

# VINTAGE SPORTS CAR



NUMBER ONE 2023

# 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

## OFFICERS AND DIRECTORS

Alexander K. Leith, *President*

J. R. Mitchell, *Vice President*

T. Scott Fenley, *Secretary*

Richard Campbell, *Treasurer*

James P. Donick, *Editor*

Mark D. O'Day, *Activities Chairman*

Benjamin L. Bragg IV, *Director*

William H. Gelles, Jr., *Director*

Mark J. Lefferts, *Director*

Santo D. Spadaro, *Director*

George G. Vapaa, *Director*

# VINTAGE SPORTS CAR



*Tom Ellsworth's '36 AC awaiting its next run up Castle Hill. The Castle Hill Hillclimb for prewar cars has been likened to "performance art" as the beauty of the cars and the beauty of the venue are truly spectacular. The story begins on page 3.*  
(hyman)

## TABLE OF CONTENTS

## NUMBER 1 - 2023

Editorial .....	2
Castle Hill	
The Story .....	3
One Driver's Adventure .....	15
Preservation Class .....	23
Corvettes at Historic Festival .....	28
Obituary:	
Susan Elizabeth Dixon .....	33
1922 Sizaire Freres .....	36
Fall Finale: 2022 .....	39
"Hurgenhauser" Returns .....	45
Stanguellini Sunset .....	48
Victory Lane Prewar Cup .....	57
Two Years of Frustration - Two of Bliss .....	58
Letters .....	62

Editor:

J.P. Donick

28 Traver Road

Pleasant Valley, New York 12569 U.S.A.

Deputy Editor:

Jim Nichol

25 Crumwold Pl.

Hyde Park, NY 12538

© VSCCA 2023. All rights reserved.

April, 2023:

The date above serves to remind this writer that he put out his first publication for the VSCCA in April of 1985. That reminder sends his mind (*such as it is*) wandering back through a most wonderful set of memories.

This issue, with it's focus on a prewar hillclimb and a celebration of the preservation class takes us back closer to those earlier days - to days when the racing was secondary to simply exercising delightful motorcars and sharing the experience with friends. One hopes that a renewal of interest in the prewar cars and a rejuvenation of the Preservation Class will bring out some more of the cars that we so enjoyed years ago. It may also offer example, both to newer members and to some of the other clubs out there, of how the delights of vintage motoring need not always be experienced while wearing a fireproof suit.

The 2023 Season is now upon us and we wish all a most marvelous year of motoring, while adding the thought that many of our motors were used on the highway before they became race cars.

We hope you will delight in your motoring in all of its joyous aspects/

Enjoy!  
jpd



# VSCCA CASTLE HILL 2022

## **Capturing the romance of pre-war automotive competition.**

*There is something magical about pre-war cars. Spindly cars from the teens on their wooden spoke wheels, compact and competent MGs and Rileys, supremely elegant Bugatti or Alfa Romeo designs, and even the sometimes-brutish ARCA specials—they were often made from a variety of donor cars—automobiles from the pre-World War II era provide noise, drama, and visual delights that are decidedly different from the all-enveloping bodies and high-revving engines that were developed after 1950.*

Competing in a pre-war car—whether on a rally on open roads, on a closed Hillclimb course, or on a racetrack provides the driver with sensations that can be likened to those experienced by World War I fighter aces and perhaps what the world was like for Jay Gatsby. It doesn't matter if it's a tippy three-wheel Morgan or a thundering Maserati Grand Prix car, the driving experience is decidedly different from wheeling modern machinery.

Our British cousins are particularly adept at finding, restoring, and racing their pre-war machines at events throughout the year. Here in the states, our opportunities are less frequent. We are lucky—our club, the VSCCA, is one of the few that caters to and actively promotes pre-war machines at our events. Sadly, the numbers are dwindling at typical on-track opportunities.



*Peter Ross taking the J2 MG up the hill.*



*Steve Silverstein was driving Ellsworth's Ford Amilcar as Tom was otherwise occupied motoring up the hill in the AC.  
(hyman)*

## Castle Hill

All of this brings us to the second edition of the newly re-instituted Castle Hill Pre-War Hill Climb at the magnificent Crane Estate in Ipswich, Massachusetts. In mid-October, with fall colors nearly at their peak and sweeping views of a startlingly blue Atlantic Ocean, two dozen pre-war machines made their way up the paved half-mile of the estate's twisty, sometimes bumpy driveway, past manicured gardens and alabaster-like statues, to finish in the courtyard of the 100-year-old "Great House" mansion.

The event, managed by club members Tom Ellsworth and Steve Silverstein, is a partnership between the VSCCA and the Trustees of Reservations, a Massachusetts charitable organization that owns and manages the property. Nearly 1500 spectators were on hand on the day of the event to watch the pre-war racers exercise their machines, enjoy a variety of food and beverage options, stroll the grounds, tour the Great House, and listen to live music. Not incidentally, the spectators also bring in a significant income to the charity.

Castle Hill had been a site for a hill climb and classic Concours from



*The Owen's Auburn ran well and would have looked at home in front of the great house at Castle Hill when it was new. (hyman)*

1995 through 2002. The Saturday hill competition was strictly a member's event while the Sunday Concours was a show open to the public. Bringing back the competitive event required careful planning and coordination with the Trustees, especially as they were interested in making it a spectator event. "The addition of spectators, while a huge logistical challenge, adds so much to the event," said Mark O'Day, the VSCCA Activities Director. "It is such a pleasure to share the joy of these cars with so many people, to let them see them do what they were created for and not just as static displays."

## Rally Around the North Shore

For club members, the weekend started with a low-key 100-mile rally organized by Ben and Carol Bragg. With stops at an apple orchard, noted restoration shop Bayberry Classics in Hampton, New Hampshire, and lunch on Plum Island, the all-day event took in the best that Boston's scenic North Shore and Southern New Hampshire could offer as rallyists found answers to a series of diabolical questions from the rally organizers. Various pre-war and



*The Bottomley's were having a good run in the MGA out on the Rally Round the North Shore.*  
(hyman)

*Orrie Simko was getting some miles on the SS Jag with Schieffelin doing the navigating for the Rally.*

(hyman)





*Erik Thomas' Mercedes 170 about to head back down the hill for another run.*

*(hyman)*



*John Romano enjoying a run in what was one of two 328 BMW's present for the weekend.*

*(hyman)*



*Simko accelerating on the lower stretch of the hill.*

*(hyman)*





*Mike Rowan making a run in the '35 TB-MG.*

*(hyman)*

VSCCA-appropriate post-war cars, along with several more modern vehicles, entered the event. The day was capped by an evening dinner in the ballroom of the Great House on the Crane Estate.

### **The cars**

Sunday dawned clear and cold—perfect weather for cars with 100-year-old thermosyphon cooling systems and for creating the mists that rise from the salt marshes surrounding the estate. The entry was well varied and included three Bugattis, an Alfa Romeo, a pair of three-wheel Morgans, three BMWs, an HRG, an Auburn, a quartet of MGs, a Mercedes-Benz, an SS Jaguar, a Rover, an AC, and a couple of Ford Model Ts and sprinters. At least three cars entered, Ben Bragg's 1935 Old Gray Mare, Tom Ellsworth's 1935 Amilcar-Ford (driven by Steve Silverstein), and the delightful 1932 MG J2 driven by Peter Ross were Automobile Racing Club of America (A.R.C.A.) veterans having raced during the beginnings of road-racing in America in the 1930s.



*A welcome addition to the event, Tragert's Model T Special.*

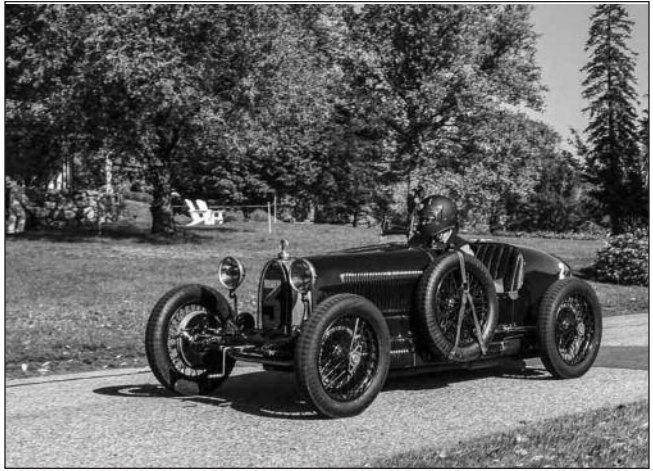
*(hyman)*





*Tom Clifford  
brought out the  
Type 37 Bug.*

*(hyman)*



*Oldman adding some Body English to help the Bugatti through the corner.*  
*(hyman)*



*The Rheault Bugatti  
out on the rally  
with both Chrisso  
and Sarah enjoying  
the ride.*

*(hyman)*

*Dick King's Alfa added  
it's own glorious noise  
to a most amazing day.*

*(hyman)*



*Arriving in the family Riley RM, Don and Bobbie Milligan wouldn't have missed this event. The Milligan's have been running that Riley everywhere for at least the last forty - plus years that the editor has had the pleasure of their friendship. (hyman)*

*The president, Mr. Leith,  
wheeling the 328 back  
down the hill while Don  
Law follows in his BMW  
327/8.*

*(hyman)*



## A Family Day

The tenor of the event was decidedly low-key. Morgan three-wheeler ace Chris Towner described it as, “A family day out for VSCCA members and their families. Low-key and a chance to see cars and folks that are not solely dedicated to racing on road courses.” Fast times and not-so-fast times were set as the wide variety of pre-war machines ascended the road to the Great House. VSCCA members without pre-war cars were much in evidence as workers and volunteers to help bring off the event—it would be impossible without them, the crew of corner workers, and the Trustee volunteers who worked as crowd control.

After two passes of the hill, an hour was set aside for lunch with the prewar race cars arrayed in the courtyard. Hundreds of spectators, young and old, chatted with the drivers and children were especially thrilled to be allowed to sit in the driver’s seat and imagine for a moment that they were the ones driving the racing cars.

Orrie Simko competed in an oh-so-stylish 1934 SS Jaguar Tourer in both Saturday’s rally and Sunday’s Hillclimb. “From the driver’s seat of my prewar, the event came across as a complete success. We had a wonderful mix of prewar automobiles, many familiar faces, and superb weather,” said Simko. “It was great seeing several long-time veterans of the club that came out, and a number of A.R.C.A. cars! I am very much looking forward to next year’s event,” he added.

## Pre-War Perfection

Chrisso Rheault brought the Rheault family's 1936 Bugatti Type 37. “There is something incredibly special about driving any of the cars we enjoy in this club, but prewar machinery has an added quality, we are not pushing for lap records but simply enjoying these delightful machines,” said Rheault. “Castle Hill is a remarkably special event not just because of the venue but



*The Rheault family, Chrisso and his mom, are both very competent hill-climbers and take great delight in using the family cars as they were intended.*

*(hyman)*





*Oldman exits the hairpin approaching the top.*

*(hyman)*

*Bragg managed (no surprise) Fastest time of Day in the Old Grey Mare.*

*(hyman)*



because we are there to cherish and enjoy the machines in a fun and accessible way.”

