

VINTAGE SPORTS CAR



NUMBER TWO 2016

VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

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1905 – 1995

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VINTAGE SPORTS CAR



There's a magic and even a mystery one senses at abandoned racing circuits. Even in their silence the excitement and drama they've witnessed still comes alive in the imagination. Haunted? Maybe. Visit with us the now abandoned Circuit de Reims-Gueux in France's Champagne region and draw what conclusions you will. Story on page 38. (jpd)

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Romance? It seems we've tossed that word about in these pages and in our descriptions of what it is we do a fair bit of late. That's true. On the other hand, what other word describes this passion any better?

In this issue we see the great Stirling Moss on the main straight at Lime Rock Park. He's arguably the best there ever was. We also get a glimpse of Jochen Mass enthusiastically lapping that same Lime Rock Park in a Mercedes W154 that was nearly unbeatable in its day. Later on in the issue we'll visit one of the tracks where that very car or one of its team mates ran heroically to win the Grand Prix of the ACF with Manfred von Brauchitsch at the wheel. That same circuit and so many more echoed to the sound of the greats and the near-greats creating the history that we treasure today in the Vintage Sports Car Club of America. In many cases, we get to exercise the same cars that they did, and to sit in the same seats, while motoring on the same basic bits of tarmac. We don't create new history. We invoke that which came before. That continuity has a romance and it makes our entire experience so much richer.

Life just might be designed that way. It really applies in many other instances as well, one expects - whether it is smoking and treasuring a pipe that belonged to our grandfather or a woman treasuring a scarf or a bit of jewelry that came from someone loved and remembered. The same is true with the tools of a legendary mechanic, now passed on to a son or grandson. Those artifacts take on a value, maybe even just a little bit of life from the people who experienced them and created something before us.

Maybe that's the genesis of the romance in what we do. If it is, then enjoy this issue and savor the romance that it recalls.

jpd

Lime Rock Park Historic Festival #33 *Sept. 3 – Sept. 7, 2015*

By Dow Smith

The younger generations seems to have devalued the word but the best adjective coming to mind for 2015's Historic Festival is the adjective "awesome!" This 33rd running of the event was pure sensory overload for the enthusiast.

Last year's **Vintage Sports Car** report on Historic Festival 32 had mentioned that Murray Smith said he was working on a surprise for Historic Festival 33. Event chairman Smith and Lime Rock's Skip Barber along with the LRP staff pulled off a massive surprise assembling a stunning collection of historic Mercedes Benz racing cars. Along with cars seldom seen outside a museum two legends of Mercedes motorsport, Sir Stirling Moss and Jochen Mass were on hand to help demonstrate two of the cars and to regale fans and racers with stories from their fabulous careers.

Lime Rock's Historic Festival has become the premiere vintage racing event on the east coast. The weekend now runs five days filled with memorable people and cars including a street fair, three days of racing by more than 250 cars, the Sunday in the Park Concours d'Elegance with hundreds of cars, car corrals for virtually every marque, a swap meet, and a midway with booths ranging from collector auto books to chainsaw woodcarvers and go-kart racing. Moss and Mass were available for multiple autograph sessions while the "Last Open Road" author B.S. Levy and local legend Sam Posey signed copies of their own books. Unlike some previous Labor Day weekends Chairman Smith also supplied fans with great and comfortable weather.



Sir Stirling waving from the cockpit of the 1914 Mercedes GP car. (smith)

