

# VINTAGE SPORTS CAR



NUMBER FOUR 2016

# 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



*It's been a very long time since the club has seen an HRG Aerodynamic out at one of our events. We won't begin to guess when that might have been but the 2016 Fall Finale at Lime Rock Park, with its emphasis on the prewar cars, brought out Gary Ford and the Aero as well as the biggest*

*turnout of prewar cars the club has hosted in entirely too many years. The story of the event begins on page 3 and we indulge ourselves, wallowing in the memories, for the entire first half of this issue.*

*We are promised that we will again be focusing on prewar for the Finale in 2017 so there is time to pull them out of the barn, dust them off and get ready. We shall, most assuredly, be there.*  
(hyman)

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11 December, 2016. . .Twenty-six degrees Fahrenheit and snow due in a couple of hours - a perfect afternoon for a brisk motor up to Hyde Park's Vanderbilt National Historic Site for a chilly walk with our bride and a brief editorial meeting in the parking lot there with our deputy, TOJ.

It would appear the heater in the Morgan is even less effective than the one in the Triumph. That hardly seems possible.

The drive home ahead of the snow, top and sidescreens cozily in place, lent itself to a contented musing on just what a fortunate lot we are. While this year of our Lord, 2016, was not without its challenges, we can look back on it with satisfaction and with gratitude.

The Vintage Sports Car Club of America seems in robust health and our shared motoring adventures of the season just passed are a source of warm memories.

Whether racing in a wheel-to-wheel competition, hillclimbing up our favourite mountain, rallying through the Autumn's splendor, or simply enjoying the friendship of fellow enthusiasts around a few parked cars or at end of season gatherings, there are stories and experiences to fill our list of recollections to overflowing.

Maybe amongst the most memorable of the 2016 season was the Fall Finale with its Prewar Celebration. There was an extra measure of magic there that took many of us back to an earlier time in the VSCCA. Over the entire weekend we don't recall seeing anyone who wasn't smiling - and that wasn't just the prewar contingent. The memory of that event, alone, will warm much of a long cold winter.

It's been a truly glorious motoring season. At this time, with both Christmas and Hanukkah coinciding on the calendar, we take the opportunity to offer thanks to all who made the year as pleasant and as memorable as it was and to extend to you and yours all of the joys and happiness of the season.

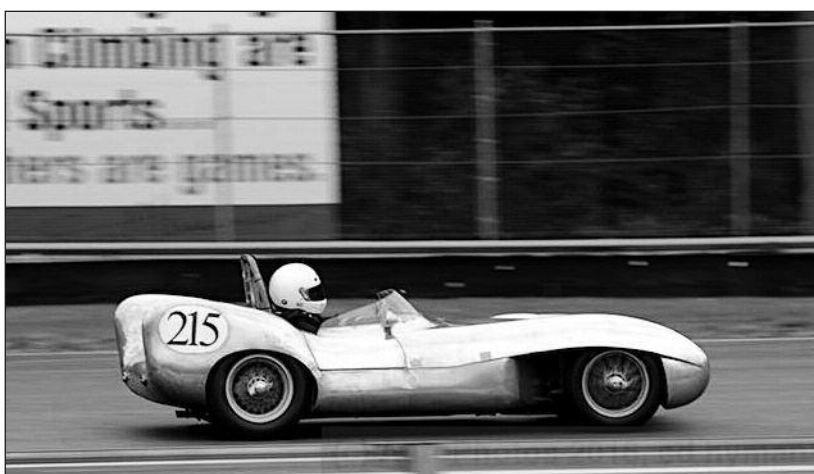
Be well.  
jpd

## **VSCCA Fall Finale – A Prewar Celebration.** **Lime Rock Park, Sept. 29 – Oct. 1, 2016**

We are unabashedly the oldest vintage and historic racing group in the country. As such, the Vintage Sports Car Club of America is dedicated to preserving the spirit and romance of the early years of sports car racing. For almost 60 years, the VSCCA has seen as its mission the preservation and enjoyment, both on and off the track, of rare or unusual sports & racing cars including prewar and certain important post war cars, now including some exceptional cars through 1965.

In keeping with that mission, the VSCCA closed out 2016 with a special Fall Finale celebrating the values of the club. Activities Chair Joseph DeLucia and the Board of Directors designated the event A Prewar Festival. They even commissioned a special poster for the event with a marvelous photo by Ed Hyman. Recognizing that the increasing value of the prewar racecars might be limiting their exercise, there is a strong desire on the part of the VSCCA to encourage use of these cars on the racetrack where they began life.

Event chairs Roger Morse and Lynn Arnold and a number of volunteers, worked tirelessly to create a special prewar happening. The weekend featured a large tent tucked into the famous Big Bend turn. The tent served as a meeting place all weekend with coffee and pastries, where members could gather and swap stories. The tent served as the location of the a kickoff dinner on



*Carl Whitney at the helm of the Belden Lotus Mk 9. He was driving it with enthusiasm and skill.*  
*(hyman)*



*Thursday evening's gathering found many of the prewar cars lined up for display in front of the tent. The variety was delicious.*  
(jpd)



(jpd)



*This looks to be Schieffelin in the MG-TB with a gaggle of cars closing astern. That's Frank Mount right behind him and Mark O'Day's TC just ahead of the editorial HRG coming into the corner.*  
(hyman)

*As is usually the case these days, the  
Alfisti were out in force.*

*(hyman)*



*Greller's Veritas  
Roadster leaning fair-  
ly hard into the cor-  
ner.*

*(hyman)*

*Rick McCurdy's TR  
going smoothly.*

*(hyman)*





Thursday night with all VSCCA members invited, and the Sherman Cup dinner on Friday evening. Jerry Sherman was a long time member of the VSCCA who was legendary in his dedication to restoring and preserving prewar cars. Also, an exclusive space was set aside in the paddock for prewar cars. Some rare gems were on display in the tent including Howard Kroplick's 1909 ALCO "Black Beast". The car competed in the first Indianapolis 500 and won the Vanderbilt Cup races in 1909 and 1910. Kroplick delighted in giving rides around the paddock in the fire-belching beast. Also on display was a member's stunning 1938 Bugatti Atalante coupe with a gleaming but subtle black and blue paint scheme.

After a day racing on Friday, the VSCCA held a dinner in the tent with music by Phil Roettjer's bluegrass band. The main event was awarding the Jerry Sherman Cup to Sandy Leith and his special 1931 Bugatti T-37. The car was known as "the Scrambling Egg" in prewar racing with the ARCA. This car is fitted with a Model B Ford engine and has been since 1935. It is also cosmetically unrestored, with the original looking worn paint and cracked leather seats. This car totally meets the Sherman Cup criteria for a combination of period correctness and originality and tidy preparation. The course marshals who were asked to rate the awardee on sportsmanlike track conduct decided half of the award. This may be the only vintage event where both presentation and driving ability of a prewar car come into consideration in giving an award.

Second place went to Ben Bragg with his Old Grey Mare, a Ford powered prewar racer for its originality and Bragg's spirited but safe driving. Frank Mount and his 1939 MG TB Special, which is beautifully restored and well driven, were third.

Leith's dedication to Bugattis and the Bugatti club led him to this car which had been kept in hiding for 40 years. When the owner decided to sell after all those years. Leith was the person he contacted because he knew this car was Sandy's holy grail. Given the car's history, Leith's commitment to preserving it as a racecar made him the obvious choice for the Sherman Cup.

In the racing, special groups were set up for prewar cars. The Preservation Class returned as a group after several years. In this class passing can only be done on the main straight to minimize risk to such valuable machines. Time was also set aside on the schedule for an Exhibition group for those wanted to exercise their cars for parade laps behind a pace car. Sandy Leith and later Ben Bragg did laps in the stunning Bugatti Atalante coupe followed by two HRGs including Gary Ford's rare and beautiful 1949 HRG Aerodynamic and Jim Donick's more traditional HRG 1500.

Since the VSCCA is more concerned with celebrating these special cars there was no timing for this event.

The schedule was split with the Lime Rock Drivers club. There were five one hour sessions each day for the VSCCA with three 20-minute races for three race groups, plus exhibition and preservation classes.

When it came to wheel to wheel racing there were three groups including





*Tom Miller's Mong Special was the prototype for the successful Bobsy line of sports racers. The Mong was Porsche powered and is going well in Tom's very capable hands.*

*(d.smith)*

*Dingman's stunning OSCA F-Jr moving briskly.*

*(d.smith)*



*Hill's Spyder leading Spadaro's Berlinetta.*

*(d.smith)*



*Rich Campbell's Crosley-powered H-modified may not be fast but it is beginning to look like he's getting along nicely with its handling.* (hyman)

a prewar field which included a few post war cars designed using prewar technology, (AKA MG TCs.) On the grid were some new and interesting cars including Joseph DeLucia's newly acquired and stunning 1935 Riley Imp roadster, Jim Donick's rare 1950 HRG, John Mayo's 1937 Aston powered Attenborough Special, and Erik Thomas in his beautiful blue 1940 Mercedes 170VR. The field included a range of pre and post war MG T's or MG based special like Dan Leonard's 1949 MG TC Special and Frank Mount's 1939 MG TB Special. As is usual, Peter Greenfield piloted his very fast 1932 Alfa Monza carefully through the field to lead most laps.



