2022 Historics at Lime Rock and then on to the next episode of its competitive career. We have fond memories of racing with Greg years ago.



There are rumours afoot that Keith Harmer has acquired an XK-120 project. Eno DiPasquale has done some of the bodywork and Eddie Miller is looking at the assembly tasks.



Most are familiar with the iconic Bill Rutan "Bathtub." He sold it some years before he died. What we didn't know is that he was building an improved version with large parts of tube frame to take to the hills. He had passed the project on to Mike DiCola, who, sadly, wasn't able to tackle it before his own death. It is with his daughter and is very much available. Reach out to the editor and you can be placed in touch.

At the Spring Sprints we were delighted that Barry Prehodka was getting back into the driver's seat. He took a refresher in the school with a street car but his old Turner is being fettled and made ready at JR Mitchell's. Barry and that Turner were an amazing combination at on point. He never put a wheel wrong. He and brother Greg in "Old '53" often ran together. We have fond memories of the two of them swapping the lead in their class at the very first Pittsburg Vintage Grand Prix.



(jpd)



(jpd)



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(hyman)

Eddie Hyman, photographer extraordinaire, and committed Porsch-a-phile has shocked the motoring world beyond any reasonable expectation. His stable has expanded to include a lovely wee beastie that is WATER COOLED! Worse than that - - IT'S BRITISH! Be still my heart. The Triumph TR-6 is running well and Eddie has only called yrs trly two or three times to be reminded what that thing on the dash reporting water temp is there for.



It's a joy to be able to report that long time member, world class racing timer, and exceptionally gracious lady, Judy Stropus, has been named to the Motorsports Hall of Fame. She joins a pantheon of motor racing greats. Congratulations!



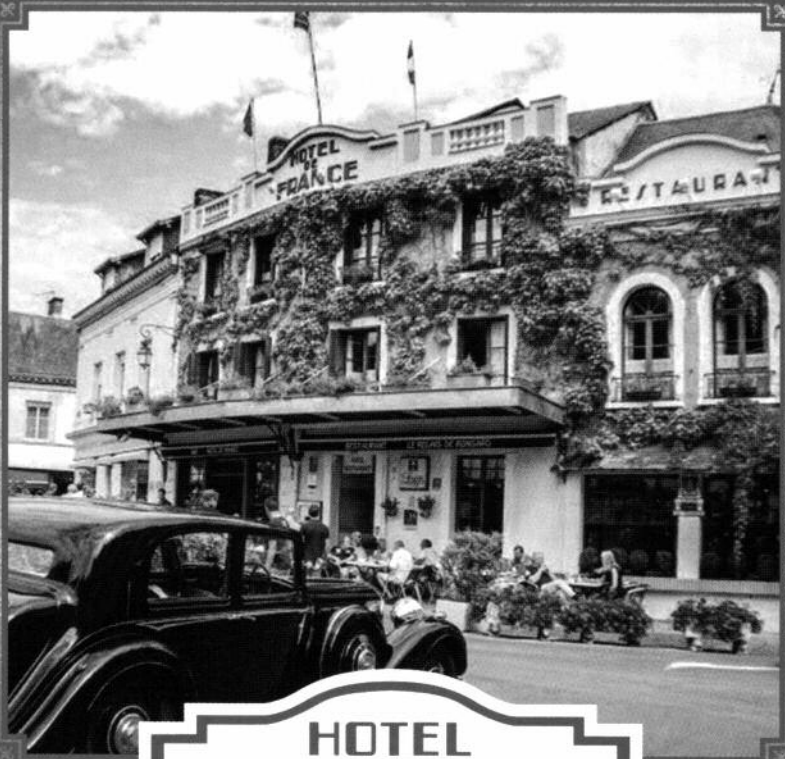
Judy after receiving the award.

(bill stoler)



Judy had a racing career in the VSCCA some years ago as part of a two car OSCA team with Tony Koshland.

(stropus collection)



HOTEL DE FRANCE

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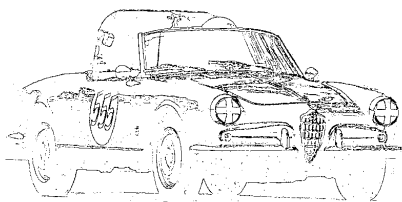


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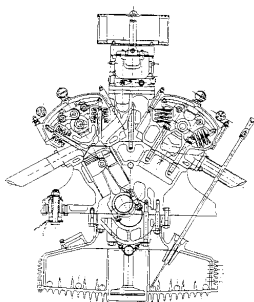
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