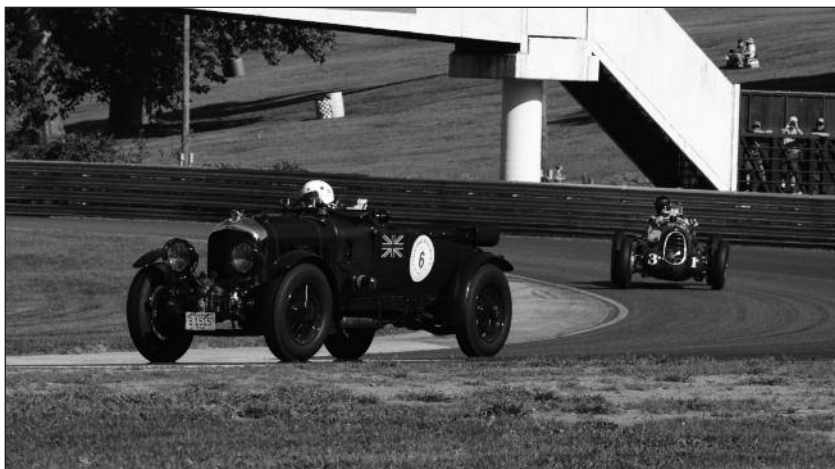


Jochen Mass at the helm of the of the W154 Mercedes. He drove it with appropriate enthusiasm, much to the delight of the crowd. (smith)

For those who have followed the historical development of auto racing the incredible display of Mercedes race cars in a tent at the front of A paddock was amazing. There was Moss's 1955 300 SLR Mille Miglia car, the immortal #722, and a 1955 M-B W196R, driven by Fangio to victory in the Dutch Grand Prix that year. Both cars were from the Mercedes-Benz Collection. Murray also arranged for the Revs Institute to bring two cars from that remarkable collection, the 1939 Mercedes W154 Gran Prix "Silver Arrow" and the 1914 Mercedes Grand Prix. Both cars did demonstration laps over the weekend with LeMans winner Jochen Mass driving the W154 and Sir Stirling in the mechanic's seat of the 1914 French Grand Prix veteran. Adding even more to a remarkable display were the brass-era chain driven 1908 Mercedes Brooklands from the Indianapolis Speedway Museum and the 1930 "Count Trossi" SSK from the Ralph Lauren Collection. While this car was actively raced it also features one of the most stunning and dramatic coach built bodies of all time. The "Count Trossi" SSK was a suitable winner for the Sunday in the Park concours.



The Group 1 cars elbowing (gently of course) their way through Big Bend. (smith)



Holman's Bentley leading what looks to be Greenfield's Alfa into Big Bend. By race day, their order was reversed at the finish. Actually, Holman finished sixth while Greenfield led to the checker. (smith)



A gaggle of Formula Juniors, heavy on the Lotus 18s, we think, making a very close race. (smith)



A few more of the F-JR contingent, and all of them rear engined. (smith)



Roger Morse in his TC leading his wife, Lynn Arnold, in her TD. They look to be enjoying themselves.

(smith)

Peter Greenfield pretty much dominated the Prewar racing car field for the entire weekend.

(smith)



Holman again, this time being harried by Mr. Towner in the Morgan Trike. (smith)



Tony Wang's Ferrari coming into the down hill in perfect control and exuding elegance.
(smith)

The schedule for the Labor Day weekend kicks off on Thursday afternoon with a run by historic sports cars and some of the race cars to a street festival in Falls Village. Thousands gather for this event and demonstrates the close connection between Lime Rock Park and the communities in northwest Connecticut.

Friday is for practice with racing on Saturday and Monday. No racing at Lime Rock on Sunday but the activities continue with a huge celebration of the auto particularly in sports and racing form filling the Sam Posey Straight with the Sunday in the Park Concours.

With more than 250 entrants Chairman Murray Smith created nine race groups with cars grouped by era and type of racing. Each group was on track twice each day for 20-minute sessions.

VSCCA Chief Steward Bob Melhado rose to the challenge of keeping things moving on track with the tight schedule and making sure the racing was conducted in the vintage spirit. To keep the schedule moving he was forced to return to rolling starts and giving the pre-grid the five minute warning as soon as the checker dropped for the preceding race. To maintain the spirit of vintage racing Bob recruited three drivers to act as spotters a key points on the track. Their job was to advise him of drivers being too aggressive or of cars not fast enough for their group. They were also able to back up the corner workers with reports on the few mishaps during the weekend.