*Erika and Ella vamping for the camera with Don Breslauer's marvelous Traction Avant Citroën.* (hyman)



*A fairly eclectic practice grouping that may be the Group 2 crowd. Sandy McNeil is looking at the inside line behind an open wheeler and a couple of MGAs. (d.smith)*



*John Romano's 904 Porsche was a joy to behold.*

*(d.smith)*

*Ellsworth in the Ford Amilcar holding off Waite's sprinter while Mark O'Day looks to be closing on them slightly to the inside.*

*(d.smith)*



*Mr. Shelly has been making great progress in coming to grips with his new ex-Andy Heller MGA and enjoying the process immensely.*

*(jpd)*



*Mr. Schieffelin finding a relaxing use for a Bugatti Tyre, while chatting with Mrs. DeLucia.*

*(jpd)*



*Sandy Leith about to do some laps in the Atalante with Mr. Bragg riding shotgun.*

*(jpd)*



*The editor getting acquainted with “Samantha,” the ex-David Carroll HRG 1500 that has joined the Allards in the editorial stable. Mr. DiCola looks on wondering how long it will take the editor to conclude that he’d like “a little more horsepower, please. . . .”*  
(hyman)



*Andy Greenberg making a fair rate of knots through the left hander. He drives the Aston to and from events rather than pulling a trailer.*  
(hyman)

*A most beautiful car  
paired with a most  
talented driver. The  
McNeil GTO was  
breathtaking in its  
beauty and impres-  
sive in its speed.*

*(hyman)*







*The event chairs, Lynn (left) and Roger (right) worked tirelessly the entire weekend and managed a more than memorable event. (jpd)*

One of the most popular and competitive fields was in Group One. The Alfa Giulietta Spiders, Sprint Veloces, and a lone Sprint Zagato, always feature tight, fast and competitive racing with 13 Alfas entered. This weekend was no exception. However, they were challenged by a variety of Lotii, Lolas, Elvas, and Porsches as well as John Dingman's red OSCA FJ and Bob Goeldner's Lotus 18 FJ. A rare 1965 Porsche 904 was also out on the track driven by John Romano in his first outing with the car, which won the Targa Florio back in the day. Later in the weekend he sent Ed Hyman out in it for some exhibition laps and Eddie came back in wreathed in smiles that will likely last the winter.



*Ellsworth rushing to join the exhibition laps with hair blowing in the breeze. (hyman)*



*In their first afternoon race, the editorial Allard had a truly memorable run with Sandy McNeil in the GTO. Great fun!!!*  
*(hyman)*

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Morgans, Turners, and MGAs populated Group Two, but there were also some different cars on track, some new and some seldom seen. Sandra McNeil turned some quick and competitive laps in her 1962 Ferrari 250 GTO, John Maiuccoro continued his devotion to big American V8s driving a 1959 Corvette and Jim Donick also celebrated American muscle with his 1952 Allard J2. In the first of the afternoon races for this particular class Donick, McNeil, and Carl Whitney put on quite a show with Donick taking the check-er. We understand that when it was over Donick sought out Sandy McNeil and kissed her hand. She had really been motoring.

The racing in this class also featured some great dicing between Mike Virr's 1959 Morgan 4/4 and Carl Whitney driving the silver 1955 Lotus Mark 9 in a later race of the day when the big iron had stayed in to enjoy the memory of their early dice.

In the Preservation Class, the most interesting was perhaps Tom Miller's 1958 Mong (Bobsy) Porsche special. A frequent competitor at Mount Equinox, this weekend gave Miller a chance to reacquaint himself with circuit racing.





*A perfect example of an exceptionally rare and unusual post-1960 racing car, John Romano's Porsche 904. It has a most impressive racing pedigree from its day.*

*(hyman)*



*Peter Greenfield taking the inside coming past Schieffelin's TB.*

*(hyman)*



*Among the rarest of the rare, Gary Ford's HRG Aero was out with us for the first time in many years.*

*(hyman)*



*Horsepower about to overcome handling as the Allard and the Corvette prepare to come by the Porsche.*

*(d smith)*



*Hill's Alfa coming around Campbell's H-mod special on the outside entering Big Bend.*

*(d.smith)*

At the end of the day on Saturday, everyone gathered in the tent for pizza and the course marshal's annual pumpkin carving contest. Judged by VSCCA Chief Steward Bob Melhado and Event Chair Roger Morse, there were a number of strangely creative pumpkins including a two faced scowling pumpkin (Most Angry) and a concrete pumpkin with a railroad spike stem (Most Substantial). Chris Towner won Most Mobile because his pumpkin had wheels, a roll bar and exhaust pipe. Most Quiet went to Jean Petyshyn's pumpkin with a super trap exhaust. Finishing the pumpkin contest was Desiree Faulkner's pumpkin with a checkered flag so it was The End.

The success and enthusiastic comments about this Prewar Celebration means there will most likely be a VSCCA Fall Finale dedicated to these special and historic cars again next year.

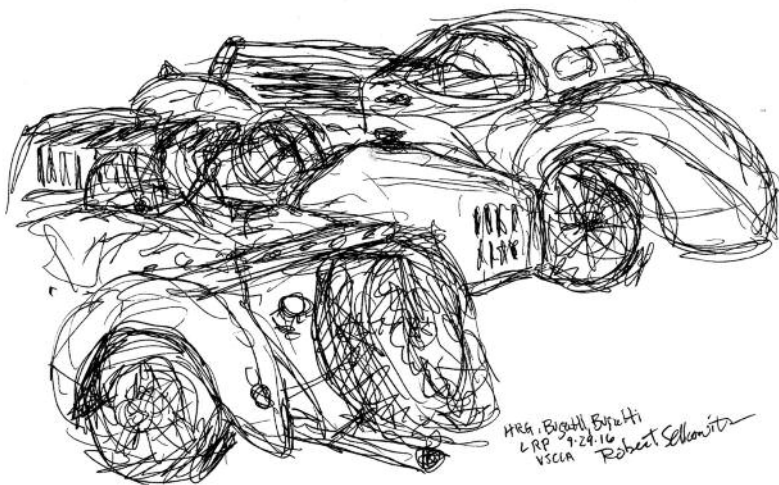
Dow Smith

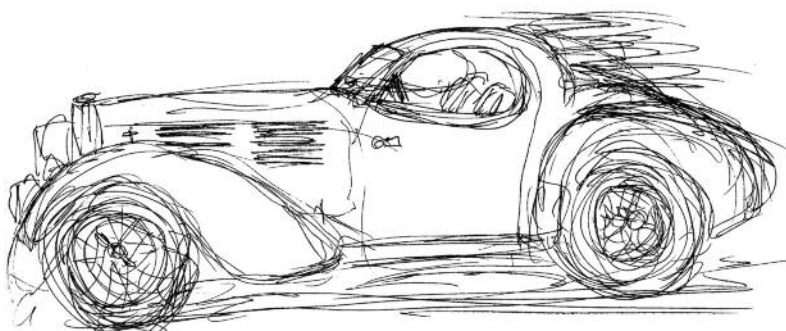
## *The Fall Finale Without a Lens*

The Fall Finale of 2016 left countless visual impressions. As the accompanying two articles show, many of them were caught on film and a few even on video. Others were simply caught in the mind's eye but will live there long into the winter. Our good friend, Robert Selkowitz, was with us and caught his own insights in an entirely different sort of image. His lens is his eye and his film a clean sheet of white paper.

At the celebratory dinner at the Finale he spoke of one of his favourite projects, the recreation of one of the earliest road tours (1903) ever seen on the US East Coast. He also shared some of his drawings from earlier VSCCA events, including last year's Nutmeg Rally.

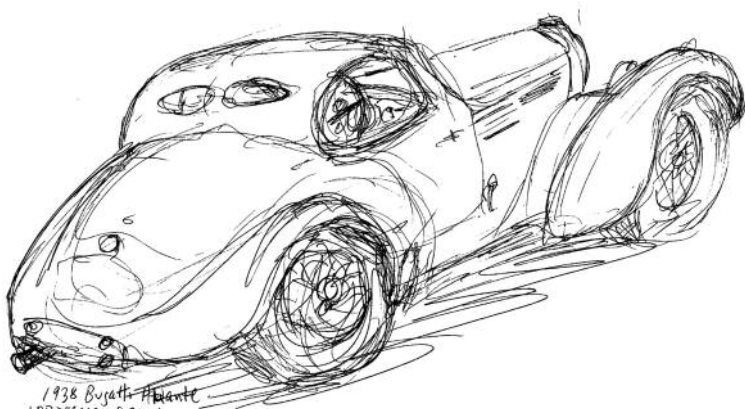
These few pages show but a sample of his wonderful efforts capturing the essence of some of our cars at Lime Rock for the Finale. If anyone would like to contact him to order a copy or to see others from various events that might be of interest he can be reached easily at the following eMAIL: "robert Selkowitz" <[1903autorun@gmail.com](mailto:1903autorun@gmail.com)>.