Ben Bragg, driving the Old Gray Mare A.R.C.A. special was quickest for the day with a time of 54.6, while VSCCA president Sandy Leith with his BMW 328 tied with club stalwart Erik Thomas in his Mercedes-Benz 170 special with best runs of 59.4 seconds. Most entrants made four passes, and a few made five runs before deciding that the nearly perfect day of pre-war fun had to finally end.

Surveys of VSCCA members who own pre-war cars have shown they prefer rallies and Hillclimb competitions over track events. If you own an eligible car, Castle Hill should be on your schedule. If you don’t have a pre-war car, there are options that are more affordable than you might think. Even if you aren’t competing, you can be a part of this charismatic VSCCA event by volunteering to help. The date for the third annual Castle Hill Pre-War Hill Climb has already been set for October 14-15 in 2023.

kevin clemens

## **Results: Castle Hill 2022**

<u><b>Driver</b></u>	<u><b>Car</b></u>	<u><b>Best time in seconds</b></u>
Ben Bragg	1935 Old Gray Mare	54.65
Sandy Leith	1939 BMW 328	59.4
Erik Thomas	1940 Mercedes Benz 170	59.4
Scott Fenley	1939 HRG 1500	63.09
Chris Towner	1938 Morgan F-Type	64.6
Steve Silverstein	1935 Amilcar-Ford	66.8
Tom Clifford	1929 Bugatti T 37A	67.0
John Romano	1938 BMW 328	68.07
Mike Rowen	1935 MG TB	69.09
Mark O'Day	1938 MG TA	70.1
Earle Tucker	1937 Sprint Car	71.5
Orrie Simko	1934 SS Jaguar Tourer	71.6
Chrisso Rheault	1936 Bugatti Type 37	72.03
Andrew Oldman	1927 Bugatti T 37	72.6
Peter Ross	1932 MG J2	76.2
Edward Owen	1932 Auburn 8-100A	76.5
Dirk Burrows	1929 Rover Meteor	77.1
Tom Ellsworth	1936 AC	79.12
Kevin Clemens	1934 Morgan F-4	82.3
Don Law	1938 BMW 327/8	84.3
Richard King	1922 Alfa Romeo RTLF	84.75
Charles Dyer	1948 MGTC	88.4
RC Keelips	1931 Sprint Car	94.6
Christopher Tragert	1921 Ford Model T	110.0



*Ben Bragg making a smooth and very quick run.*

*(hyman)*

# R. DARMONT, Constructeur du MORGAN

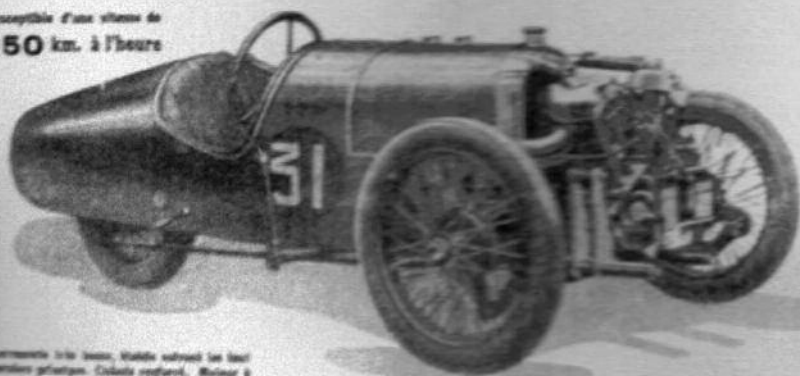
USINE : Rue Jules-Ferry  
COURBEVOIE (Seine)  
Téléphone : COURBEVOIE 525

VENTE EXCLUSIVE A PARIS  
— 178, Rue de Constantin —

A la demande d'un grand nombre de Sportsmen désireux de participer à des épreuves publiques, nous avons décidé de créer un nouveau modèle.

## MORGAN Type DARMONT SPÉCIAL

susceptible d'une vitesse de  
**150 km. à l'heure**



Châssis très solide, Vitesse élevée les deux  
premiers rapports. Cylindres renforcés. Moteur à  
collecteur 1.700 cmc. Deux magnétos à allu-  
mage jumelés. Freinage très puissant sur roues  
avant. Press. de 12/14 sur toute la bande course.

ses récents Succès...

*Course de Côte des 17 Tournants*

catég. 750 cmc.  
catég. 1.100 —

*Coape de l'Armistice (180 km).*

catég. 1.100 —

*Course de Côte de Gometz-le-Châtel*

catég. 500 —  
catég. 750 —  
catég. 1.100 —

**1<sup>er</sup>**

Des Conditions très avantageuses sont faites aux Sportsmen qui feront l'acquisition de ce Modèle, dans la bot de prendre part à des compétitions de vitesse.

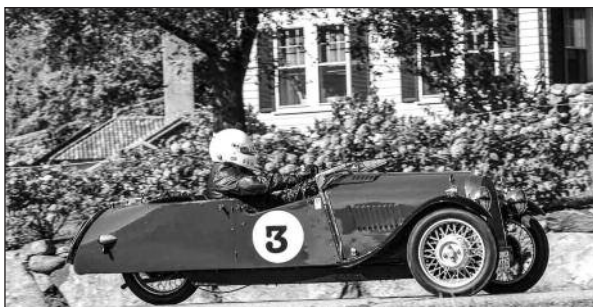


## Castle Hill 2022:

### A Neophyte to the hill in freshly acquired pre-war car

Last year I volunteered to work at the revival of the VSCCA Castle Hill event. I spent the day as the guy who places the wheel chock behind the car to hold it in place at the slightly uphill start. I loved it, but the question I asked myself was how I could become a competitor. It would require finding a suitable car, at a modest price to fit my budget, one that the club would recognize as fitting the pre-war category.

The obvious choice was an MG TC. Or an early Singer. Or maybe an Austin 7 special. Model T Ford? I went with the non-obvious choice. A couple in New Jersey had a pre-war Morgan F4 “Family” three-wheeler for sale. A veteran of more than 20 years of ice cream runs and the odd car show it was basically sound, although a bit tired. In January of 2022, it became mine and I spent time from then until early October going through it to get it ready for its competition debut.



*Clemens' Moggie looks pretty much at home on the slopes of Castle Hill. (hyman)*



In keeping with British Hillclimb tradition, it gained a nickname, “Blulette” mostly because it looked like a blueberry. I knew it wouldn’t be fast—that didn’t matter—it had charisma and a certain flair, and it was my entry to running the pre-war event at the Crane Estate.

Morgan three-wheelers don't drive like normal cars. Mine feels like a cross between a Model A Ford, a motorcycle sidecar, and a wheelbarrow. The sidecar reference is appropriate as during my first run, at the hairpin corner at the end of the course, I took the turn a little too wide, a little too fast, and turned in a bit too quickly. I could hear the crowd gasp as Bluette the Morgan three-wheeler became a Morgan two-wheeler. Having driven sidecars before, it felt much like I was flying the chair, and a little flick brought the third wheel back to earth. It made for impressive photographs, however.



*"OK, just lean the other way and this will be fine. . . ."*

*(j.sweeney)*

At lunchtime, I was surrounded by adults and children who wanted to know why anyone would drive a three-wheel car. At least a dozen kids accepted my offer to let them sit in Bluette and most emerged with big smiles and the occasional giggle. I know how they feel.

After my two-wheel antics, my Morgan kept all three wheels on the ground for the rest of the day and gave me exactly the pre-war Hillclimb experience I had dreamed of a year earlier.

kevin clemens

## *Koshland Award for 2022 Honors Ben Bragg*

The club's most prestigious award, the Koshland, was awarded at the 2022 Annual General Meeting (AGM) of the Club. The honoree this year was a most deserving Benjamin Bragg, III.

It is difficult to think of many others who have served the club for so many years and with such distinction. Ben has been not only one of the club's most talented drivers, but also one of our most talented and creative mechanics.

He joined the club in 1973 and quickly became active. His first VSCCA racing car was likely his MG-TF. That car has only recently been passed along to his son. We hope to see it out with us one day. His racing resume can wait a few paragraphs as we also note his magician-like skills at automotive repair and restoration.

Ben began his efforts working for the legendary Don Lefferts, at that time likely to have been the most knowledgeable Bugatti mechanic in the United States. Don's shop restored many of the best examples of the marque that could be found on the east coast.

Don taught Ben well and exposed him to a wide variety of prewar and postwar thoroughbreds. Ben learned much from the master and in time became as legendary a Bugatti expert as his mentor. Among the skills that are necessary when faced with such rare motorcars is the imagination needed



*Ben and Carol with Sandy Leith at the presentation of the Koshland Award late last year.*

*(d. smith)*

to tackle a problem where neither parts nor technical direction are available. Imagination also comes into play when trying to figure out how to improve significant weaknesses of the early motors so that they can continue to serve into the future. Doing this while staying faithful to the original approaches requires a special talent and a self control not often found amongst the mechanical fraternity.

Some years later Ben went to work with Donald Koleman in the Boston area and acted as chief mechanic in what, after the retirement of his early mentor, had become another of the northeast's great Bugatti shops.



*Off in a cloud of smoke  
at the foot of Mount Equinox.*

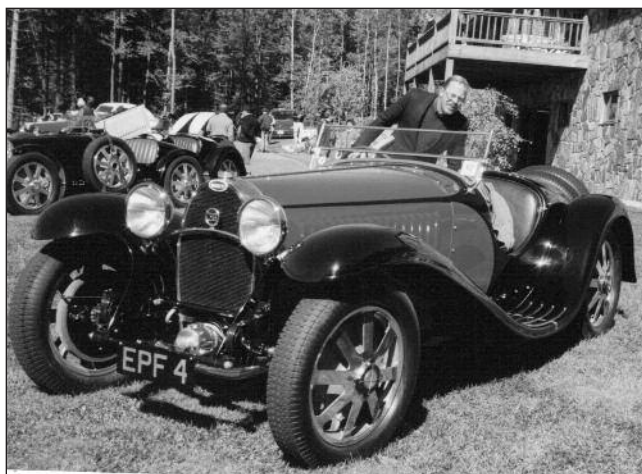
*(hyman)*

Don Lefferts also acted as the VSCCA's head of car classification for many years and contributed to the processes of scrutineering entries for safety. Early on part of this effort devolved upon Ben Bragg and he became Chief Scrutineer of the club for a period. To this day his advice on safety preparation remains actively sought out.

Later on, after being elected to the Board, Ben took over the Car Classification Committee from Jerry Greaves and has managed this difficult and complicated effort for the club ever since.