The racing was spirited as always and featured entries from all over North America.

The first race group was Group One for the Lime Rock award. This race featured small bore road going sports and GT cars from the late 50s and early 60s, a staple of VSCCA racing. This meant a swarm of MGAs doing battle



A mixed bag coming through West Bend. That's Jack Boxtrom in the Lotus 9 on the inside of the front row. The Nash Healey is an interesting addition and coming 'round the corner behind is Lulu Wang in the Ferrari. (smith)



Lulu Wang in Ferrari with Mark O'Day in the MG right on her tail. She, no doubt, was able to put the power down effectively once they got through the down hill.

(smith)

*And one more shot in West Bend with Lynn Arnold's TD leading a well behaved line of Group 6 competitors toward the bridge and into the down hill.
(smith)*



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This is Group 1 coming out of the left hander. That Beach (Kresch's #777) looks a little out of place aesthetically but the time sheets show that he was pretty much competitive with the MGAs. The MGA in the lead is Dave Nicholas - all the way from the Hawaiian Islands. He won the feature on Monday. (smith)



Heading down the hill after coming under the bridge. . .Mike Virr and the Group 4 scrum are working their way to the main straight.

(smith)



Spitfire and TR6 leading a Healey Hundred and more of the Group 4 crowd through Big Bend. The Spitfire has Dave Gussack at the wheel while the old Group 44 Triumph TR6 is ably driven by Bill Warner.

(smith)

with Alfas, Healey's and Triumphs. While club member Dave Nichols from Honolulu with his MG-A dominated the group all weekend, other VSCCA members like Ed Sanson and Santo Spadaro acquitted themselves well. VSCCA members really filled this first group with a number of familiar faces and cars.

VSCCA members also dominated the next group, Group Two. Of course, since this was for the VSCCA Cup for Pre-War Competition Cars, it was only logical that most of the field was made up of members' cars. Peter Greenfield in his 1935 Alfa Romeo 8C led his friend and fellow Alfa enthusiast Peter Giddings all weekend. Behind these two were the usual pre-war suspects including George Holman, Bill Holman, Tom Clifford, Dan Ghose, Dick Waite, John Schieffelin and Chris Townner.

Formula Juniors and Formula Fords made two grids for the Group Three races for the Rabagliati Awards. This was a special event for the growing FJ Historics North America group which includes a number of VSCCA Formula Juniors. Mixing it up were a number of Lotus 18s including Joseph DeLucia, Nick Grewal, Phil Lamont, J.R. Mitchell and Josh Mitchell. Bill Gelles in his 1959 Stanguellini upheld the honor of the early front engined juniors. Dominating the Formula Junior field was the familiar 1962 Brabham BT2 of Bob Goeldner.

Skip's Award went to Group Four which Post War Club Racing Cars meaning cars from the late 50s and into the 70s. Again this group included familiar VSCCA drivers and cars including Mike Virr, Jim Stein, Olga Reindlova, Matt Hagopian, and Sandra McNeil in her beautiful red 1964 Porsche 904.



Steuer in the marvelous Maserati 300S giving a "Thumbs Up" to Mitch Eitel's Elva Mk 7 in the Group 5 encounter. (smith)