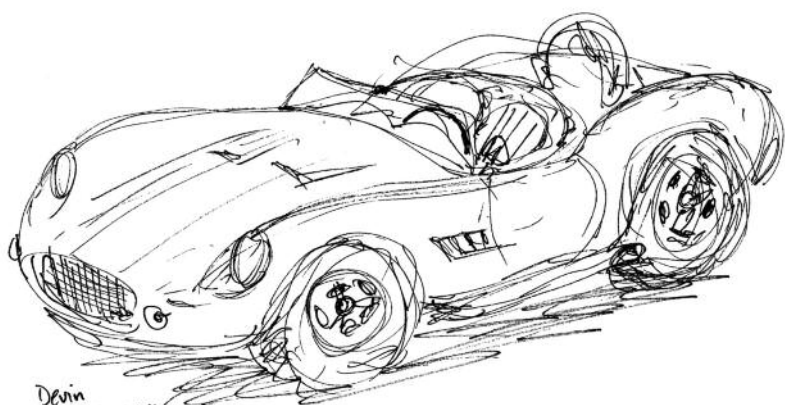


1938 Bugatti Atlantic  
LRP VSCCA 9.30.16  
Robert Selkowitz

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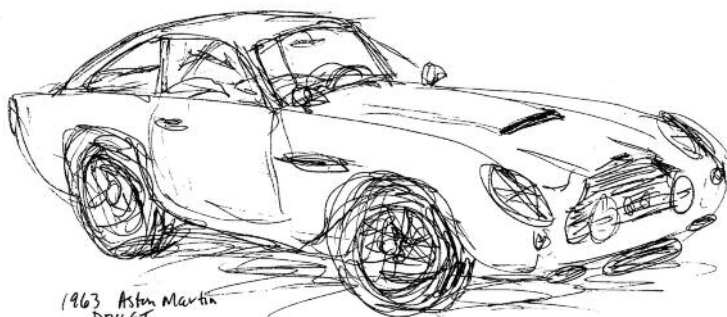


1938 Bugatti Atlantic  
LRP VSCCA 9.30.16  
Robert Selkowitz



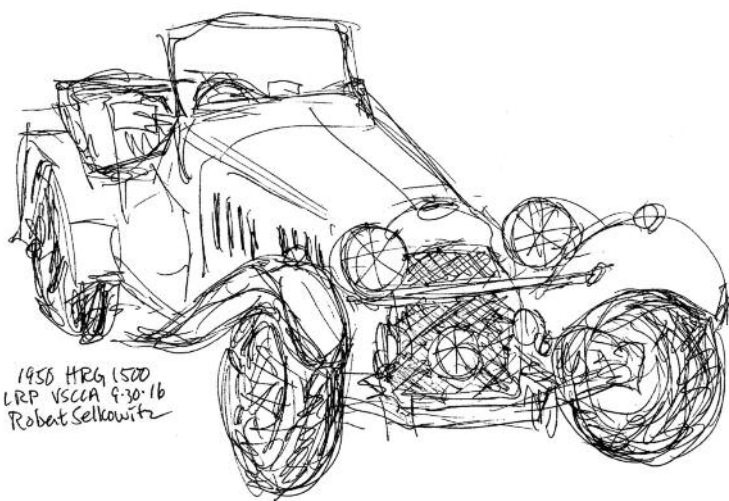
Devin  
VSCC LRP 10-1-16  
Robert Selkowitz

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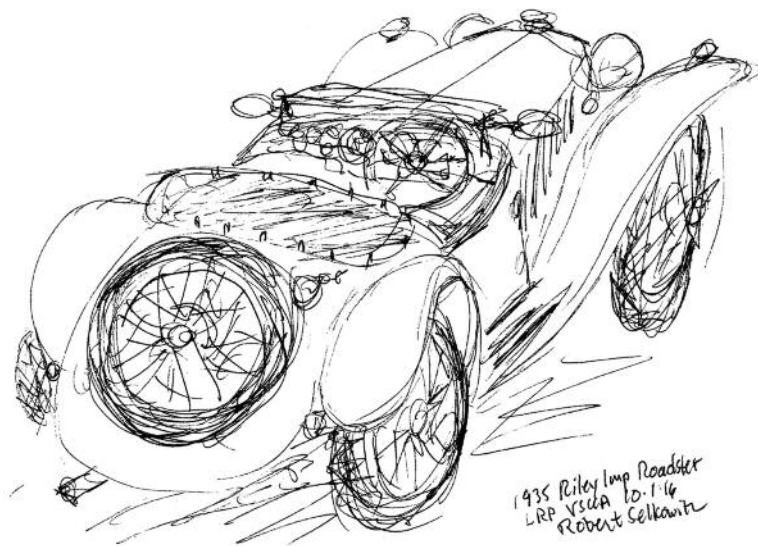
1963 Aston Martin  
DB4 GT  
LRP VSCC 10-1-16  
Robert Selkowitz



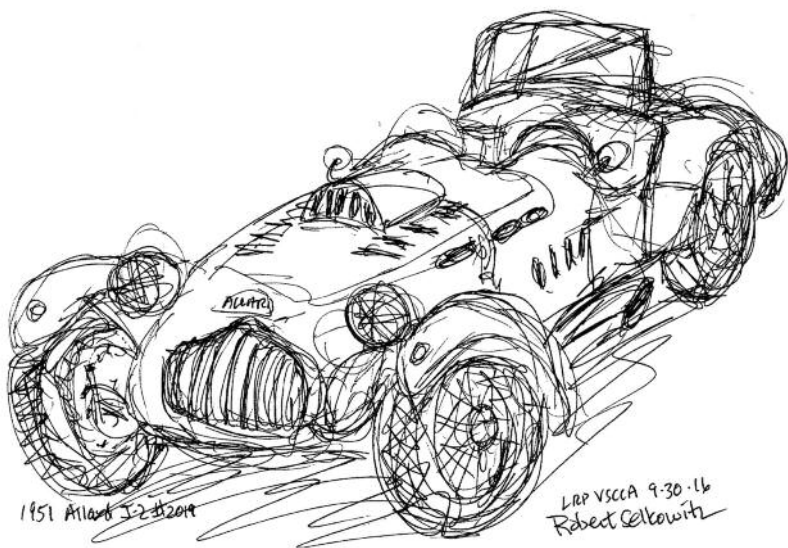


1935 HRG 1500  
LRP VSCCA 9-30-16  
Robert Selkowitz

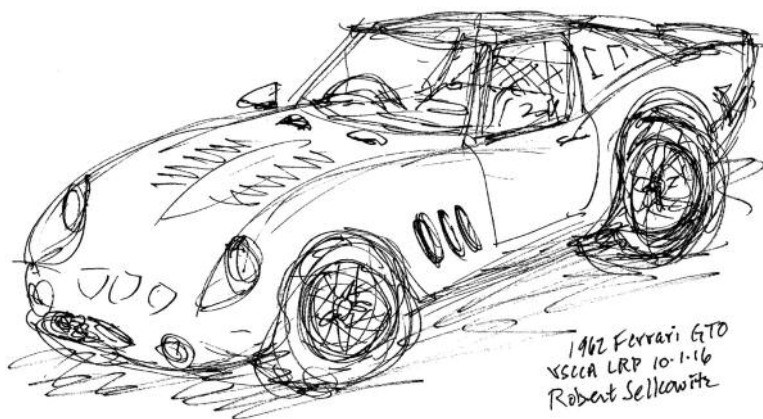
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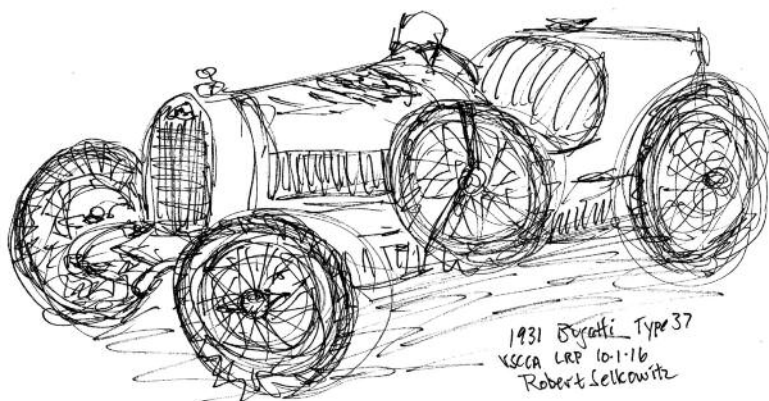
1935 Riley 1mp Roadster  
LRP VSCCA 10-1-16  
Robert Selkowitz



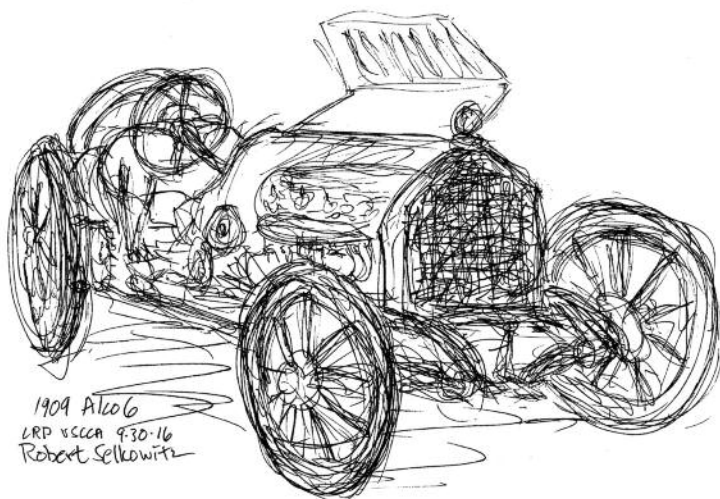
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*Greenfield's Alfa about to overtake Erik Thomas' Mercedes, while Henderson in the Amilcar observes from behind.*

*(hyman)*

## **The VSCCA Prewar Class** **Comes Back Out in Force**

It proved a most heartening renaissance. The VSCCA has, from its inception, been home to enthusiasts for prewar sporting vehicles but the numbers have recently begun to fall off. It was clearly time to focus once again on our roots and that's just what the club has done. The focus for the 2016 VSCCA Fall Finale was to be the prewar class and the cars and drivers came out in force.

With twenty cars competing in wheel-to-wheel racing and another seven or eight for exhibition runs plus who-knows-how-many scattered about the paddock that had been driven to the event as spectator cars, it felt like the VSCCA of thirty years ago - only it was today.

The collection of cars ran from Howard Kroplick's magnificent 1909 ALCO, the "Black Beast," through a number of prewar and "immediate post-war" MGs (that means TCs), Bugatti's, some very special Specials, a couple of sprinters, and - fastest of all- Peter Greenfield's 1932 Alfa Monza. The ALCO was there for exhibition but the rest of that litany were all racing. With speed capabilities all over the map some might worry about how well the cars would mix on track. This is the VSCCA, though, and everyone played nicely together.