On the motoring front, Ben is one of the most talented drivers the club has ever produced. It is noted that he started with his MG-TF but he also spent much seat time in various Bugattis, either loaned for the occasion or as a test driver to try to improve an individual example.

For a number of years Ben was identified with an Indy "junk formula" racer, the Buick Shafer 8, that belonged to Don Koleman. Ben developed the



*Often busy looking after Bugattis, Ben is checking on Donald  
Koleman's Supercharged Type 40 at the American Bugatti Club  
Rally of 2000.*

*(asc)*



*Hard at work at Castle Hill.*

*(hyman)*

*Once an important VSCCA tradition at the Mount Equinox (and other) dinners was the "Ceremonial Hanging of the Spoons." Sometimes up to half the members present would be sitting with a spoon hanging from their noses. . . . it was whimsical.*

*(hyman)*



*Ben's first VSCCA Events were run in his MG-TF. The car is still in his family.*

*(hyman)*





*A relatively skinny young Ben Bragg at the wheel of what we seem to think was Don Lefferts' Type 37 Bugatti.*

*(hyman)*

*Bragg was truly the master of Kolean's Buick Indy car. It likely never ran as well in its history as when Ben was ministering to it or exercising it with vigor.*

*(hyman)*



*A good shot of Ben and the Old Grey Mare.*

*(hyman)*





*Motoring happily in Dean Edmunds' Type 55 Bugatti on the American Bugatti Club Rally of 2000.*

(asc)

car from a fairly crude example of an old "roundy-round" motor to an exceptionally effective road racing machine. Ben drove that beast (and a "beast" it is) all over the northeast and covered himself and the car in glory. He set some personal records with the car in various hillclimbs, including Hunnewell, Mount Equinox, and Castle Hill.

Later, along with Sandy Leith, he resurrected the all-but-lost ARCA hybrid, "the Old Grey Mare." Ben has driven this piece of history into a new and glorious chapter in its racing resume. At the same time, he has managed to keep the car's aesthetic in line with its history. The "mare," was a scruffy looking special from its beginnings. These days many would feel obligated to "improve" upon its looks and turn it into a shiny museum piece. Thankfully, history remains preserved.

One hopes that the various photos that accompany this story will bring more of it to life.

Ben Bragg has been described as one of the "treasures" of the VSCCA. We couldn't agree more.

He and his lovely bride, Carol, are to be congratulated on this honor. We would be remiss, though, if we didn't comment on the club's gratitude to the two of them for helping make the VSCCA the truly unique light of the motor-ing world that it has become. For many years they have energetically added their own sense of pleasure and fun to the ongoing adventure that is the Vintage Sports Car Club of America

jpd



*Ben and his life's partner, his wife Carol.*

(hyman)

PRODUCTION  
**DAVID BROWN**



**ASTON MARTIN**

**CHAMPION DU MONDE SPORT 1959**

*Auto-Salon*



ASTON MARTIN DB4 VANTAGE

***La voiture de luxe formée à l'école de la course***

Distributeur exclusif : **MARCEL BLONDEAU**

Société Nouvelle du

**GARAGE MIRABEAU**

71, avenue de Versailles, PARIS (XVI\*). Tél. : JASmin 00-80

# The "Preservation Class:" Keep Them Coming Out

Across the hobby there appears an ever growing sense that too many of our drivers are aging out of wheel-to-wheel competition and that too many of the really impressive cars are not seen anymore on the racing circuits. This conversation seems now to be taking place in the paddock at nearly any VSCCA event. What's to be done?

The VSCCA, focusing on this problem, is taking an approach that may take some time to become a major part of our calendar but that is already showing promise. It's called the "Preservation Class."



*We don't think that Tom Ellsworth has had the AC out for a track event before, but the Preservation Class has provided just the right opportunity. (hyman)*

The rules welcome drivers to come out and "exercise" their cars on the track but without the risks of wheel-to-wheel racing. Passing is only allowed on the straights and generally after a wave by. Safety equipment is limited to a legal helmet, a legal seat belt, and a fire extinguisher, an actual plumbed-in fire system is not required. Driving suits are also recommended but not required.

The VSCCA's experience so far is encouraging. At the club's Fall Finale there were a couple of sessions for them and some cars were seen that had not been seen in years, if ever. Once upon a time the VSCCA's prewar class was

*The Aston looked splendid and Andy Greenberg was obviously enjoying putting a little time on it.*

*(hyman)*



*Fresh from restoration - Marc Cendron's AC-powered AC Ace.*

*(jpd)*

*Sandy Leith enjoying the BMW without any problems.*

*(hyman)*



full of Bugsttis, Bentley's, Alfas, prewar BMWs, and any number of other glorious prewar marques. Today those cars - once usually driven to the VSCCA races, raced, and then driven home - are worth more than the average single family dwelling. While it's true, that "if the remains can cast a shadow then somebody can restore it," that idea has its financial drawbacks. Better to keep the car unmolested. Thus of late it has been better to keep it home in the garage. The VSCCA 2022 Fall Finale was a step in turning that around. Taking part in the class was a perfectly restored BMW 328 Roadster that had only once or twice made it to one of the club's events. In addition there was a - never before raced with the club - prewar AC roadster that is heart-stoppingly beautiful. There are more than prewar cars out there in this class. Maybe the next one coming into the left hander is a post war formula car that just doesn't fit well in any other class right now - or the owner would just like to see what it feels like on the track. How about an Offenhauser-engined HRG Special? One doesn't see them very often.

*Fenley coming to grips with the "Hurgenhauser," while observing a mirror full of Mustang Cobra.*

(hyman)



*Bob Webber getting in a pleasant run in the very rare Auto Dynamics "Hustler."*

(jpd)

Aside from cars that owners don't currently want to subject to wheel-to-wheel competition, there are also a number of drivers who, having raced successfully for decades, may just want to do some laps in a beloved car and be there for the weekend with their friends. We'll not mention any names as yet, since some may still want to go out in one of the racing groups from time to time. One long time club member, Glenn Reynolds, retired his helmet five

or six years ago. He just didn't have the confidence or the desire to maintain the intensity that is often needed for safe and competitive racing. After watching the preservation class at the Finale, he went out this winter and bought himself a car that would fit in perfectly. It's funky but if one of the tenets of the club is to preserve and exercise vintage motorcars, then being a bit out of the ordinary is even better.

He bought a mid-fifties Renault 4 CV. He tells us that it can get out of its own way but not with a lot of extra speed to spare. The 4CVs were raced at LeMans chasing after the elusive index of performance. Some liken the 4CV's architecture to that of a cut off phone booth with four fenders. We will withhold judgment.



*Glenn Reynolds' Renault is promised for the starting grid of the 2023 Preservation Class events.* (hyman)

Other older drivers are looking at the class and seeing a chance to keep going a few more years. That's the idea.

We are reminded of a bit of wisdom that has influenced many a marketing career. That is - - it is generally accepted that "keeping a customer is always less expensive than trying to attract a new one." That's also true of club members.

New members are to be sought and to be welcomed into our ranks. The traditions of the club are often what attract them in the first place. Those traditions that make the clubs what they are can best be found in the experienced members. The preservation class is designed to ensure that the newer members and the older members can long mingle in the paddock and enjoy each other's levels of both enthusiasm and of experience.

So far so good. Watch this space as the idea develops.

Better yet, come out and try it.

jpd







## *Corvettes at Lime Rock Park's 40th Historic Festival Sept. 2-5, 2022*

This past Labor Day weekend beautiful Lime Rock Park became a Mecca for anyone who loves America's sports car, the Corvette. It was a once in a lifetime event for diehard Corvette enthusiasts but also for anyone who enjoys sports cars and road racing. On display was a feast of Corvette race cars, concept cars and production cars. On top of a dozen special cars from the General Motors Heritage Collection there were amazing Corvettes from private and public collections, all with historic significance. Not surprisingly, several of the race cars had historical ties to Lime Rock Park.

This salute to the iconic America sports car was the work of Lowell Paddock, former GM executive who now serves as Executive Director of Lime Rock's **"Sunday in the Park"** concours and the **Gathering of the Marques**. It was his vision and drive as well as his deep knowledge of Corvette history and the Corvette community that brought about this event.

He first broached the idea with a former colleague, Vice President of GM Global Design Michael Simcoe at Amelia Island. Simcoe seemed open to the idea of a Corvette event at this year's Historic Festival. Automotive writer Ken Gross urged Paddock to send Simcoe a list of cars he would like for display. So, Paddock boldly asked for 12 of the most significant cars in the GM Heritage Collection. He thought he would maybe get three or four. He says he was blown away when he got all 12 cars. Then he also won the enthusiastic support and sponsorship from Jim Campbell, the Vice President of Motorsports for GM. With that, the President of GM, Mark Reuss, got involved and threw his support behind the event. Paddock says GM got so excited about their involvement with the Historic Festival that they sent two pace cars and an exhibit of 5 new Corvettes that included the Indianapolis 500 Pace Car to grace the infield.

Paddock says word soon got out amongst Corvette community and the pieces really started to fall into place. Highly successful IMSA racer and team owner Rob Dyson not only calls Lime Rock Park his home track but he is also chairman of the Indianapolis Motor Speedway Museum. Dyson helped obtain the 1957 Corvette SS race car now in the IMS Museum. Paddock also contacted Kevin McKay, Corvette restorer and super expert from Valley Stream, New York. McKay agreed to bring his Penske L88 Sting Ray coupe. This is the first car purchased by Penske after he retired from driving and started his own team.



*The Cunningham LeMans Corvette.*

*(d.smith)*

Then Paddock set out to build an exhibit of some 20 “tentpole” production cars, all with a unique and significant story. These special sports cars lined the straightaway during the “Sunday in the Park” concours, a real treat for Corvette lovers.

But that wasn’t the end of Paddock’s efforts. He enlisted Miles Collier and Scott George to bring the Rev Collection’s rare 1963 Grand Sport Coupe. This historically important factory created racer, one of only five, was actually on track in the hands of veteran driver Dave Handy, on Saturday.

There were even more remarkable Corvettes such as the Hendrick Motorsport’s Corvette GTP car, a unique Scaglietti bodied Corvette (one of three), and a 1954 barn find car still with its original red paint from local collector Jaime Waters. The list is impressive.

The evolution of the Corvette was on display in Lime Rock’s A paddock under three large tents. On the grass picnic area at the front of the A paddock were three current Corvette Racing cars making a bold statement about Corvette’s contemporary place in motorsport.

In the front tent, the eye was immediately drawn to the metallic blue 1957 Corvette SS race car. Created and developed by the fabled Zora Arkus Duntov, often called the “Father of the Corvette,” this car was intended to compete at LeMans. Unfortunately, GM decided to ban participation in motor racing thus cutting short the SS’s development.