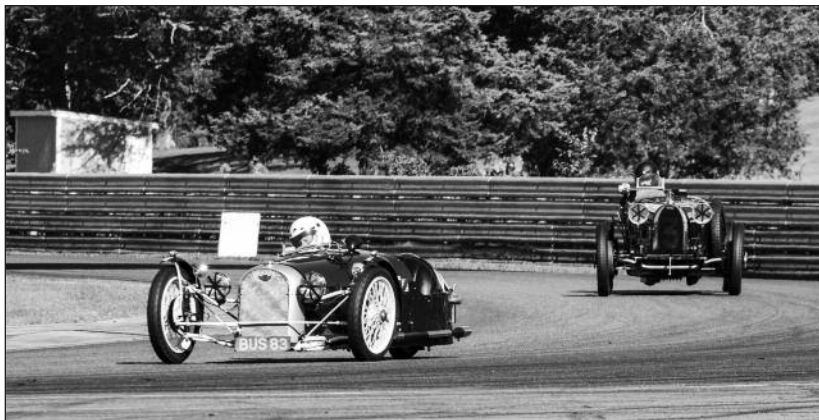


Mass at speed in the Mercedes. It would appear he even found time to autograph the photo when he was done. Very nice - - but that was his presence the whole weekend - simply pleasant and gracious.

(hyman)

Mr. Leith (at that point the future president) greeting the then sitting president, Mr. Schieffelin, as the latter arrived in the paddock via the Mk VI Bentley.

(hyman)



Mr. Towner had the Trike going exceptionally well for most of the weekend. He finished the feature on Monday in the top ten.

(smith)

*McCue's Nash
Healey, a welcome
sight on Lime Rock's
twisty piece of tar-
mac.*

(hyman)



*Mahlon Craft always
seems to have a great
time with the Abarth
and brings in to the
circuit looking as if it
has just left a restora-
tion shop. He gives the
concept of "pristine"
new dimension.*

(hyman)

*Mrs. Wang's Ferrari,
always competently
driven, is a joy to
behold as well as the
stuff that many an
enthusiast's dreams
are made of.*

(hyman)





McCullough's Lotus 23b leading Bordin's Philson Falcon through Big Bend in the Group 5 race. The results would indicate that he managed to extend the lead a bit before the checker fell. (smith)

Following the club racers were the mid-century sports racers of Group Five for Murray's Award. These were the typical Lotus, Elvas and Lolas along with some more exotic cars like Tony Wang's 1958 Ferrari Testa Rossa, Dan Ghose's D-type Jag and Camilio Steuer from Bogota at the wheel of Tony's 1957 Maserati 300s. The field included a number of VSCCA regulars including Roger Cassin, Ernie Steubesand, Charles Bordin, Tom Grudovich and Mitch Eitel. Sandra McNeil was recognized by Chairman Smith for her beautiful and rare 1958 Cooper Monaco.

A mixed bag of production cars from the 50s and 60s made up Group Six for Kent's Award also called "Sportsman's Choice." A swarm of MGs from the T-era as well as Abarths, Alfas and early Lotus 7s battled it out with a 7 coming out on top. Familiar faces included Jim Bok, Mark O'Day and Simon Aldridge. A Lotus 7 won both races on Monday.

Big bore production cars from the 60s filled the field for Group Seven. Three E-types battled four Corvettes and a field of Mustangs, Datsun 240Z's and Camaros. Jack Busch led the way followed by Art Hebert, both in E-types, for both races Monday. In Group Eight almost half the field was made up of 911s with the top three finishers from Stuttgart. The fastest cars of the weekend were the post 1970s sports racers and formula cars in a Formula Libre group, Group Nine. These pocket rockets lapped Lime Rock in under a minute, a time not normally seen by VSCCA eligible cars. The field featured Chevrons, Marchs, Lolas and Ralts.

The W154 from the Revs Institute has been to Lime Rock Park before but again the highlight of the racing was actually Jochen Mass taking out the 1939 Mercedes W154 for demonstration laps each day. The sound of this pre-war 3-liter V-12 with twin superchargers was deafening. One can only imagine what it would have been like to see a field of pre-war Mercedes and Auto Unions in a Grand Prix (*see photo page 51*).