*Making its competitions debut at the Finale was Dr. DeLucia's marvelous little Riley Imp. He pronounced it in need of a bit more power but a joy to drive.*  
*(hyman)*



*Confined to the paddock and to the exhibition laps only, Howard Kroplick's big ALCO was out and about for much of the weekend.*  
*(hyman)*



*The president, Mr. Leith, surveying the gathering with satisfaction.*

(jpd)

*Dr. DeLucia and his lovely bride enjoying the new Riley.*



(jpd)



*Mr. Bragg fettling the Old Gray Mare.*

(jpd)

The sight of Joseph DeLucia's new '35 Riley IMP duking it out with the MG crowd was a joy to behold. The Riley was making its first outing so Joseph was being careful. He also reports the engine will need a little fettling to get some more power. It looked marvelous though.

We hadn't seen Erik Thomas and his 1940 Mercedes Roadster in quite some time but it was moving well. This writer had a nice run with him in our newly acquired HRG until we got by and went on to find other fish to fry (*or more precisely, to fry us*). The Mercedes, as has always been Erik's wont, never put a wheel wrong.



*The prewars do come in all shapes and sizes. DeLucia's Imp with Thomas' Mercedes Roadster.*  
(d.smith)



*An evocative shot of Mr. Leith in the "Scrambling Egg."*  
(hyman)





*Dr. DeLucia and  
Mr. Schieffelin sharing a  
corner before the MG  
moved gently past.*

*(hyman)*



*One of the great delights of the weekend was having Don and Bobbi Milligan out with their long serving Riley Roadster. Don and Bobbi have been driving to events in that car for longer than we've known them. They show up with it in the Club Magazine at least forty years ago. This year they were entered in the exhibition class.*

*(hyman)*



*Attenborough Special lead-  
ing MG-TB into the last of  
the esses and onto the  
back straight.*

*(d.smith)*

*Frank Mount in  
"Babe," his always  
well driven MG-TB  
special*

*(hyman)*



*Bartell's TB leading  
the editorial HRG  
and George Smith's  
TC through the  
esses.*

*(d.smith)*

*Two famous ARCA Specials  
that first ran against each  
other in the thirties have at  
it again eighty or more  
years later, though with dif-  
ferent custodians in the  
drivers' seats. Ellsworth's  
Amilcar and Leith's  
Bugatti. Both received  
engine transplants to Ford power all those many years ago at the hands of George  
Rand.*



*(hyman)*



New club president Sandy Leith was having some issues with this Ford-powered Bugatti, “The Scrambling Egg,” but by end of weekend it was motor-ing with authority. The same can’t be said for Ben Bragg’s Reuter V8 Special, the venerable “Old Gray Mare.” He got in a few laps at speed but mechanical gremlins put paid to much of his weekend.

Fastest of the MG contingent, and no surprise at that, was Frank Mount in his magnificent MG-TB Special, “Babe.” He keeps that old girl moving faster than any number of postwar representatives of the Sacred Octagon.

In any class of cars with such an outstanding variety there are races with-in races and loads of instances of drivers getting the best out of cars that will never run at the front unless they find themselves in a race of all like cars. In the VSCCA’s prewar class the uniqueness of some would require a solo event. Shaun Henderson’s little Amilcar special is a perfect example. There aren’t any similar cars to be found, anywhere. For many of us there’s a romance in that sort of thing.

We can’t close the report of the racing without some mention of the noise. Maybe it’s better described as music. Spectators around the circuit comment-ed on what a wondrous variety of songs these prewar engines sang, motoring by with such gusto, or perhaps better said musically, “*con brio.*”

Aside from racing there were delights to be found in the exhibition class. One of them was the sight of Don and Bobbi Milligan out there motoring in their Riley RM Roadster. We’ve seen them at VSCCA events in that very car for well over thirty years. They still drive it everywhere but these days they don’t have to share the cockpit with their two sons, Eric and Craig. Both of whom are now long grown up.

Also of wonder to be seen was the ex-Al Garthwaite and Lord-knows-how-many-others Bugatti T-57C Atalante. Sandy Leith brought it out for its owner and it looked magnificent both on the track and sitting quietly in the paddock.



*A head on shot of the Bugatti T-57C Atalante as it negotiates Lime Rock’s Esses in the exhibition run.*

*(hyman)*



(d.smith)

*The 57C in side-view. The upper photo at the 2016 Fall Finale, the lower in the paddock at the foot of Mount Equinox in July of 1950.*



(rp hall)

## *HRGs at LRP:*

*Amongst the rarest of the rare, a pair of HRGs were at a VSCCA event for the first time in many years. The Aero came with Gary Ford and the 1500 is the ex-David Carroll car, "Samantha." The latter is now with the editor.*



*(hyman)*



*(hyman)*



*(hyman)*



*(hyman)*



*(hyman)*

# MGs



*Bartell, MG-TB*



*O'Day, MG-TC*



*Ceklarz, MG-TC*





*Schieffelin, MG-TB*



*Callo, MG-TC*



*Mount, MG-TB  
Special*



*... and one last look at the HRG contingent - the Editor on the left and Mr. Ford on the right. They were delighted to be in each other's company.*

*(chd)*

There were also two HRGs present for the event. One was the wonderful and much loved ex-David Carroll HRG 1500 that has recently joined the editorial stable. The other was Gary Ford's ultra rare HRG Aerodynamic. Scott Fenley and David Baker managed to convince Gary to come along in spite of some health issues and they loaded up the car for him and brought the entire equipe. In one of the exhibition segments the two HRGs toured the course nose to tail, the first time in years we have had two HRGs together at one of our motoring parties.

Focusing on our roots turned the 2016 VSCCA Fall Finale into an event that will be talked about throughout the cold winter months - whether one was driving in prewar, driving in another class, working a corner, or just being there as a spectator.

Special thanks are in order to all of the organizers and also to our friends at "Victory Lane," who not only encouraged the event but helped with the publicity and with the event poster.

A prewar focus at the Fall Finale will now be an annual event. There are already rumours flying around the northeast of retired prewar cars being pulled back out of barns, dusted off and fettled for the 2017 season. It should be grand.

jpd

**NOTE :** *For 2017 the focus group concept at the VSCCA will be expanded at the July Jaguar event bringing out sports racers and modifieds from the fifties. This may include the usual Lotus and Elva models but maybe even some Ferraris, Listers, OSCAs, Maseratis, Allards, and early specials. Watch this space!*



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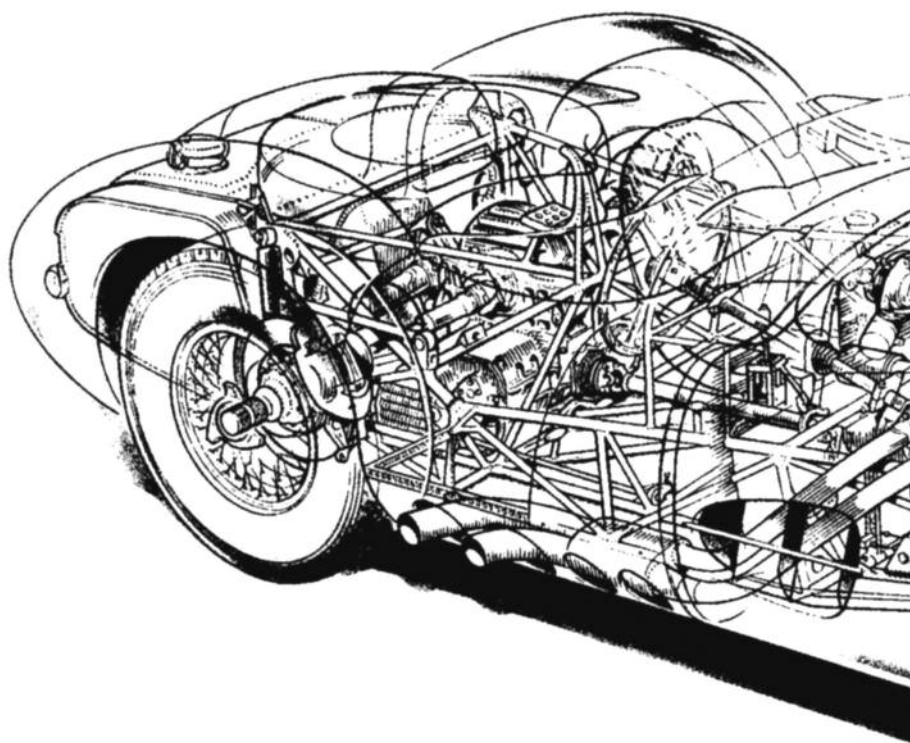


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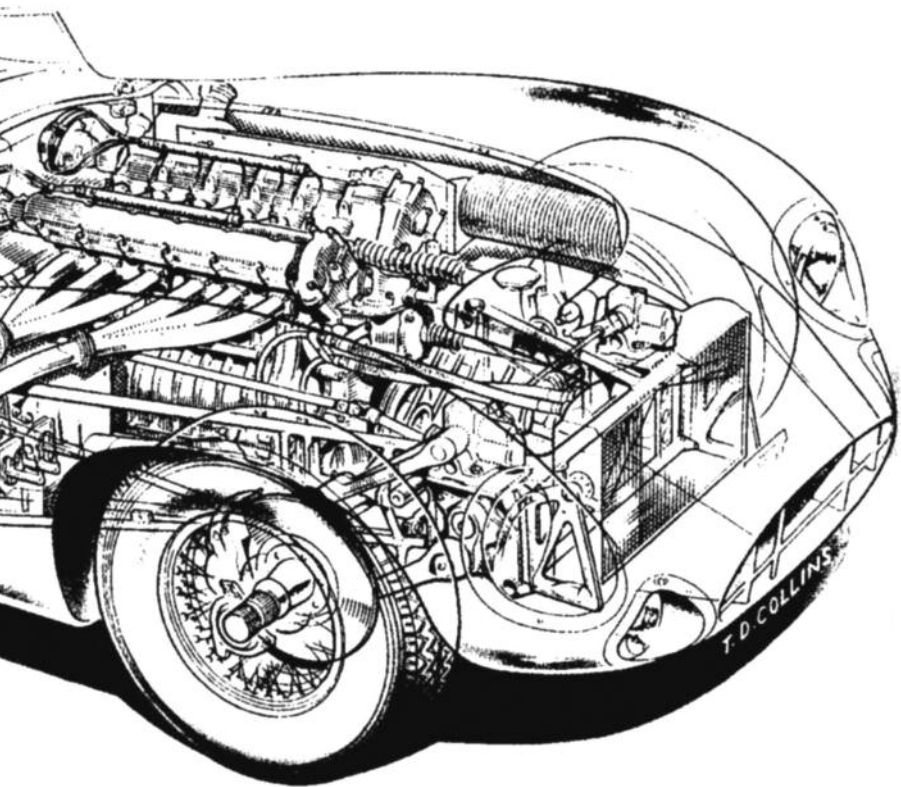
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# 1958 ASTON MART