*Fitch at the wheel of the SS in the Sebring 12 Hours in '57. (courtesy of Chevrolet)*

The SS was able to start in that year's Sebring 12 Hour race. John Fitch put the car on the pole but was forced out after 23 laps with suspension and other problems thanks to a lack of development time. Fitch, formerly of the renowned Mercedes team, did much of the test driving of the car. That's another Lime Rock connection, Fitch was the longtime manager of the track.

Next to the SS was another legendary Corvette racer, the 1959 Stingray, (that's one word). This classic design was perfected by the extraordinary designer Larry Shinoda and then built using the chassis from the development mule of the SS. It was also constructed in secret as a private project by GM head of styling Bill Mitchell. Driven by Dr. Dick Thompson the Stingray was raced at Lime Rock during the historic 1959 Formula Libre race finishing 9th. Skip Barber recounted that race at the dinner Saturday night when Indy 500 winner Roger Ward stunned a field of world class road racers in a Kurtis midget. Some call it the greatest road race of all time. A year later, Thompson and the more fully developed Stingray won an SCCA national class championship.

Further down the row were two Bill Mitchell influenced dramatic concept cars, the 1961 Mako Shark and the 1969 Manta Ray. The Mako Shark helped define styling for the 1963 Corvette Stingray (C2), the car that established the Corvette as a real and desirable sports car. The influence of the more radical Manta Ray can be seen in subsequent Corvette models.



*The original Mako Shark.*

*(hyman)*





*The Corvette SS at rest in Lime Rock's paddock.*

*(d.smith)*

Also, grouped in this tent were more fascinating concept cars that showed an early interest in developing a mid-engined Corvette. First there was the 1968 Astro II mid-engined coupe that used many standard Corvette parts. Next there was the 1972 Reynolds Aluminum Corvette with experimental aluminum body panels. This car featured a V8 engine mounted transversely behind the driver. Next, another interesting example, the 1973 Aerovette with its sharp-edged body and mid-engine concept. It originally had a Wankel rotary engine but that didn't survive the design. Further along was the radical 1986 Corvette Indy with a mid-mounted V8 featuring two turbochargers. It used all wheel drive and all wheel steering plus active suspension.

On show in the next tent were three experimental and test bed cars created by Zora Arkus-Duntov and his team. They more closely resembled contemporary specialist racing cars than production inspiration.

For the traditional **"Sunday in the Park"** concours and **Gathering of the Marques**, literally hundreds of production Corvettes were parked around the course with dozens of other automotive makes. Most of the Corvette race cars and concept cars lined the Sam Posey Straight where enthusiasts could get a closer look at some important vehicles. In prominent positions were the Revs Institute's 1959 Grand Sport Coupe and McKay's Team Penske 1966 Corvette Coupe, powered by a big block L-88.

The Concours was well attended. A pair of historically important early Corvettes owned by Irvin Kroiz of Pennsylvania shared the honors of Best in Show Sport: his 1956 Corvette SR2, actually the very first race car developed by Corvette, and his 1960 Cunningham Corvette which finished 8th in the 1960 LeMans 24 Hour race. Another Lime Rock link, John Fitch was the co-driver of that car.

The Saturday night after a day of racing, Lime Rock Park staged a special dinner and panel for hundreds of Corvette faithful. Outside the tent, arrayed on the hillside above Lime Rock Park were some of the most important Corvettes including the 1957 Corvette SS race car, the 1959 Corvette





*Tom Cotter giving his own  
Corvette a healthy dose of right  
foot.*

*(hyman)*



*Best of Show vehicles at the "Sunday in the Park."*

*(d.smith)*



*The Scaglietti Corvette on the show field.*

*(jpd)*

Stingray race car, the 1961 Corvette Mako Shark concept car along with the 1969 Manta Ray.

The program was called “Corvette Design: Past, Present...and a Hint of the Future.” Moderated by Paddock, the panel included General Motors Vice President of Global Design Michael Simcoe, his predecessor Ed Welburn, Phil Zak, Executive Director of Global Chevrolet Design and John Cafaro, Corvette Chief Designer 1986-1999.

Paddock asked Welburn about stewardship of these fabulous cars like the 1959 Stingray race car, “Now when I was named VP of design the very first thing I did was to have that car shipped to our shops because over time it had become pretty rough.” It was restored because...”I think about all the people who have driven the car over the years as a race car and as a show car.” Monday evening, the GM crew who had shepherded these invaluable pieces of automotive art loaded them back on to their temperature and humidity-controlled trailers for the trip back to Sterling Heights, Michigan and the GM Heritage Center. They left behind a paddock full Corvette fans who will never forget Lime Rock Park’s Historic Festival 40 sponsored by Corvette.

dow smith



## OBITUARY:



(hyman)

*The Goring Family in an earlier time, 1997: Susan, Jonathan, and Keith.*

### **Susan Elizabeth Dixon** **3 February, 1951 - 20 February, 2023**

It seems to this writer that Sue Dixon has been a part of my picture of the VSCCA for forty or more years. She was simply always around, always

enthusiastic, and generally great company. She was a competent racing driver, a knowledgeable Alfist, and a passionate advocate for her beliefs. We were deeply saddened to hear of her death. Another of the VSCCA "personalities" will no longer color the grand adventure that is membership in our midst.

We will genuinely miss her and we extend heartfelt condolences to her family and to her friends.

The following Obituary from her family fills in a few more of the details of a life filled with passion and enthusiasm.

*Requiescat in Pace*  
*jpd*

### **Susan Elizabeth Dixon**

Susan Elizabeth Dixon, 72 passed away on Monday, February 20, 2023. Born February 3, 1951 in Springfield, MA; the daughter of the late Dr. Stanley R. and Priscilla (Bean) Dixon.

Susan graduated from MacDuffie School in Springfield, MA. She then went to Bay Path College for 2 years, and went on to graduate from UConn with a B.A. She then obtained her J.D from UConn Law School.

She went on to practice law in Connecticut for 40 years. Her practice covered a wide range of cases, from family and real estate to a significant palimony suit, and an intellectual property case that took 18 years to settle. In later years, she acted as a magistrate in CT state courts.

She also co-owned Alfas Unlimited in Norfolk center since 1975, where she repaired and restored vintage Alfa Romeos. She also enjoyed running her vintage Alfa Romeos at Lime Rock Park and at Mt. Equinox, VT.

Susan's other passions included breeding and showing Morgan horses for 25 years, as well as caring for many cats and several Welsh Corgis over many years.

Susan is survived by her son, Jonathan William Dixon-Goring and his fiancé, Tamara Morrison; Keith Goring, devoted friend, Jim Gagen, and many Dixon and Bean cousins across the country.

Burial to be held in the spring at a small rural cemetery near her Norfolk residence of 40 years.

In lieu of flowers, Susan would have preferred donation to a pet rescue service. Or better yet, adopt a cat! Montano-Shea Funeral Home, 922 Main Street, Winsted has care of the arrangements. Visit an online guestbook at [montano-shea.com](http://montano-shea.com).

It's more fun to drive a new ...

# ALFA ROMEO

**FEATURES:**

Double Overhead Camshaft Engine • Tachometer  
 • Unbelievable Roadability • Independent Front  
 Wheel Suspension • Brakes Tested Under Years of  
 Motor Racing • Reduced Wheel Base • Roll Up  
 Windows • Ample Luggage Space



**\$3,497**

Delivered in New York  
 plus license, sales tax  
 and crating. Slightly  
 higher on the West Coast



The Giulietta spider

When the smart-set gathers there's a good chance that they're crowding around for a long look at the exciting new Alfa ... For the ultimate in smart continental luxury and for unequalled performance, it's the 1957 Alfa Romeo Giulietta Spider. Designed by Pinin Farina, his new Spider has the traditional European styling. Superb Alfa Romeo engineering, the result of twenty-five years of racing victories, gives you this exciting sportscar ... a joy to own and a thrill to drive! All of the benefits and the prestige of Alfa Romeo can be yours at amazingly low cost. See and drive the '57 Alfa soon. Alfa Romeo also famous for Coupes and Sedans.

for information about your nearest Alfa Romeo dealer, write, wire or phone the U.S. Distributor