This year's Historic Festival 33 more than lived up to its advanced billing. One can hardly wait to see what Murray Smith has up his sleeve for 2016.

gossip

Recent Acquisitions, Restorations, Repairs and assorted Mechanical Minutia

Word arrived in early March that Jerry Greaves has sold his T-40 Bugatti to Scott Sargent. The car is a classical T-40 Torpedo and a most beautiful shape. Scott is expected to subject it to a complete restoration. His restoration skills are rumoured to be most impressive



We took the editorial +4 Morgan up to Morgan Motors in Copake, NY, in early March for a spring fettle and Larry Eckler, who runs the operation with his delightful wife, Linda, mentioned that we could expect to see a bit more of him this season. It seems that he has acquired Shaun Henderson's +4 Four

Seater. It has the most wonderful tartan interior and a well breathed upon engine. Shaun Henderson has had the Morgan for sale off and on for awhile, we seem to recall. Congratulations are thus in order to both Shaun and to Larry. Looking forward to seeing him at Equinox!

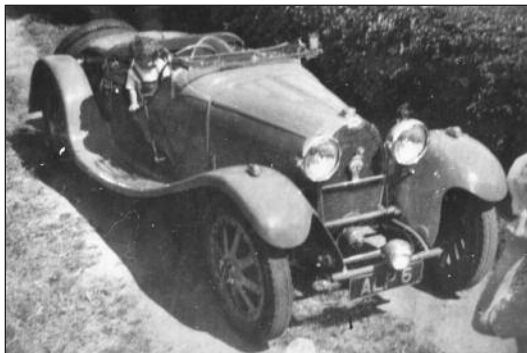


★ ★ ★

We understand that Santo Spadaro, spark plug of the Alfa contingent in the club these days as well as a master of Lancia and FIAT matters, has recently acquired a prewar F-N/BMW 319 Roadster and is in the process of restoring it for the prewar class. We saw a photo of the engine components and they are works of art - mechanical sculpture at its finest. Look to see it later this season if all goes well.



In our last issue we mentioned that Mr. Bragg was making progress on Scot Ebert's T-40 Bugatti. We have since acquired a photo of it from Ben. It's looking pretty nice. When will it be ready, Ben?



★ ★ ★

On the fourth of April we were wandering around the *Cimetière de Passy* in the middle of Paris. We had heard that the great French aviation and motor-ing pioneer, Henri Farman, was buried there and wanted to pay our respects. As we neared his grave we happened to look down at a tombstone nearby and were gobsmacked to have accidentally stumbled upon the grave of - arguably the greatest Bugatti driver of them all - Jean Pierre Wimille. In 1936, Wimille traveled to Long Island, New York, for the Vanderbilt Cup. He finished 2nd, behind the winner, Tazio Nuvolari. He also competed in the 24 hours of Le Mans endurance race, winning in 1937 and again in 1939.





(jpd)

We deeply regretted that we didn't have a rose to leave on the stone but will remedy that omission when we return to France for LeMans in June. Wimille was a friend of René Dreyfus so, beyond his exploits in the Vanderbilt Cup, there is another genuine connection to us and to the VSCCA.

Of the three great prewar Bugatti drivers who joined the resistance during the Nazi occupation, Williams, Benoist, and Wimille, Wimille was the only one to survive. His resistance adventures were as awe inspiring as anything he did in a race car.

Wimille died in a Gordini practicing for the 1949 Buenos Aires Grand Prix.

And just to finish that part of the story - - here is Farman's gravestone as well.



(jpd)

Mr. Kaleel was sharing some photos with us recently of his latest project, an Allard J2X. The editor had been aware of the car for a very long time as he had made the acquaintance of it's previous owner, a John Tatlock, close to thirty years ago. This particular example is quite interesting as it was shipped to Peru when new and was the only Allard ever so consigned. It appears to have been raced there, though against what sort of competition we have no idea. As can be seen from the photos the project is coming along quite well.



(kaleel)



(kaleel)



(kaleel)



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..... 24 HEURES

(COUPES RUDGE-WHITWORTH)

ORGANISÉ

PAR L'AUTOMOBILE-CLUB DE L'OUEST SUR
LE CIRCUIT DE LA SARTHE LES 20-21 JUIN 1925

ÉDITIONS CH. HIRVYL, ANGERS.