# IN DBR1



# *The President's Ponderings*

*Editor's note: Sandy Leith, the club's new president, offered the following remarks at the Annual General Meeting of the Club. We present them herein - mildly edited - for the benefit of those who were unable to attend.*

Good Morning and welcome to the 2016 Annual General Meeting of the VSCCA. I am Sandy Leith, your Club President and with me are - most of - your elected board of directors and club officers. I'm sure they don't need any introduction but - just in case - here goes.

Scott Fenley, Secretary; Chip Brown, Treasurer; Jim Donick, editor; and Joseph DeLucia, Activities Chairman; also directors, Ben Bragg, Tony Carroll, Santo Spadaro, John Schieffelin, and our director as well as VMC Representative, George Vapaa. Unable to attend today's meeting is our Vice-president, JR Mitchell.

You will be hearing from several of these gentlemen in due course.

2016 was a very good year for the club. While fiscal issues remain a concern, we had a full and active calendar with events for all of our members. Sadly, however, it also marked what appears to be the end of the Hunnewell Hillclimb after 45 years of rich club history. I was the event chair there for over 25 years and it was - with little of no effort non my part - one of the best events this club has ever hosted. There remains a remote possibility the next generation of the Huunewell/Von Clemm family might someday consider a return. But, for now, it is over.

2016 also saw the loss of a more than typical number of significant club members.

From our early days we lost Dieter Holterbosch, an honorary member and the man who introduced Lowenbrau beer to American homes - - and to the VSCCA paddocks. A noted collector, his delectable Type 59 Bugatti made many appearances in the 1960's at Thompson and Bridgehampton.

Most active in the early 1970's, before leaving Andover, MA for the Midwest, Tom Caulfield is another who will be sorely missed. He was as nice a human being as one can imagine. Tom owned and actively drove a matching pair of Carozzeria Touring-bodied Superleggera Ferraris - a 212 roadster and a 225 Coupe. Mt. Equinox was perhaps his favorite venue and he even showed up in his 225 Coupe in recent years, having driven it from Janesville, Wisconsin, where he lived in his later years.

Former Director, Club Roster Editor, Malcolm Donaldson and Koshland Award recipient; and longtime custodian of the ex-Gordie MacKenzie C-Type Jaguar, "Mother," Ed Sutherland also left us this year. Besides the Jag he also raced a Lotus and a Speed Six Bentley. The latter was likely his favorite

car. Ed always had a kind word and his walrus-whiskered smile could light up a room.

Another Donaldson and Koshland Award winner and prewar stalwart over several decades driving more than a few examples of Alvis, Aston-Martin, Bentley, and Bugatti - David Van Schaick was beloved across all car club constituencies. He drove well and he drove for FUN. As a result he seldom if ever put a wheel wrong. It was a particular pleasure to see him in the Fred Willits Type 35 C Bugatti Monoposto, continuing that car's historic tradition in the VSCCA.

In January of this year we lost David Belden. Dave, to my knowledge, raced only his early Lotus Mk 9 with us, but he knew how to behave on and off the race track after many successful years of SCCA racing. He was a close friend of our late Honorary Member, Barbara Weaver, and an avid historian of the Thompson Speedway and Raceway.

The loss of these gentlemen, as well as the losses of John Sebert, Jim Smith, Charlie Ford - and my dear friend, Roger Howard, remind us all that we are a club of like-minded enthusiasts with varied interests, backgrounds, and automotive passions. We race; we rally; we hillclimb; we share meals and drinks together; and occasionally listen to long winded speeches like this one together. We are friends - we are family - and we understand what a special thing this nearly sixty-year old vintage sports car club is.

Moving right along, 2016 also saw the roll out of the new VSCCA website, which gains more active users every month. If you have not already registered I strongly urge you to do so, a sentiment echoed by our hardworking Activities Chairman. Its use will streamline operations and, in the long run, save money for the club, something we as a Board are very much in favor of.

But, speaking of SPENDING money, your Board authorized the allocation of some of our precious resources - along with the generous support of our great friend Frank Allocca - towards the production of a film featuring and promoting some of the activities and members of our club. While it's still a work in progress, Alexander Davidis, our producer, director, interviewer, and Go-Pro Guru has made a "teaser" preview which we will watch immediately prior to our officer and committee chair reports.

Before we do that, however, I wanted to express the deep gratitude of the Board and the entire membership to all of our 2016 Volunteers. Many of them are here today - so please stand and remain standing as I call your names.

Event Chairs: Bob Mirabile, Phil Roettjer, Charles Bordin, David George, Stefan Vapaa, Mike Virr, Ed Hyman, Bob Webber, Scott Fenley, Joe Fuller, Todd Daniel, Jeffrey Daigle, Bill Gelles, Tobey Ross, Morse, Lynn Arnold, Jim Donick, Joan Harmer, Ben Bragg, Steve Silverstein.

Chief Scrutineer Mark Lefferts.

Our Corner workers and our Chief Course Marshal, Jim Bottomley, as well as Steve and Jean.

Without this group of dedicated volunteers none of our activities would be possible. Please extend a warm round of applause to them.



I'll finish with a quick report of some of the business that came before the Board this year. The Board of Directors met in person on three occasions during the year and held four conference calls. While we covered a broad range of topics, we spent a great deal of time - as you have likely heard - on car eligibility, late fees, cancellation policies and participation levels at specific events. At our most recent meeting last month we did agree to several new initiatives that I would like to share with you.

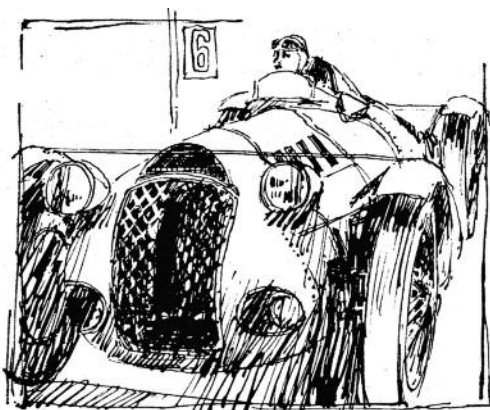
We unanimously approved the appointment of director Schieffelin as the Corner Worker/Course Marshal liaison to the Board. John's long experience, first as Activities Chair and then as President, as well as active involvement in virtually every event ever offered by the club lent itself towards providing a conduit for issues or concerns raised by our course workers as it relates to the club.

Director George Vapaa was not able to make our last meeting so we decided to put him in charge of coordinating the paid advertising business of the club magazine and website and for collecting the agreed upon rates.

We also unanimously approved the return of the annual election ballot counting process to the Club Secretary. For about a dozen years or so we have used an outside accounting firm to tabulate the results of the annual election. We all agreed that the unfortunate circumstances necessitating this practice were no longer present and that the membership and exchequer as a whole would benefit by a return to the conventional and traditional in-house counting process.

Lastly, and perhaps most significantly from a safety perspective, it was agreed that areas on a roll-bar that could come into contact with a driver's helmet be protected with SFI of FIA approved padding. "Home Depot" style pipe insulation will no longer be permissible and this item will be added to the Club Tech Sheet.

Thank you all for your kind attention.



RICHARD CORSON

# *A Revival to Make True Believers : Goodwood 2016*

*By TOJ*

Here in the colonies 'cross the Pond we are treated to any number of vintage competition events. Those of us in the vicinity of Lime Rock Park or Thompson Speedway enjoy our VSCCA events. Visiting venues ranging from Road America to Laguna Seca to Watkins Glen, along with others among our favorites, also keeps our love of vintage racing and machinery at a peak. We could in no way envision the grandeur that is the Goodwood Revival however.

As VSCCA members we share a passion for vintage sporting machinery and events. We have at last been accorded the opportunity to enjoy a day at Lord March's Goodwood Revival in the South of England. Previous to this the most memorable event we had enjoyed across The Pond was the seventy-fifth birthday of the Morgan Motor Company more than thirty years in the past. Our one day at Goodwood far surpassed any single day of that fabled anniversary. Credit must go to Lord March and his team for assembling a brilliant combination of drivers, pilots, vendors, cars, aeroplanes, and all that combined to add up to an unparalleled event.



*Mr. Biddlecombe's +4 Competition and its driver provided congenial transportation and company for our intrepid correspondent, (and deputy editor), Mr. Nichol.*

*(toj)*

# GOODWOOD REVIVAL

## Featuring the INAUGURAL KINRARA TROPHY RACE



FRIDAY 9TH - SUNDAY 11TH  
SEPTEMBER 2016

RACING ORGANISED BY THE BRITISH AUTOMOBILE  
RACING CLUB

2/-



See page 32  
Only 5 minutes  
drive from the  
Goodwood Circuit,

**THE RICHMOND ARMS HOTEL**  
WATERBEACH - GOODWOOD - WEST SUSSEX



*The much sought after “magic ticket” to vintage motoring nirvana. (toj)*

From the moment we sat in the left seat of our great friend Andy Biddlecombe's 1967 Morgan +4 Competition, we were captivated by the Hampshire and Chichester country lanes we meandered to get us to the event. After being directed to the proper car park, we took in the field of enthusiast's iron around us along with the period garb ranging from the '30s to the '60s. Brilliant!