## HOFFMAN

NEW YORK

443 Park Ave., New York, N.Y. Plaza 9-5120

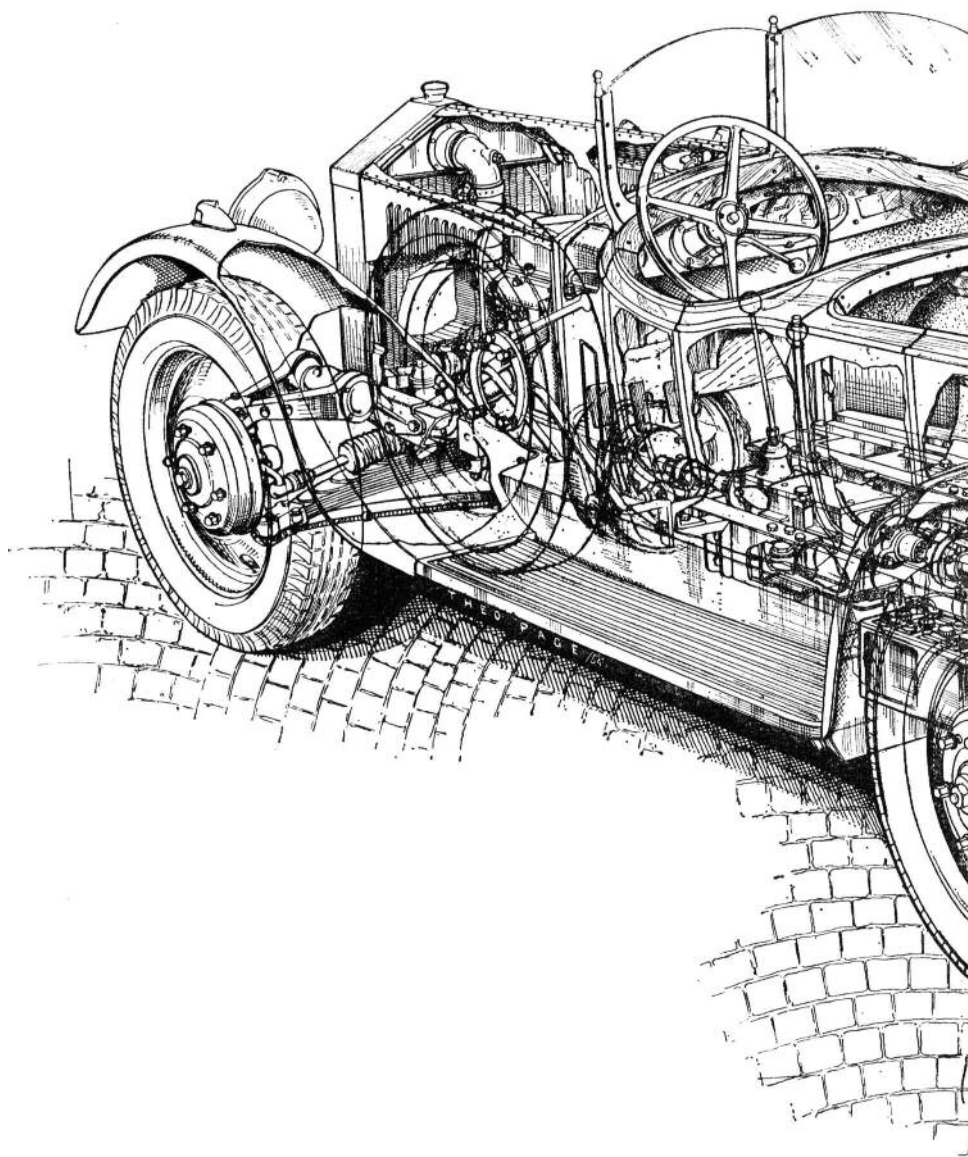
BEVERLY HILLS

9130 Wilshire Blvd., Beverly Hills CRestview 4-8231

DEALER INQUIRIES INVITED

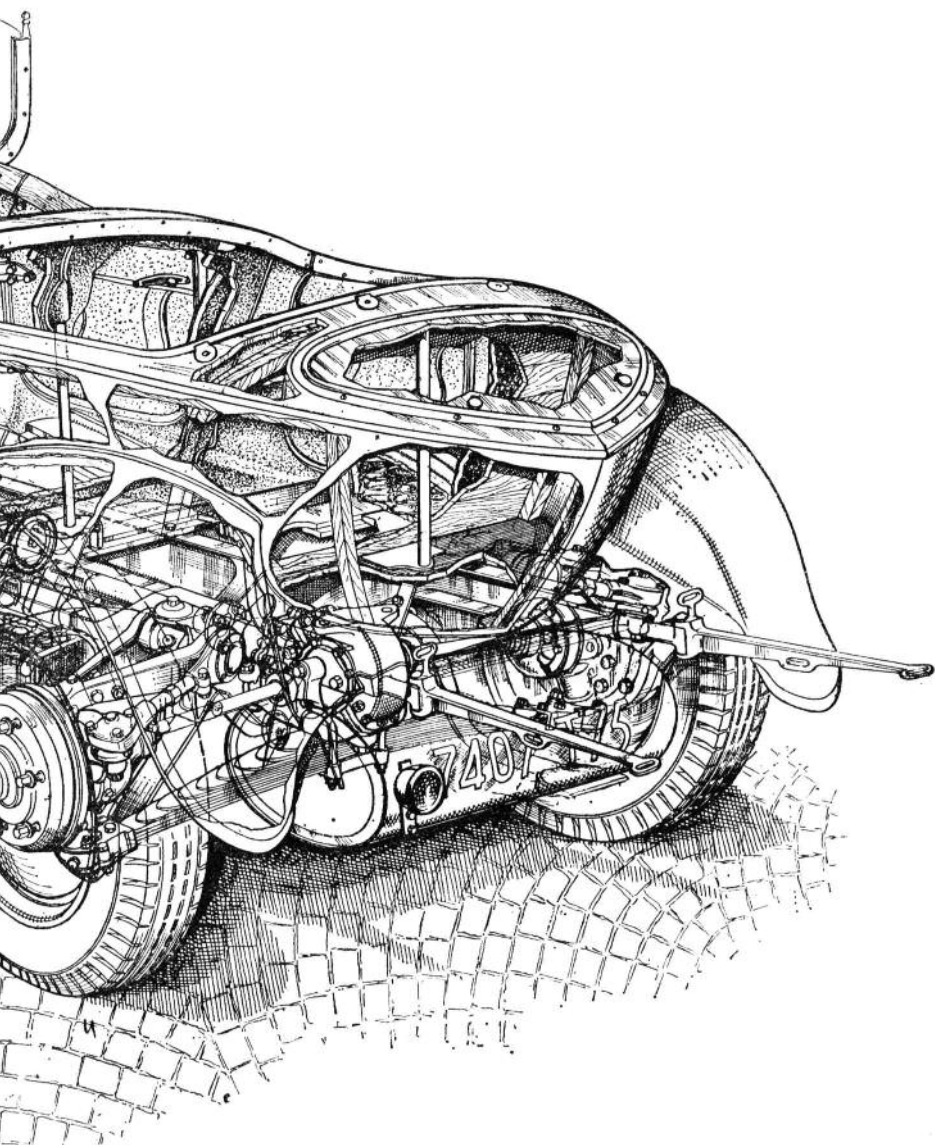


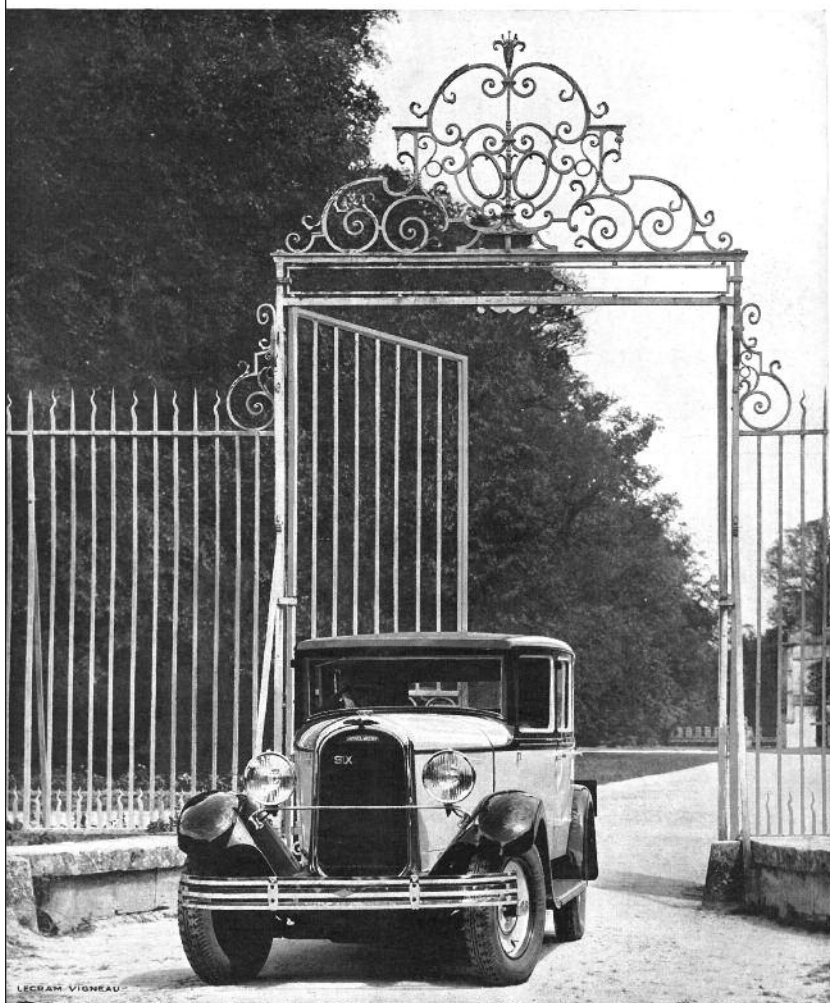
# 1922 SIZAIRE FRERE





S





LECRAM-VIGNEAU

# CHENARD & WALCKER

LA VOITURE DE GRANDE MARQUE AU MEILLEUR PRIX

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

27, BOULEVARD DES ITALIENS, PARIS



*Ben Bragg leading Mark O'Day and Ed Callo in MGs through the left hander. (hyman)*

## **VSCCA Fall Finale** **Lime Rock Park** **Sept. 30 – Oct. 1, 2022**

Dow Smith

The VSCCA racing season traditionally ends with this event in the early Fall at Lime Rock Park. Nestled in a valley in Northwest Connecticut, historic LRP, is the perfect location for exercising our wonderful old motorcars. For this writer there is just something about the sight of vintage race cars moving rapidly against a background of red, yellow and orange Fall foliage in the Litchfield Hills. It's not to be missed.

This year's Fall Finale was threatened by the remnants of Hurricane Ian that moved up the East Coast after devastating Southwest Florida. Fortunately, Ian went south of Lime Rock, so weather was perfect for the Friday and Saturday sessions...no racing on Sundays because of the historic church across from the track and state law.

For the 2022 iteration of the Finale we were introduced to a new and fun challenge called the Litchfield Cup created by event chair Whit Smith. He also put some serious emphasis on the popular Preservation class which allows members to lap Lime Rock in company with colleagues but without the concern of risk in wheel-to-wheel competition either to car or to driver.

As is usually the case, there is no timing and scoring which means there are no winners and losers of the individual races. Of course, racers being racers there is still plenty of spirited dicing followed by friendly discussion in the paddock afterwards. The first and last races of the VSCCA season are really all about low key fun and camaraderie and the celebration of some great machines. For 2023 there will be another spring "tune-up" event that will add

*Don Breslaur's  
marvelous Traction  
Avant makes a per-  
fect vehicle for  
arriving at the  
races.*

*(jpd)*



*Eric Logan feeding the squirrel.*

*(jpd)*



*Jim Bottomley, taking  
a break from corner  
duties to give the MG  
some exercise.*

*(jpd)*





*MG and Austin working their way through the left hander. That's Kent Bain coming up behind them. (d.smith)*

to this tradition.

This weekend, Smith split some 65 entrants into three groups based on their past lap times at Lime Rock. This leads to an interesting mix of cars.

Group One included a number of pre-war entries and early post-war cars. Ben Bragg in his 1935 Old Gray Mare special is always impressively quick in this group in a really historically important beast. Perhaps the most fun car to watch is Nial McCabe in his diminutive Austin A-35 in a distinctive blue. Kevin Clemens upheld H-Mod honor in his 1956 Jabro 750.

While in Group Two we had a number of our beloved MGs and Alfas but some really different cars including Andy Greenberg's beautiful 1963 Aston Martin DBGT4, Sandy McNeil's 1960 Alfa Romeo Sprint Zagato and Kobus Reyneke's lovely 1968 Porsche 912. Also circulating with this group, though looking incongruous, was the Keelip's 1966 McClaren M1C CanAm car.