(jpd)

Jim Shelly showed up without his usual MG-TD at the Spring Sprints. He's now coming to terms with a new car, the ex-Andrew Hiller MGA. Andrew sold it to California a few years back but Jim managed to locate and purchase it. The MG hasn't turned a wheel with us for a number of seasons now, so we are delighted to see it back. Shelly reports that it will need a bit of fettling to match his own style and expectations but that it made a good first impression on him at the Sprints.

★ ★ ★

We are told that Jeff Rafalaf is selling his magnificent MG-TB. It is about as perfect as they come and would be a wonderful motor for either road or track. Let's hope it will stay in the club.

★ ★ ★

Mr. DiCola reports having sold his MG-TD and is now in search of something he can drive back and forth to work. At one point we understand he went and looked at a Wolseley 1500 but the rust worm had beaten him to it. We have suggested a Hillman Husky Shooting Brake but they seem a bit thin on the ground these days.

★ ★ ★

Millstein has now gotten his Healey Hundred restored to the test driving stage. It looks to be spectacular! He says it is running well but still being run-in.

★ ★ ★

Mr. Hyman is making noises about having his entire fleet of 356 Porsches fettled and on the road by late spring. We will await developments.

Mr. Leith's BMW 328 has recently received a repaired fuel tank and looks to be ready for the later part of this season.



The VSCCA contingent at the Mille Miglia this year looked to be decent sized. Santo Spadaro was there. He was looking after member Elad Shraga. Additionally we noticed that Marc Cendron and Mike Kaleel were sharing a car for the event as well. The start took place in what looked to be light rain. Below is a photo of three of our stalwarts, Messers Kaleel, Spadaro, and Cendron. We await more photos from any and all so as to be able to share them with the membership.



(kaleel)



(kaleel)



(jpd)

Vintage Motorcars abroad in the Hudson Valley **The Nutmeg Returns to the VSCCA Calendar** **17 October, 2015**

The Autumn brings with it the high car season in the Hudson Valley of New York State.. The light filtering through the colored leaves adds an air of magic to the atmosphere and the highways and byways offer an all but infinite variety of motoring opportunities to be enjoyed. Scattered up and down the river are also a number of historic sites offering a window into earlier days. Thus, it makes a marvelous venue for the VSCCA's Nutmeg Rally and the club took good advantage of the opportunity in 2015.

This year, after a couple or more years of hiatus, the Nutmeg was back and the rallyists welcomed it enthusiastically.

Sometimes, though, even in this motorist's nirvana there is a bit of rain. Two weeks before the 2015 Nutmeg Rally the Bentley Drivers Club conducted their autumn tour in weather that was decidedly dampish. They loved the roads anyway and enjoyed visiting FDR's home as well as the Vanderbilt's Hyde Park Mansion, and a trip to the Old Rhinebeck Aerodrome.



Mr. Allocca smiling from the Alfa as he and Janet arrive in Kingston for lunch. It looked like the Alfa ran marvelously through the day and the two of them were both smiling as broadly at the evening's gala celebration.

(jpd)

Luckily for the VSCCA the Nutmeg was conducted in mostly glorious sunshine. The autumnal colours were breathtakingly beautiful as the leaves were nearly at their peak of colour. That added but one less than pleasant dimension to the event. That dimension being a high concentration of leaf peepers on a small part of the rally. The VSCCA folks simply smiled and got on with their motoring. How bad can that be?

Turnout was marvelous and the participants were enthusiastic. A few of them even weighed in on the topic once the event was over.

Jim,

The Nutmeg was great! Thanks for allowing us to tag along. In the end, we were all VSCCA members, so the hoped-for marketing opportunity didn't materialize for the VSCCA. Superb scenery and colours, and Sunday's snow flurries were the icing on the, err, aeroscreen. All part of the fun.

I enjoyed meeting you and Carol, and congratulate you on such a well organized, and friendly, event.