Once in the outfield spectator area we were surrounded by a sea of white tents offering every sort of product and service from used classic machines to SU carburetors. Overwhelmed by the scene, we opted to queue up for a lift to the track far end.

BSA Goldstars, Manx Nortons, Velocettes, and more blared from the track while we queued up for the vintage transport. It was while we waited that we were pleasantly surprised by our friends Chris Towner and Rich Fohl, also visiting from the colonies.



*A couple more visiting Yanks, Chris Towner and Rich Fohl. (toj)*



Even the “shuttle bus” had a certain vintage charm. . . .ok, more of an agricultural charm.

(toj)

period garbed spectators and the brilliant overall atmosphere of the meet.

The racing moved from the motorbikes to the ubiquitous Austin A30/A35 (A35s have larger rear windows) and the St. Mary's Trophy contest. As a vintage spec. class the competition is tight and fun to observe. James Dorlin in an A35 led the field for the Sunday.



Maserati Monoposto cornering with Piper Super Cub taking off in the background.

(toj)





*The traditional paddock “sheds” - there weren’t garages at the circuit back in the day.*

*(toj)*



*TOJ costumed appropriately for the occasion in a borrowed union suit.*

*This is as fancy as transporters ever got back when our cars were new.*

*(toj)*



The initial purpose built racecar event, for the Chichester Cup, featured front engined F Jrs. and included our own Nick Grewal in his OSCA Tipo J along with Stanguellinis, Elvas, Geminis, and more, but won by a Lola-Ford driven by Andrew Hibberd.

The following race was the Richmond Trophy Race for front engined 2.5 liter GP cars. It was led by Julian Bronson in an Offy powered Scarab. A proper American road racing machine of wonderful heritage, it was great to see it shining here at Goodwood.

The RAC TT Celebration was the premiere race of the day featuring closed cockpit GT cars. Those who revel in the roar of E Types, Cobras, Ferraris, and the odd Tiger, Aston Martin, or Sting Ray found this to be the



*Hot action in Lavant Corner*

*(toj)*

icing on the cake. When the smoke cleared, the E Type of Ward and Shedden was in front of the Cobra of Squire/Stippler.

Race 15 brought us memories of the first F1 race we ever witnessed. The Glover Trophy showcased the 1.5 liter GP cars of the early/mid 1960s. Nick Fennell in his Lotus 25 was first under the chequer besting a field of nearly thirty snarling grand prix cars.

The race day ended with the Sussex Trophy race featuring World Championship sports cars of the late 1950s. With D Types, Listers, Coopers, Lotuses (Lotii?), Lolas, it was like returning to Sports Car racing as we all know it should be. Final result? Chris Ward's Lister Jaguar first, Gary Pearson's second, with James Cottingham's Tojiero Jag completing the podium.



*Newly-restored DH83 Fox Moth, ZK-AGM, (c/n TS2810), is actually a New Zealand based aircraft but has been in the UK for its restoration. An early De Havilland short haul passenger plane, the pilot sat in an open cockpit above the passenger cabin. (toj)*



*A genuinely rare bird, this Blackburn B.2 Series 1, C/N 6300/8, with a De Havilland Gypsy Major 1F Engine, is one of only two Blackburn B2s to have survived the war in flyable condition. Its mate crashed in 1951 and thus this one, G-AEBJ, is the last flying example. It is based with the famed Shuttleworth Collection in the UK. (toj)*

As with the VSCCA events, there was prewar competition, though sadly for us there was but one event and it was run on the Saturday. So, we missed it. Next time!

As the racing ended for the day we opted to forego attempting to join the seventy thousand as they filled the country lanes, instead using the time to wander the paddock and tarmac where the aeroplanes were tied down. From a DeHavilland Fox Moth and Dragon to the now stationary Spitfire, Hurricane, Blenheim, Mustang, and Thunderbolt, we were as enthralled as we had been in the Paddock among the D Types, Frazer Nashes, Listers, and so many more that the list would be meaningless. When we realized the Earls Court Motor Show was also in town, we took a visit there as well. A further two days would not have afforded us enough time to enjoy all as we would have liked.

As the sun set, we motored back on the country roads, now empty of traffic while visions of the incomparable swam in our head!

The good Lord March has orchestrated a brilliant event. If you have not attended the Revival, it should move to the top of your list, whether as a driver, spectator, or pilot. It truly is The Show!

## *Obituaries:*

### L. Thomas Caulfield 1931 - 2016

L. Thomas Caulfield was born March 5, 1931, to L. Joseph and Olive Caulfield and grew up in Oak Park, Illinois. He received his bachelor's degree from Iowa State College in 1953.

While in college he spent his summers in Northern Minnesota as a fishing guide. He married Beverly J. Gould, whom he met in Ames, on August 29, 1953. They had three children: Kevin of Minneapolis, Sean (Judith) of Chattanooga, Tennessee, and Megan of Chicago. After spending three decades in the publishing business, he started with Beverly a magazine of their own, Systems User, aimed at those working with IBM mainframes. It ran from 1980 to 1990 and helped put the kids through college. Tom was fond of dogs and raised four of them: a dachshund named Max, two Great Pyrennees, and Augie, a dackel to whom he was especially attached. Together they looked after Beverly when she had Parkinsons.

He was an active member of the Janesville Rotary Club and the Rock Prairie Presbyterian Church. He served on the Janesville School Board from 1974 to 1979. In 2011 he was named a lifetime honorary member of the Delavan Lake Yacht Club, and though not an avid sailor himself, he enjoyed the company of those who were.

He was a member of the Alfa Romeo Owners Club of Wisconsin and helped create the annual hill climb at New Glarus, taking part in the 27th edition of the event this past May. He was also a member of the Automobile Club de l'Ouest, the VSC, and the VSCCA. He was a founder of the Ferrari Club of America, and reputed to be one of the few people who could communicate in English with Luigi Chinetti. From an early age he was attracted to all kinds of automobiles. He was fascinated by the problems of automotive engineering and had a keen interest in how those problems could be solved. He could be just as excited about the quirks of a Frazer Nash transmission as he was about the innovative brake system of a late model Bugatti. He enjoyed working on and restoring vintage sports cars and had a special fondness for Ferraris. He was an expert on the early 12-cylinder Colombo engine, and people would call from around the world seeking his advice. He drove his cars at Blackhawk Farms during the vintage car meets and, while living near Boston, at Limerock

and Bridgehampton. There were countless trips to Elkhart Lake, Wisconsin, with its bratwurst, sunshine, roaring engines, tight curves and long straights where vintage cars large and small could stretch their legs. More recently he took part in the Miller Mile events in Milwaukee, an old car and driver out for exercise. He twice drove his 1951 Ferrari 212 berlinetta roundtrip from his home in Janesville to Manchester, Vermont to race (!) in the Mount Equinox hill climb. With this same car he won the Co-Chairmen's trophy at Pebble Beach in 1995. Just before the awards presentation, one of the techs charged with detailing the car was overheard to say "Hey, Jimmy, there are bugs in this grill!" Although he never saw a European Grand Prix, he did drive his 225S barchetta through the streets of Monte Carlo, where the same car, driven by Eugenio Castelotti, finished second in the 1952 Grand Prix of Monaco. He loved going to Retromobile as much for the kinship of fellow motor car enthusiasts as for the machines themselves, and attended once or twice with the respected title of "Journaliste" for The Cog.

He leaves behind two sons, a daughter, a daughter-in-law, close relatives in Texas, Alabama, Iowa, New England and abroad, many dear friends near and far, and countless memories of good days well spent. He was never one for half measures. In this life, he gave of himself all that he had. Visitation will be held at Henke-Clarson Funeral Home, Janesville, WI. Funeral Service was held on Monday June 22, 2015 at Rock Prairie Presbyterian Church with Rev. Kathryn Craven officiating.

*Published in a Chicago Tribune Media Group Publication on June 19, 2015*

*Addenda:*

**From Dudley Cunningham:**

*It was nice to see Tom's obituary and I will pass it on to his kids.*

*But before it gets to print in the magazine - two additions - I believe he won the first Hunnewell hill climb in his coupe (since he beat me in my Ferrari Monza).*

*And yes - one year he won the Chairman's trophy but two years later he won the Ferrari Class at Pebble Beach !*

*He was a good friend and a hell of a driver. He taught me these cars were meant to be driven even if he had won Pebble!!*

**From Sandy Leith:**

*Dudley got his revenge by beating Tom at Equinox a month or two later. Bill Leith finished third in his Ferrari at both events and Sid Farnsworth finished 4th at both as well. Happy days...*



# Roger Howard

## 1945 - 2016

While not known to many outside the prewar circle of the VSCCA, Roger C. Howard was a treasured friend to many of us. An avowed disciple of Ettore Bugatti, Roger succumbed to leukemia in September of this year at the age of 71. Devoted father of Katie and Christian, Roger moved from England to Quebec in 1988 to continue his work in the paper and pulp industry. He brought his Type 35C Bugatti grand prix car and his Alfa Romeo 1750 project which only descended from his garage rafters in the past 8 months, providing a distraction from his treatments and transfusions and giving him a real sense of purpose as he confronted his mortality. Roger was a fastidious researcher, historian and student of the Molsheim marque and delightful company with or without an adult beverage in his hand.