*McCabe's Austin A35 having another very good run. (hyman)*



**VSCCA FALL FINALE, FEATURING THE  
"COMMONWEALTH VS. THE  
REST OF THE WORLD,"  
FOR THE LITCHFIELD CUP**



**VSCCA**

**FALL FINALE  
& LITCHFIELD CUP**



**LIME ROCK PARK, SEPTEMBER 30 - OCTOBER 1, 2022**



*Gelles and the Stanguellini leading a gaggle of under two liter cars.  
(d.smith)*



*We don't often get to see an NSU out amongst us and regret that he didn't seem to make the published entry list. He's certainly in good company out there, though.  
(d.smith)*



*Carl Whitney in the Lotus 9 chasing a late model Spridget.*

*(d.smith)*

The faster Alfas, Lotii of various MKs, including, 7, 9, 11, 23 and 18 (Formula Juniors), the quick Alfas and two 1959 Stanquellini Formula Juniors driven by friendly competitors Bill Gelles and Larry McKenna. The latter two were hanging up their helmets at the end of the event after many delightful racing seasons. Also in Formula Junior, a pair of Lotus 18s, with the father and son team of Peter and Spencer Patterson, making the trip from Pittsburg. Joe Fuller was also on track in his Lotus 18. An interesting new car was John Feng's pretty 1966 Beach MK4b. Cap Chenoweth's Lola MKI, John Greller's 1958 Elva MK5 and Marc Cendron's 1957 Tojeiro Climax provided good competition for all the Lotii. Shaun Henderson was up from Florida despite the hurricane threat and happily back in his 1958 Morgan Plus 4.



*Bordin getting set to go in the Philson Falcon.*

*(jpd)*



*Fenley and the Hurgenhauser coming in to his parking space.*

*(jpd)*

# Hurgenhauser

(jpd)



(jpd)

*Another of the legendary VSCCA Specials is the HRG-hybrid, the Hurgenhauser. It was assembled by the late Gary Ford with an HRG 1500 and an Offenhauser engine. It can be started on gasoline and then run on "dope," which is mostly alcohol. The first attempt at an HRG with an Offy was in the early fifties and tried by Peter Iselin. He wasn't terribly successful.*



(hyman)



*David Greenlees  
drove over in this  
ex-Fuzzy Matson  
1929 Model A  
Coupe. With a  
wonderful patina*



*and long history it would be a perfect tour, rally, or even Preservation Class car. It's  
available and David hopes it will stay in the club.*

*(jpd)*



*Giedra's Datsun Fairlady running well.*

*(hyman)*



*Ms. Amarosa about to take her position on the pregrid.*

*(hyman)*



# 2<sup>e</sup> GRAND PRIX DE PARIS



24 AVRIL 1949  
AUTODROME  
LINAS-MONTLHERY

# Stanguellini Sunset



*The club has enjoyed any number of long running racecar pairings of well driven cars putting on a memorable show. Once upon a time it was Charlie Gibson and Bob Akin, in Lister and Cooper Monaco respectively. For another many seasons it was Bob Girvin and Tivvy Shenton in Allard and Jaguar. For a few seasons it was the editor and Bob Millstein putting on the show. We recall these various matchings with pleasure. Of late we have enjoyed Larry McKenna and Bill Gelles in matching Stanguellini Formula Juniors. Both cars have been perfectly presented and driven flawlessly. The 2022 Finale was also the retirement party for both of them. McKenna's car has already found a new home in the club and we hope to be able to report the same being true for the Gelles Stanguellini.*

*(hyman photos)*

The Preservation Class brought out some interesting and attractive vehicles. Sandy Leith, the VSCCA's President, was on hand with his beautiful 1937 BMW 328. Bob Weber brought out his 1967 AutoDynamics "Hustler", no relation to the magazine, which features a fiberglass body that resembles a larger Lotus Elan and a Porsche engine. Scott Fenley did laps in the legendary "Hurgenhauser," the old Gary Ford HRG with Offie power under the bonnet.

On Friday afternoon, the VSCCA started a new tradition with the contest for the Litchfield Cup which event chair Whit Smith hyped as exceptionally prestigious. He even produced a pewter bowl/cup to award the winning team. Adding to the hype was his dubious comparison to the 24 Hours of LeMans, "It's like the 24 Hours only compressed into 50-minutes of track time contested in the Litchfield Hills." He described the event as answering the recently defined but almost age-old question: who creates the best cars, manufacturers in the British Commonwealth or those from the rest of the world?

Two competing teams were organized around country of origin. One team was made up of Lotus, Morgans, Austin Healey and MGs from the UK. The other team was anybody else. This included Alfas, Porsches, Stanguellini and BMW. MG Ace Jeff Sienkiewicz served as chair of the Commonwealth team while Alfista Santo Spadaro was captain for the "Rest of the World." Each group had their own 25-minute lapping session, and the winners of the cup would be the team that completed the most laps in aggregate divided by the total number of cars present at the start for that team.

According to Smith, "The Commonwealth sent out 22 cars and completed a total of 392 laps for a final score of 17.8. A local yellow for some errant bodywork was the only obstacle over the duration of the session and only one car failed to finish. Team Rest of the World sent out a smaller field of 15 cars and completed a total of 224 laps for a final score of 16.3."

It was also claimed that, "The event brought out a new dynamic on the track with everyone working in concert as opposed to in competition. Point-bys were offered early and often and the faster cars played nice while working their way through lapped traffic. A few friendly battles were observed from the timing tower but completing the most laps was prioritized over finishing position."

In the post-race ceremony Sienkiewicz was presented with the "very vintage" pewter bowl trophy representing the Commonwealth success. He shared the cup with Ford Lotus Cortina ace David Porter who is certainly one of the quickest of Commonwealth drivers. I think it is safe to say Spadaro vowed revenge at next year's VSCCA Fall Finale.

The post-race honors also included the presentation of the Victory Lane Pre-War Trophy to a much deserving Tom Ellsworth. He had brought out his glorious prewar AC. It proved one of the most beautiful in the preservation class.

Actually, the Fall Finale didn't mean a "Finale" to the season since the Castle Hill Hillclimb for pre-war cars was the next weekend.

*Cendron having a  
good go in the  
Tojeiro.*

*(hyman)*



*John Greller's Elva leading Forer's Turner into the uphill.*

*(hyman)*



*Kent Bain out to play  
in his South African  
manufactured. GSM  
Dart.*

*(hyman)*



*McKenna enjoying his swan song in the much loved Stanguellini.*

*(hyman)*



*Stu Forer hasn't run the Jag a lot lately, most driving the Turner, but for this event he brought out both.*

*(hyman)*



*Kevin Clemens coming to grips with the ex-Righetti Jabro.*

*(hyman)*





*Gelles and Forer sharing the corner.*

*(hyman)*



*Stu Forer getting just a little enthusiastic in Big Bend.*

*(hyman)*



*Out in the Preservation Class, Marc Cendron was coming to grips with the AC Ace.*

*(hyman)*



*Andy Greenberg's  
Aston behaving  
impeccably for him.*

*(hyman)*



*Todd Daniel taking the Jag toward the left hander of the esses. (hyman)*

*Always a pleasure  
to see Cap  
Chenoweth out in  
his much loved  
Lola Mk 1.*

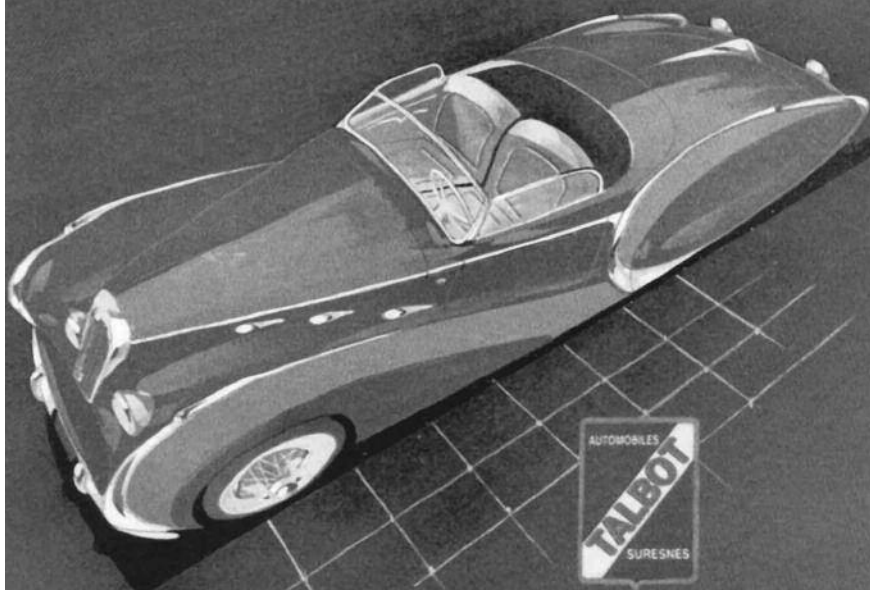
*(hyman)*



# 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 <sup>5</sup>/<sub>9</sub> SEINE MAILLOT 72.08



*Last year's winner of the Goodchild Award, Jim Bok, having a go in the Lotus VII.*  
(hyman)



*Fenley getting ready to go.*

(jpd)



*Whitney had the Lotus 9 going well all day.*

(hyman)





*Scaife's TD leading  
the pack into the  
esses.*

*(hyman)*



*O'Day and McCabe still going at it as they come over the top of the uphill.*  
*(hyman)*

*In the Preservation  
Class Sandy Leith's  
BMW running in  
company with  
Bottomley's MGA.*

*(hyman)*





# Victory Lane Pre-war Trophy



(jpd)



(hyman)

The annual Victory Lane Magazine Prewar Trophy was awarded this year to one of the stalwarts of the VSCCA Prewar Class, Tom Ellsworth. For this event he had the AC but oft-times he can be found in his Ford-Amilcar Special.



(hyman)

## *Two Years of Frustration and Two Weekends of Bliss*

Over the last few years I've offered bits and pieces of the acquisition, restoration, and history (as best I can find it) of my godfather Ted Wales' 1937 BMW 328, chassis 85081. Most casual readers would expect that the last couple of years of ownership would be one great adventure after another. In a sense, they were, but only in the sense of one mishap after another, requiring multiple flatbed tows - some requiring long distance. Let me explain...

Eager to put some miles on the car and finish off the 500 mile break-in recommended by the late Mike DiCola, I began to embark on Saturday and Sunday forays onto the back roads of Dover, Sherborn, Medfield and Holliston, Massachusetts. There are some great winding roads by farmland in and around the Charles River and in the warm weather, it is spectacular in an open car like a prewar BMW 328. Frequently, the gauges would indicate rising water temperature, so I would activate an electric fan DiCola had fitted.



*Sandy with Scott Fenley riding shotgun in the Castle Hill Rally of the North Shore.* (hyman)

Within a matter of miles, each time I would do this, usually with a family member or friend, the car would sputter to a full stop and refuse to re-start. AAA would (eventually!) come to the rescue, but finally, after doing this several times, the light bulb went on over my head...yes, it was a blown fuse each time; maybe I should move the hot wire to a less utilized circuit? One problem solved...