Best wishes,

Roger Howard



*Mr Howard and
the Bugatti*

(jpd)

Jim,

It was one of the best rallies that we have attended! Crisp fall weather, a great mixture of cars and people, topped off with a special evening venue with delicious food! Thanks for including me in the article. Between your photographs and descriptions, you did the event and the VSCCA proud! Hugs to Carol..see you at the AGM.

Frank Allocca

Dear Jim,

I want to say "thank you" for organizing such a fantastic rallye on Saturday. Meo Veldhuizen and I enjoyed meeting you and the Hudson Valley VSCCA members. What a terrific group you are!

Thanks again for a memorable day "on and off the road".

Best regards,

Elaine Fay

Hi Jim,

I wanted to thank you for a wonderful day. We enjoyed the drive, lunch and dinner.

VSCCA always makes us feel welcomed.

Looking forward to next year.

Thanks,

Sylvain & Danielle Lessard



Ms. Fay's MGB proved a welcome addition to the Nutmeg Rally. She is making discrete noises about coming on the next one as well. We shall save her a spot for sure.

(hyman)

Monsieur Lessard and his charming wife pedaled the Porsche with elan through the twisties around the Shawangunks as well as up and down the river for the entire day.

(hyman)





A most welcome sight for the rally master was the arrival of Marc Evans in a delicious Flat Rad Moggie. We hadn't seen him on a Nutmeg in many years and were grateful for his company, along with that of the lovely Lisa, who navigated him as well as keeping a lid on his enthusiasms and ensuring his best behaviour.
(jpd)

Jim,

Lisa and I would like to thank you and Carol for the Herculean effort you put into to make the 2015 Nutmeg rally such an incredible success. Kudos and bravo!!!!!!!!!!!!

Remember that saying credited to Thom Jefferson....."When I was twenty, my father didn't know much. But when I was thirty, I was amazed at how much he had learned in ten years."

Events, such as the Nutmeg, should be experienced by more members who (like me, for many years) focused on racing. Truth is, 'tween extremes of black and white, there are some wonderful shades of gray.

Might you have an entry list you can publicize so 'we' can see who were there and what kind of cars participated?

And, out of morbid curiosity, wondering how many entrants got the question with the "Griffon" answer correct. Personally, Lisa thought that was my high point in the event. (there are two, face to face, on a Turner badge)

Weather was ideal (for October), company was outstanding, general flow of the day was close to perfect.

Marc Evans

It seems safe to assume that the oft repeated comment that a "good time was had by all" fits the weekend very well.

Spring and summer are often given over to races and to car shows and cruise-ins but the Autumn is the time motoring enthusiasts take to the roads. The racing circuit and the hillclimb course clearly have their place within our world but most of our cars were actually designed for motoring in style and in pleasure from point A to point B - the journey, itself, being often as important to the experience as is the destination. There's joy to be found the dust of the road and the adventure of finding out what's waiting around the next corner. Autumn in the northeast is that magical time when the fall colors are nearing their peak that local residents can come around a curve in the road to find

an unexpected vintage car or more coming in their direction. Often those cars will have been brought great distances to tour the lanes and byways of the valley and to visit its historic sites.

The Nutmeg weekend, saw well over thirty cars from the Vintage Sports Car Club of America motoring enthusiastically through the historic Hudson valley. They had come from all over the northeast to spend the weekend together on the back roads of the area, reveling in the beauty of the season and in the pleasures of winding roads and charming hamlets.

We'd let the Nutmeg take a rest for a few years and it was a joy to have it back on the calendar, even if it was without the attendance of the Nutmeg founding Rally masters Dick and Beth McGinnis. They had been a team with the editor and his wife in putting on the rally for nigh on twenty years and their best wishes accompanied the Rallyists this year as well. Dick's AC, the "Rally Master's Car," was there though in its usual place - - motoring briskly along the rally route - - and it wore its traditional Rally Plate #1.