My friendship with Roger dates back to 1984 when our mutual Bugatti interests intersected at the Silver Jubilee of the VSCC in Wales. While we intended to meet up, somehow our plans were foiled, but a correspondence began lasting through the air mail “tissue paper” era, then the fax era and finally the eMail era. Our mutual endeavor was to solve as many of the misidentified or lost identity Bugatti automobiles as possible, an enterprise which was largely successful and crowned by the 2015 final solution to VSCCA member, Dick Collier’s Type 51, a car far more historic than we imagined when we first started the effort, over 30 years ago.

A frequent guest at Hunnewell and an occasional one at Lime Rock, he usually drove his road-equipped Type 35C down from Canada to join in on the fun. His last VSCCA event was the 2015 Nutmeg Rally that he enjoyed immensely.

Roger began his Bugatti ownership with a T40 grand sport, then traded up to a T37A which in turn he traded up to his T35C “kit” which he gathered and assembled over a period of 10-15 years. While almost 100% Molsheim, it was the ultimate bitsa and unashamedly so.

His integrity, knowledge and ever cautious doubt over real or imagined provenance issues in the vintage car world in the UK earned him the friendship and admiration of Denis Jenkinson who left his historic 1924 Sunbeam grand prix car to him in his will. His smile and wonderful sense of humor will be greatly missed by those of us lucky enough to have called him friend.

Sandy Leith

**Virginia Ellen “Charlie” Ford,**  
**Née Gepner**  
**December 3, 1942**  
**August 7, 2016**

We lost one of the great ladies of the VSCCA in August. Charlie Ford, the much loved wife of Gary Ford, was a gracious VSCCA fixture for the better part of the last fifty years. An equal partner in the Ford family motoring hobby, Charlie was particularly committed to maintaining and enlarging their outstanding automotive library. For decades, Charlie was a fixture at events like the original Watkins Glen support races, the PVGP, and the Historics and was always the driving force behind the social life that they brought to VSCCA events. She was to be found hosting countless friends at their pad-dock site or in their ever present motor home.

Never one to avoid an adventure, Charlie loved to tell the story of her first date with Gary Ford. It seems he pulled up to the apartment, which she shared with her family, on a Bultaco race bike carrying a spare helmet... The youngest of three, her older sisters went berserk as she ran out the door and rode off with some crazed motorcyclist before they could stop her. Little did they know.

Later on, Gary coined the name Charlie for her as he thought “Virginia” wasn’t an appropriate pit name.... It stuck.

An accomplished business woman in her own right, Charlie had important management positions with PanAm and with the Pennsylvania Railroad before she and Gary opened up what became a small chain of tile stores. The two of them retired around 1999 and enjoyed a number of years with each other and pursuing their various interests.

Charlie Ford will be deeply missed by all her many friends in the club. We extend our deepest condolences to Gary and to her many friends.

*Requiescat in Pace*

jpd

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

Word came from Ed Preusser recently: "Jim, I thought you might be interested in hearing that we are about to get back our '67 AH 3000 Mk3 that we sold almost 2 yrs ago to the day. We originally bought the car back in '86-87 while we were looking for the 100. It was supposed to be just a "hold me over," car until we found a 100 but she ended up staying. The car came from Westchester and the prior owner would call Bob Millstein once a year to come get it running so he could drive it to play golf at Sleepy Hollow. I drove it in high school and even had it for the last month of college up in RI. Foolishly, I took the body off and started a cosmetic restoration. That stalled when wife and family came into play. The gentleman we sold it to put it all back together. That gentleman was honorable and called about 10 days ago saying he wanted to sell it to do another pickup truck restoration. Dad jumped at the chance to get her back and she should be here next week. Looking forward to making new memories with my family and those silly back seats will finally get some use! I will also see if I can send a picture of me at the VSCCA drivers school back in the late 80's."





The editor's recent acquisition of David Carroll's much loved HRG 1500, "Samantha," took place in late September. Her name has been that for many years, so "Samantha" she shall stay. We finally got her on the road a mere week prior to the Fall Finale of 2016 that is related at length in the first half of this issue. She acquitted herself well there.

David has been most gracious in his help with the transfer and, we hope, he is assured that the old girl has gone to a good home.

We find the following in our motoring notes from early October. "8 October, 2016 - early evening. . . . Coming home from Saturday evening Mass Sam and I logged our 300th mile together. That's in exactly two weeks to the day since I first started driving her. Over the two weeks we've been taking the measure of each other and developing a confidence and trust and, at least on my end, some affection. The HRG, albeit a bit under powered compared to the Allard, is a most wondrous chassis with handling that still continues to surprise and impress. Her lights are more than adequate for twisty country lanes and her brakes are superb. We could wish that her pedals were a bit farther apart for our size ten feet but, with a narrow pair of shoes, they are just fine. Even the headlight dimmer switch, is easy to find.

*Our 300 miles together has included everything from competitions motor-ing at Lime Rock Park to afternoon drives, shopping, and marvelous early autumn evenings on the back roads of Dutchess County, New York.”*

Now several hundred miles later we are happy to report that our affection for her continues to grow.



Another of the earliest regular HRG competitors in the VSCCA was the late Tom Melahn. Tom's 1500 was seen at nearly every event the club put on in the sixties and seventies. His distinctive Connecticut license plate identified him and the HRG to all and sundry and can be found in countless articles from the time and even in Ian Dussek's extraordinary opus on the Marque, **"HRG, The Sportsman's Ideal."** That license was "HURG." As a tip of the hat to Tom and a reminder of earlier days in the VSCCA Sam is wearing the same number plate henceforth, albeit issued by New York rather than Connecticut.







Sandy Leith reports good news on a missing bit of his 328 BMW. One of the headlamp rings had gone walkabout during restoration. One assumes they are hard as heck to find. There weren't a lot of them made.

However. . . Sometimes one gets lucky. His weren't German at all. It's likely the headlamps were changed in a move to twelve volts or to US specification. Mr. DiCola was embarrassed at the loss while in his shop so he put on his thinking cap. Surprisingly he found that they are off a mid-fifties American pickup truck! Their not even 25 bucks apiece! Wow!



The Donicks' Allard K3 project is finally coming to an end. Looking just lovely, it would appear she is now headed for Denver in Colorado. Look for her on one of the big tours, the Copper state or the Colorado Grand at some point. Mr. DiCola did a most marvelous job.



The Lehrmann's were a presence at the Nutmeg Rally back in October in a spectacular Lancia Roadster. Was it a Flaminia? We don't recall but we know we hadn't seen it before and it was/is marvelous.



★ ★ ★

Michael Donick is currently hard at work recommissioning a big Healey. It was in pretty good shape when it came into the family but, like most of them, it wanted a little rust repair in the sills. MIG and TIG welders are a great invention for attacking that sort of thing. It's looking pretty good now.

★ ★ ★

Wheel reunited. Cleaning out the garage, Sandy Leith ran across one of the Borrani wire wheels that had been on his father, Bill's, Ferrari during a minor off road excursion. That particular Ferrari was ex-Phil Hill, a 212 Barchetta. The wheel must have been in the garage a fair while as the car was sold in the seventies. Ever the historian, Sandy could never throw it away, not when he could reunite it with the car, which is currently at Paul Russell's establishment.

The wheel is back with the Ferrari now. One expects that it and be repaired, heck all the pieces are still there. It is, after all, one of the originals to the car.



Joseph DeLucia has been putting some miles on the new Riley Imp. He showed up at a recent VSCCA Board meeting with it after a drive of over a hundred miles each way. We like the hat.

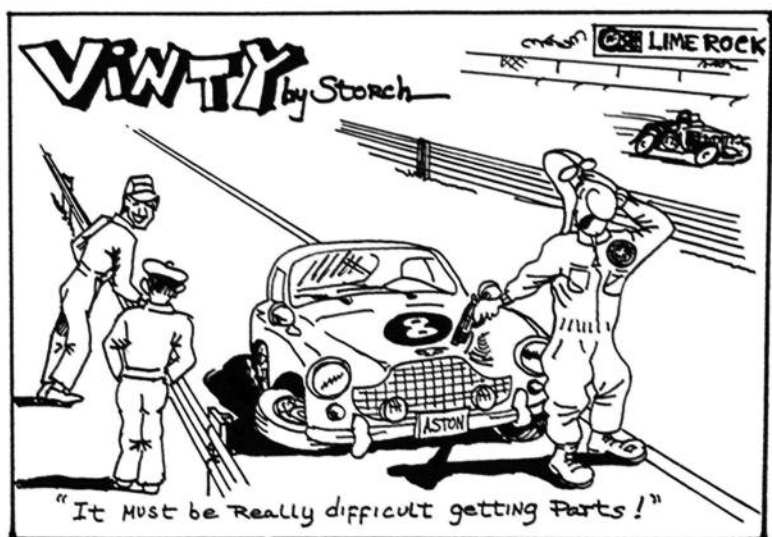


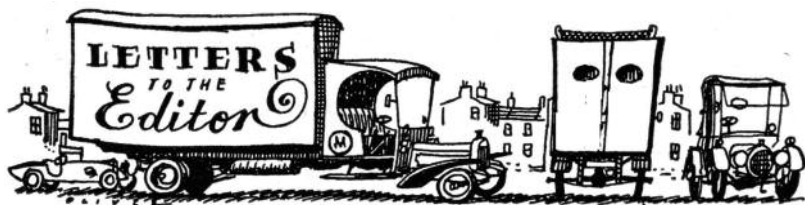
The Board meeting referenced above actually had several of the Board arriving in appropriate style. Chip Brown arrived in 356 Porsche, the editor in the Morgan, Dr. DeLucia in Riley Imp, and Santo Spadaro in a delicious Lancia.





And, as the winter and its holidays descends upon us, the editorial team extends the very warmest wishes of the season to all.