A detail I may not mentioned in earlier commentary was, that due to the badly deteriorated original Solex carburetors fitted to the car when I pulled it out of Ted's barn, I made the very poor decision of buying 3 Chinese-made replica "Solex" 30 PBI carburetors. I had not managed to find any alternatives. These new carburetors refused to stay in tune and the cast throttle stops all broke within the first 25 miles of driving. The old carburetors sacrificed their steel stops, but the tuning and stalling at every stop continued. I contin-



*Running hard at Castle Hill.*

*(hyman)*

ued to drive the car, but the trips were shorter and shorter and I began to hesitate to use the car. On a particularly hot summer day in 2021, I drove to a friend's house for dinner. After several hours, I went to leave; it started up just fine, but when I put the car in reverse, the driver's side rear wheel refused to turn. I decided to leave it there overnight and return in the cool of the morning, hoping this would make a difference. It made none at all...the wheel cylinder had completely seized up. I had already used up my "free" AAA tows for the year, but it needed to go further than my home, 125 miles to be precise. Replacement cylinders were recommended. Thus 4 new ones were ordered from Herr Freudenberg and sent to Sargent Metalworks in Vermont where 85081 waited patiently. Second problem solved.

The carburetors remained a problem and, as I said earlier, I had practically stopped driving the car. From time to time, I would look at the PreWarCar.com advertisements and one day earlier this summer, there was a trio of Solex 30 BI carburetors on offer from the collection of a well-known Dutch collector. The Chinese carburetors had accelerator pumps which were not needed and by-passed...these original (Bristol) carburetors did not have them and were in very good condition. A deal was quickly consummated, along with an order of new throttle plates from UK-based Inracing



*Castle Hill proved a perfect venue for car and driver.*

*(hyman)*

Limited...and the car returned to Scott's shop in Vermont where he rebuilt the carbs, then fitted and tuned them...to near-perfection. Third and final (I hope) problem solved.

Lime Rock Park and the VSCCA Fall Finale beckoned and when a "Preservation Group" was added for Saturday, October 1st, I entered the 328. While we had cleverly made the radiator shutter "pull" into a battery cut-off switch, other than a Simpson seatbelt on the driver's side, 85081 was not race-prepped as I had my GP Bugatti for that purpose. Nevertheless, I welcomed the chance to put in some hot laps and test the handling, speed and brakes of the re-born car. I was not disappointed; while we could only pass on the straights with an explicit point-by, I nudged 90 mph at the Start/Finish line and came in off the track after each of our sessions with a beaming smile.



*... and proving that the BMW attracts just the right kind of interest, Allison Fenley tries on the driver's position. (jpd)*

Two weeks later was the Castle Hill Rally (Saturday) and Hillclimb (Sunday) at the spectacular Crane Estate in Ipswich, MA. I had planned to drive the 328 in the 90 mile rally and the Bugatti in the hillclimb, as 20 years earlier I had won the hillclimb four years in a row from 1998 to 2001. Ironically, despite an entry totaling between 25 and 30 cars each year, 20 years ago, only two people had ever won the hillclimb; my mechanic/friend, Ben Bragg and me. He won the first three (1995, 1996 and 1997), I won the next 4 and he won the final one in 2002 after I crashed in practice. The owners of the property, the non-profit Trustees of Reservations (TTOR) pulled the plug on the event until last year when we (the VSCCA) approached them to see if they would consider allowing us to run the hillclimb again which they, happily, agreed to do so. Ben had won the early series of climbs in a junk formula 1935 Buick Indy car, the Shafer 8 which belonged to his then-employer. Around that time, I had obtained the remains of the legendary "Old Gray Mare", the Ford-based special of prewar ARCA fame back then and conveyed 50% of the car to Ben in exchange for his labor in bringing the old war horse back to life. I couldn't drive two prewar cars at the same time, so when Ben





(jpd)

*The Preservation Class at the Finale proved the mechanical gremlins had been put in the rear view mirror.*



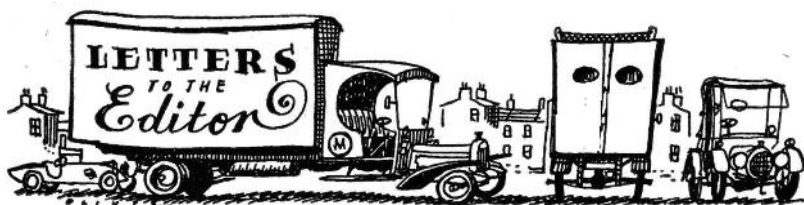
(hyman)

left his employer, it was only natural that he take over the racing and hill-climbing duties of the OGM. When the 328 was made available to me in 2007, I conveyed the remaining 50% of the Mare to Ben for enough money to buy 85081. Now we would renew our “rivalry” on the driveway of the Crane Estate in two different cars, each made possible by the other.

I should say, the Club did run the revival event in 2021, but I was on the disabled list, fresh from left ankle fusion surgery, so I was unable to participate. I did drive up with my son, David to watch last year’s event and the inevitable fastest time of the day by Ben in the OGM.

The October 16, 2022 hillclimb group assembled at 9:00 AM that Sunday and two other prewar BMW’s joined in on the fun; Don Law’s beautiful mid-night blue 327/28 and John Romano’s race-prepped white 328, chassis 85406. The weather was spectacular and The Trustees had attracted a paid gate of over 1200 guests who were enthralled at the sights, sounds and smells of these vintage machines. I knew Ben would win again...and he did, so I chose to try to be the quickest BMW and see if I could crack the top five. We did three speed runs and after my first one, I was quite sure I could actually do even a little better. Not wishing to replicate the dubious ending of the 2002 event, I did not push the 328 to the limit, but it was good enough for 2nd place overall, with a time of 59.4 seconds, five seconds slower than the OGM. My best time 20 years earlier in my Bugatti was 49.8 seconds, proving the age-old truism, “the older I get, the faster I was.”

sandy leith



Dear Jim:

Aside from all of the other excellent items in NUMBER 3 – 2022, I found the review of the Borgward Rennsportwagon of great interest, as these were amazing cars, built at a time when WW II was still a terrible memory for Karl Borgward and his team, and with many items still in short supply.

You mentioned Karl Ludvigsen racing one, and I remember it well, particularly as it was probably the only Borgward race car in this country.

Karl, with a strong engineering background, seemed to avoid the run-of-the-mill cars that most of us cherished, and had a great knack in accumulating the unusual and beautifully-engineered cars of the day. Not only do I have fond recollections of the Borgward, but among others, he had also a Tatra, which I believe he sold ultimately to Clive Cussler. I'm sure he could give you chapter and verse on the Borgward (and photos, too), and he should be able to give you an excellent overview of his eclectic collection.

All the best,

Robert Richer

(Proud Honorary Member)



JPD,

Having passed through a dozen states resting now in lucky 13, we have a second to pass on some possible fodder.

While in Indiana we fulfilled a dream of mine that I'd had since the opening of the National Studebaker Museum in 2005. Having grown up in a Studebaker family, learned to drive (legally) on a '57 Studebaker Provincial, and even journeying to the 1962 NYIAS to see the Avanti's unveiling, it was a pilgrimage that beckoned alluringly and was fulfilled just a week and a half ago..

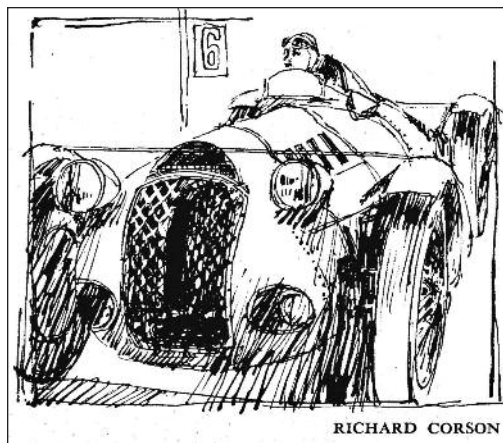
While there were some competition vehicles on display including a 1919 Big Six Touring Car with over 475,000 miles on the odometer, a 1927 sedan



(toj)

*driven by Ab Jenkins from NYC to San Francisco in 77 hours 40 minutes, a 1928 roadster that ran 25,000 miles in less than 23,000 minutes (Averaging over 55 mph), but my focus here is on a car that is somewhat ignominiously tucked away in the basement. It featured a 1959 (!) Lark 2 door sedan with a rear mounted Porsche 1500cc four. The interior was left complete albeit with the drivetrain hump removed and the petrol tank and spare tire moved under the bonnet. The modification was done by Curtiss-Wright for a long-since forgotten reason, and obviously not to up the Lark's performance, but nonetheless it exists and would, we would assume, cause some interest from Mr. Hyman's corner.*

*Cheers,  
TOJ*



HUDSON RIVER VALLEY

Rhinebeck 2023

ANTIQUE AUTO ASSOC.

**HAGERTY**

2023

HUDSON RIVER VALLEY

Rhinebeck 2023

ANTIQUE AUTO ASSOC.

JOHN ABRAMS

& ASSOCIATES

INSURANCE AGENCY

AUTO, HOME, BUSINESS AND LIFE INSURANCE

# RHINEBECK

## 51TH ANNIVERSARY



May 6  
Rods  
Customs

May 7  
Classics

# Car Show

# May 6 & 7

**HAGERTY**

JOHN ABRAMS

& ASSOCIATES

INSURANCE AGENCY

AUTO, HOME, BUSINESS AND LIFE INSURANCE

[WWW.RhinebeckCarShow.Com](http://WWW.RhinebeckCarShow.Com)

Car Corral

*John Abrams*

Series XXI

Dutchess County Fairgrounds

Information Call 845-750-9823 Mike 6-9 PM Only



# MOTOR CLASSIC & COMPETITION



**Specializing in Vintage Sports, Racing and GT Cars since 1979**



1951 Ferrari 212 Inter:  
Fully sorted driving machine  
Mille Miglia participant – 1952, 1954.



1974 Alfa Romeo Tipo 33-3/Flat 12: Rare,  
fantastic race record, Ickx, Stommelen,  
Reutemann, Monza, Nurburgring, Imola. All  
orig., fresh rebuild, race ready.



2004 Porsche GT3: Arctic Silver, 36k  
miles, 2 owners, carefully maintained;  
looks, runs & drives like new.



1965 Porsche 356SC Cabriolet: Matching  
#s, 1 of 533. 3-owner, full docs, COA.  
67k miles. One repaint. Euro version.  
Outstanding original throughout.