*Dear Sandy and those who select the recipient of the Tony Goodchild Award.*

*Please forgive me for not writing earlier, but I was quite taken aback when it was announced that I had been chosen to receive this prestigious award. Accordingly I had not anticipated making any kind of acceptance speech other than to say "thank you" to all the friends I have made over the last 20 years.*

*I do find the ideals of the VSCCA to be a very good match to mine for getting the maximum enjoyment out of our sport. I particularly enjoy the spirit of camaraderie amongst us and I enjoy helping others and seeing them do well. It's nice to finish ahead but it's not necessary. An excitement which some may never experience, is that being lapped gives one the best seat in the house for a while.*

*Our experiences with our historic J2 have given us a new level of enthusiasm which we are grateful to be able to share with like-minded folk.*

*Of course, I must also thank Rachel who has been not only patient with my hobby, but comes to nearly event where she helps and also enjoys the company of the many friends she has also made.*

*Looking through the august list of previous recipients and thinking of all the others in the club who contribute so much, I consider it a great honor to have been selected.*

*Many thanks and best wishes for the future enjoyment by us all.*

*Peter Ross*

\*\*\*\*\*

*Jim,*

*My first trip to Equinox was around 1974 plus or minus a year or so. On one of my drives up I noticed a trail going off to the right after 2nd parking lot. At some point I walked that trail up to the summit of Little Equinox and wondered why it was there and if it had been part of an older course. Asking around no one was able to answer that question. Jim thanks for the answer! It made my day.*

*Ben Bragg*



*Hello Jim,*

*Please open the attached workers appreciation letter to those who labored at the 2016 Lime Rock Historic Festival.*

*Perhaps you might find a spot to publish it in Vintage Sports Car.*

*Thank you for all of your work producing this fine magazine.*

*All the best,*

*Bill Gelles*

### *To Those Who Labored Long and Hard for the Historic Festival 2016*

*On September 20, 1984, Bill O'Donnell, the late president of the VSCCA wrote a letter to the membership of the VSCCA about the principles that formed the foundation of our Club. In this letter he said "the cars are of paramount importance and that the races and drivers are secondary."*

*I whole heartedly agree with Bill's description of the VSCCA. I also believe that without a dedicated membership, there is no Club.*

*The 2016 Lime Rock Historic Festival is now part of history. I am of the opinion that this year's edition was one of the best. This was due to the hard work of many people. I will now list those who worked very hard to make it happen:*

*My crew of paddock A & B trailer truck, tow car and trailer parking "ambassadors": Peter Roberts, Eric Logan, Bob Webber, Kate Liba and Charles Bordin*

*The race fans paddock tour guides: Ernie Steubesand ( leader and chairman ), Phil Roettjer, Todd Daniel, Alex Heckert, Jim Nichols Mark Sherman and Frank Ceklarz.*

*The team of Technical Inspectors headed up by JR Mitchell who is also the other event co-chairman.*

*Because Charles Bordin has volunteered his services to the VSCCA by heading the new drivers school, the driver's classification committee, the VSCCA/Jaguar event chairman, investigated all "on track" incidents and made reports to both the VMC and the VSCCA BOD and has worked with me at the Lime Rock Historic Festival, Charles deserves special mention and recognition.*

*Ernie Steubesand has been the chairman of the race fan paddock tour guides since the VSCCA has been involved with the Lime Rock Historic Festival. Ernie also deserves special mention and recognition for his services.*

*THUMBS UP to the following who also gave their services to this event: Bob Melhado, Stephen and Tracy Hyatt. The 2016 Lime Rock Historic Staff headed by Murray Smith, Jeanette Veitenheimer, Keith Neer, Mike Geyselaers, all of EMS crew, all of the corner workers, all of the pit marshals.*

*THUMBS DOWN to the Weather Man who wrongly predicted doom and gloom thereby keeping many entrants, spectators and car show entrants from attending this event.*

Major THUMBS DOWN to a certain competitor who managed to insult the Chief Steward, the Head of EMS and the Chairman of the event by his totally insulting remarks to those who vainly attempted to aid him when his car was disabled in a bad location. This person is not a member of the VSCCA or the VRG.

The 2016 Lime Rock Historic Festival has been nominated in the category of "Motorsports Event of the Year" by the U.K. based international Historic Motoring Awards (IMHA)

Bill Gelles - Event Co-Chairman

\*\*\*\*\*

Dear Jim,

Now that it's official, I welcome you to that select group of oddballs adventurous enough to own an HRG. And I sadly welcome me to that group of VSCCAers who are carless.

Ben Bragg and I tried hard to find someone in VSCCA who would keep my beloved HURG "Samantha" local, use her well and enjoy her as much as I have. You fill the bill in spades, Jim, and I couldn't be happier.

Perhaps my favorite of the many emails we've exchanged said you drove Sam over to Lime Rock and came home with the first tech inspection sticker on her headlamp she's had in years. It's probably the only one. I don't think Peter Kean raced her in VSCCA or SCCA after bringing her back from overseas in 1963 and later selling her to Ray Saidel, who stored her away soon after. And I only ran Hunnewell, hence no tech stickers.

Re Hunnewell, I once mentioned racing Ed Roy's horrid little Simca there. I chuckled at mention in the last VSC of Jocko Maggiasco. I drove Edgar down to Jocko's place on Long Island to inspect and buy the Simca. I well recall the Sebring incident.

All the luck with Samantha, Jim - I'm glad she's yours.

david carroll

\*\*\*\*\*

Dear Jim:

I thoroughly enjoyed your editorial and completely agree that changes begin to creep in and can redefine the organization (law of unintended consequences).

To that point, I see we are now posting finishing orders in the race reports on Palmer and Thompson. In my opinion, not consistent with our founding principles.

Glenn Reynolds

P.S., I believe Victory Lane magazine still publishes our entrants in alphabetical order. If you are that interested in "winning", mark your name as AARON.

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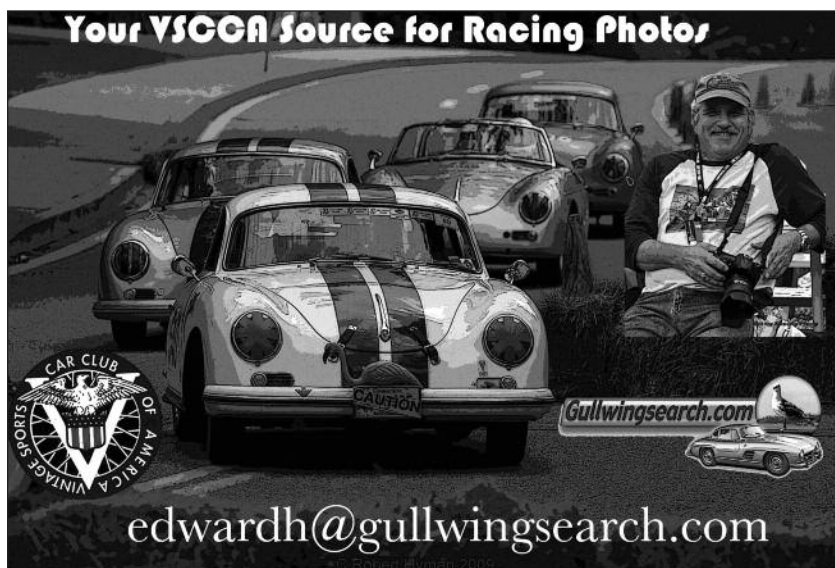
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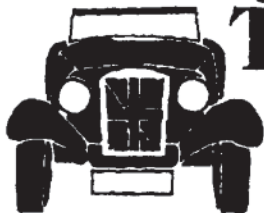
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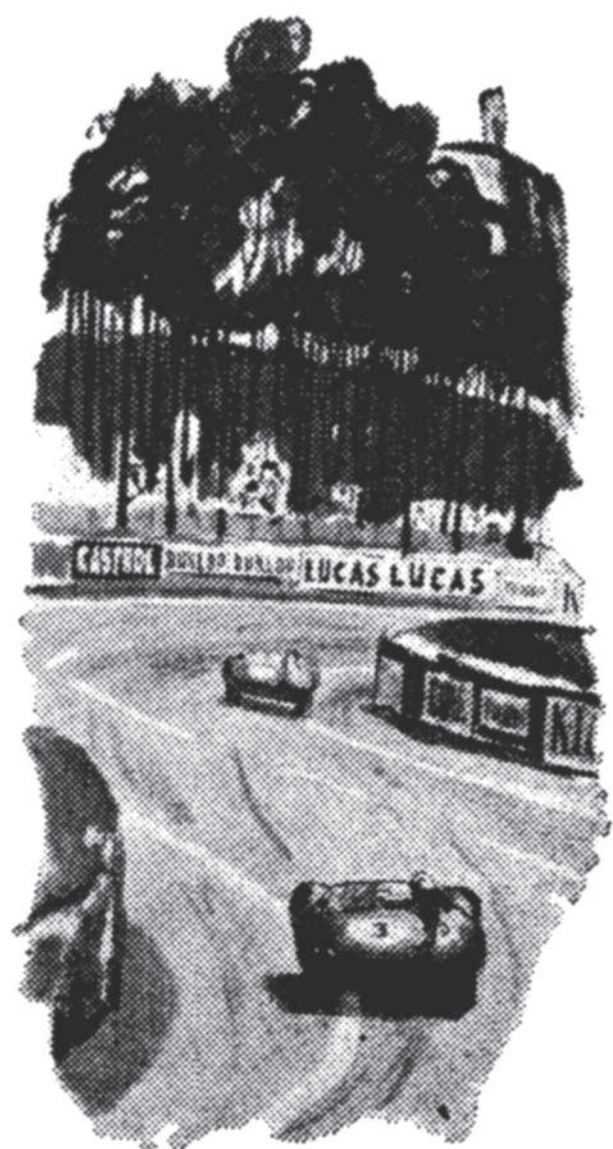
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