1958 AC Aceca: Matching #s.  
Comprehensive frame-up restoration,  
RHD, Rally proven.



1960 Mercedes Benz 190SL: Matching  
numbers, Concours quality restoration.  
Ready for show or rally circuit.



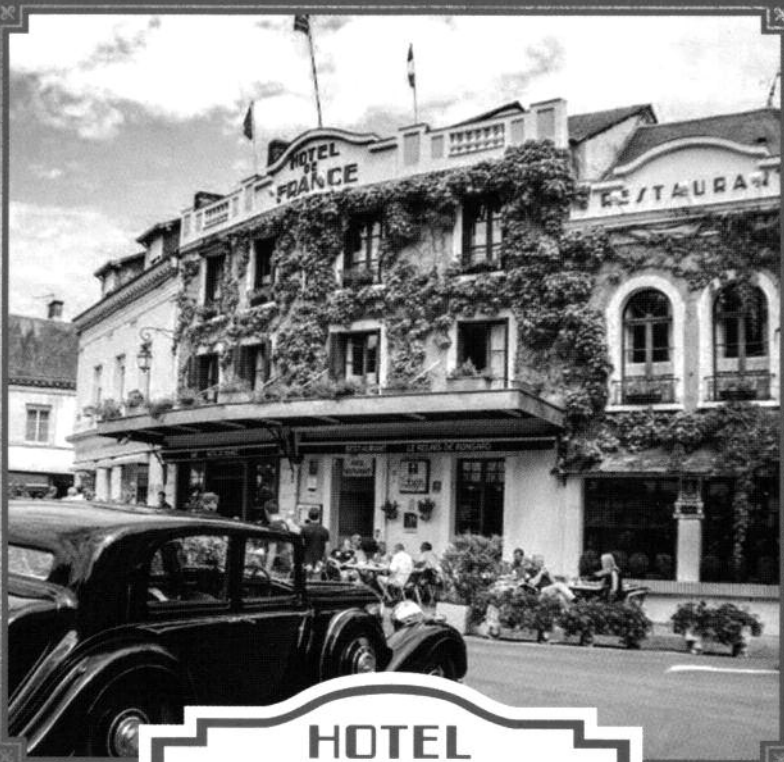
1958 MGA Twin Cam:  
Rare, frame-up, show quality  
restoration on an iconic  
sports car.

**WE WILL BUY AND CONSIGN ALL FERRARI AND ALL VINTAGE  
SPORTS RACING & GT CARS • FINANCING AVAILABLE**

**WWW.MOTORCLASSICCORP.COM**

350 ADAMS STREET, BEDFORD HILLS NEW YORK 10507

914-997-9133 • SALES@MOTORCLASSICCORP.COM



# HOTEL DE FRANCE

LA CHARTRE-SUR-LE-LOIR, SARTHE

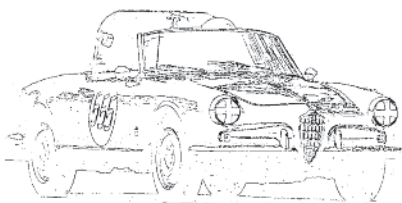
*Bien plus qu'un hôtel*

EMAIL Them at [bienvenue@lhoteldefrance.fr](mailto:bienvenue@lhoteldefrance.fr)

# DOMENICK'S EUROPEAN CAR REPAIR

HOME OF THE RACING GIULIETTA'S

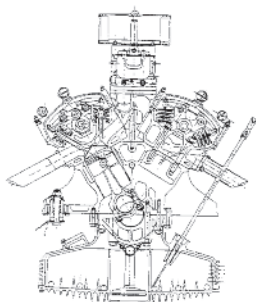
At your service is  
Domenico Spadaro  
Frank Spadaro  
Santo Spadaro



## SPECIALIZING IN:

- CAR RESTORATIONS
- VINTAGE RACE CAR PREPARATION
- COMPLETE ENGINE REBUILDS

Since 1960, family-owned business,  
European trained mechanics, expert repairs on all...  
From Alfa to Ferrari,  
Audi to Mercedes,  
Jaguar to Range Rover,  
Saab to Volvo.



148 FERRIS AVENUE  
WHITE PLAINS, NEW YORK 10603

Phone 914 949 0103

Fax 914 949 0618

E-mail [sds1750@aol.com](mailto:sds1750@aol.com)

Ask for references from our satisfied customers in  
Westchester County, Fairfield County and Long Island.



***VeloceToday.com***

EXCLUSIVE ARTICLES ABOUT  
EXTRAORDINARY AUTOMOBILES

*Now share the passion of photograp~~er~~er/writer Sean Smith*



Collinsville, CT 06019  
Phoenixville, PA 19460

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

### 1929 Chrysler 72 Sport Roadster

Mille Miglia & Le Mans Classic eligible, FIVA passport, AACA winning restoration done in tasteful colors of a black body, with burgundy piping & grey panels. Fitted with a "red head" inline six-cylinder / high performance engine, producing 85 horsepower. This model 72 Sport easily goes down the road at 60 mph, a true hot rod of the 1920s! Asking \$118,500 USD.



### 1949 Bentley Mark VI drophead coupe by H.J. Mulliner

1 of 5 disappearing top examples built, now 1 of 3 remaining, with full history from new. Superbly maintained, having received multiple best in class awards. A stunning coachbuilt example, that is an absolute delight to drive! Priced Reduced: Asking \$265,000 USD.



**1953 Lotus 6:** Known history, VSCCA logbook, professionally maintained and ready for the track. "The real deal!" Ford power plant, SU carbs. Full description coming soon!! Asking \$40,000 USD.



Collinsville, CT 06019  
Phoenixville, PA 19460

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

### **1960 Alfa Romeo Giulietta Spider race car project.**

Rust free, 1600 or 1750 motor included, 5 speed trans., former SCCA car with logbook, original steering wheel & gauges. Race or restore to street specs., many parts to choose from. Hidden for many years. Asking \$14,500 USD.



### **1935 Ford V8 Woody:**

40+ year family ownership, with charming patina, this Ford flat-head V8 runs and drives very well. Tidy interior, clear windows, fitted twin horns and period driving lights. A rare opportunity to purchase an iconic woody wagon! Asking \$44,500 USD. .

### **1929 Rolls-Royce RR Springfield Phantom I Regent.**

Mechanically turn key and fitted with an overdrive for reliable touring. All fresh plating, interior and top! Known history from new, and fitted with rare stainless steel wire wheels. Superb proportions! Asking \$185,000 USD.





Restoration • Repair  
Race Prep • Track Support  
Pre & Post war cars  
Vintage/Club Formula Ford



Sports Racers • Formula junior specialists

**OVER 150 YEARS OF RACING EXPERIENCE  
UNDER ONE ROOF!**



20 Henry Street  
Bethel, CT 06801  
Cell# 203-788-6152

## Abingdon Spares



*Since 1968 • Knowledgeable staff  
Same day shipping • Best prices!*



Quality New & Used Parts  
for MG T-Types and MGB



**Everything you need  
to keep your MG on the road**

**800-225-0251  
[www.abingdonspares.com](http://www.abingdonspares.com)**



## **EDP Enterprises**

*Complete Automotive Fabrication*

Dedicated To The Proper Restoration and Conservation  
of Vintage Road and Race Cars

Aluminum Panels • Painting • Custom Roll Bars  
Independent Suspensions • Partial or Complete Projects

**Eno dePasquale**

PO Box 42, Walpole, NH 03608

603 313 8625

**GMT Racing**  
Since 1995  
Time For Fun

Prewar  
Vintage  
Historic  
Modern

**WORLDWIDE EXPERIENCE**

**race prep,  
track support,  
parts & service**  
203-270-8441  
[www.GMTRacing.com](http://www.GMTRacing.com)



**THE VINTAGE AND HISTORIC RACING NEWS MAGAZINE**

*The Vintage Racer's Favorite  
Since 1986*

**Every Month:**

Vintage Race Reports  
News • Feature Articles  
Car and Driver Tech  
Auction Reports  
Schedules • Resources

Now online at **victorylane.com**

in flipbook format

*Free to VSCCA members,  
no password required*

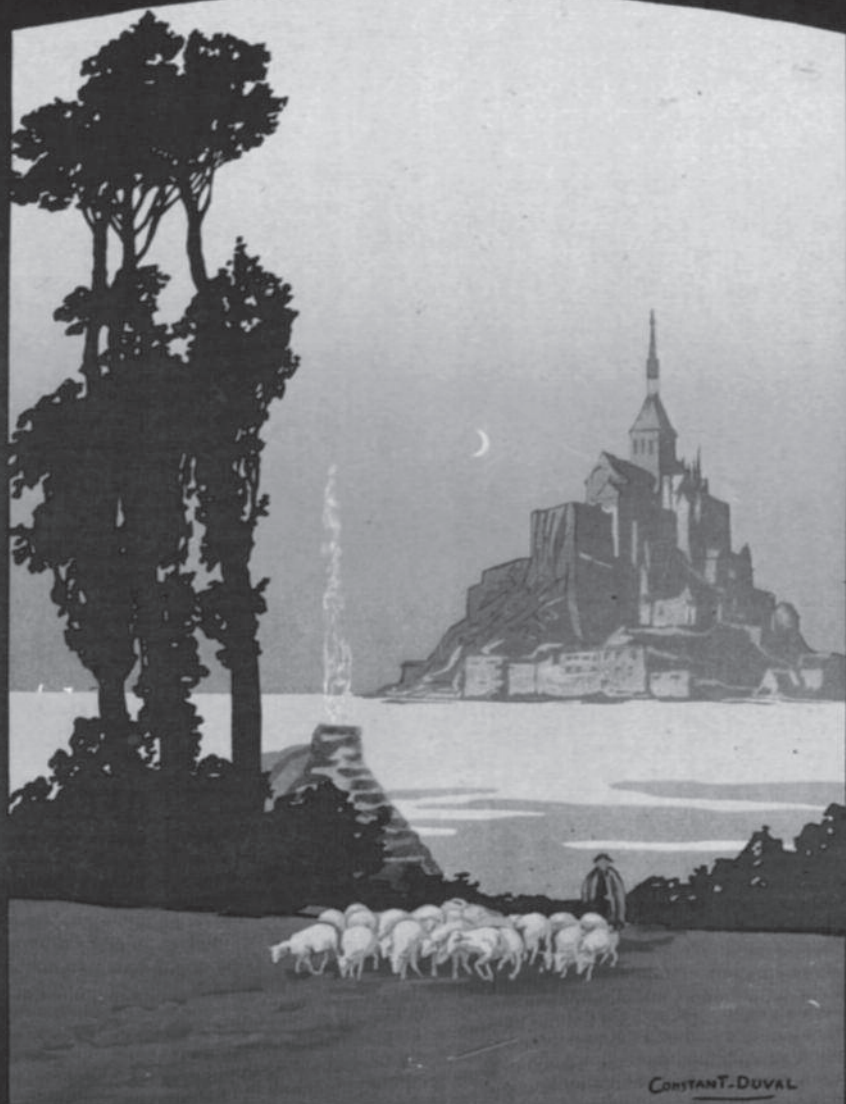
*We welcome your Driver & Car story  
and Letters to the Editor:*

**Dan Davis, Publisher**

(650) 321-1411

editor@victorylane.com

**CHEMINS DE FER DE L'ETAT**



**LE MONT S<sup>T</sup> MICHEL  
LA MERVEILLE DE L'OCCIDENT**



**VINTAGE SPORTS CAR CLUB OF AMERICA INC.**