The Rally Master's AC Aceca has been a fixture on nearly every Nutmeg that has ever been run. While the Rally Master emeritus, Mr. McGinnis, has retired from driving, he has ensured that his influence on the Nutmeg continues and his good wishes are felt in the presence of the AC bearing Rally Plate #1. At the end of the Rally the plate was sent to him to join his collection of Nutmeg Rally Plates from previous years on the wall of his garage. (jpd)

This year's event saw a number of new participants and was fortunate to have become a last minute autumn event for the American Bugatti Club.

Peter Charlap, who teaches locally at Vassar College, was on the rally in his 1924 Type 30 Bugatti. He has restored it to reliability himself, fabricating many of the parts in his own garage. That's not something we see as much these days as we did in years past. Peter was acting as host to a contingent of fellow Bugattistes, who had come from as far away as Montreal in Canada to take part. Sandy Greene, had driven his 1934 Bugatti Type 49 all the way to Dutchess County from Peterborough, New Hampshire. He's had it as far as



Mr. & Mrs. Greene study the route book prior to departure. They had driven the Bugatti down from New Hampshire for the event. (hyman)



Mr. Charlap was navigated by his stepdaughter, Ms. Pratt. Being local, they only had twenty or so miles to drive to get to the departure point. Peter acted as host and coordinator for the Bugatti contingent that weekend and we are most grateful to him for bringing them to the party. (jpd)



Roger Howard and the T-35.

(jpd)



Andy Oldman, in another GP Bugatti, this one looking like a T-37, joined the crowd at lunch. He bundled up against the cold and motored briskly through the afternoon. (hyman)

Europe for events but seemed perfectly chuffed to be enjoying the beauties of the Hudson and its autumnal finery.

While both Greene and Charlap were driving cars with tops up against the cold, two others of their number, Roger Howard from Canada and Andy Oldman from Boston, were both driving Grand Prix Bugattis that are only minimally modified for the highway. They barely had a windshield to protect them and no provision at all for tops if it rained. Their smiles, though indicated that such amenities were hardly required for true enthusiasts.



Tony Carroll smiling from the navigator's seat of the Sunbeam Talbot. It's not an Alpine but the more rare four seater. (jpd)

More local residents, Paula Redmond and Toby Collins from nearby Millbrook, NY, made the trip in Paula's 1951 Sunbeam Talbot 90. They were joined by our now retired club secretary, Tony Carroll. "You know," said Redmond, "one can live here for a lifetime and still find new and beautiful places to go. This weekend we saw some roads that I'm not sure I'd ever seen before." That's quite a comment from a lifetime native, who also makes her living in the real estate business. Paula certainly knows the territory.

Roger Howard and a number of others remarked on the hospitality he finds here. "You folks always make us feel so welcome when we're with you," he mused.

Many old car tours are just that, a chance to drive around with like minded friends either in convoy or on one's own. Some are also mildly competitive. The VSCCA event falls under the heading of a "gimmick" rally. There were no high speeds at all but a challenge to stay on course and to look for clues along the road that would answer questions in their directions that ranged from the simple - recording the phone number of some business being passed - to the much more obscure reference to history, literature, or some other cultural allusion. Those latter could even include nursery rhymes. For example, somewhere north of Shultzville they passed a house with a sign



A delight to see Judy Stropus back on a VSCCA event after many years' hiatus. (hyman)

unpleasant as "all frozen."

The VSCCA started their Hudson Valley adventure at Locust Grove, the

showing it belonged to a family named Bear. Their question was "where could you expect to find three bowls of porridge?" Many - but not all - of the rallyists got it right.

Jeffrey Nichol, another local, this time from Hyde Park, was out in his father's (the deputy editor, Jim Nichol's) Morgan for the rally. He and most of the participants in open sports cars spent the day with the convertible top safely stowed away. It would seem there's a certain romance in driving an open car on a sunny and brisk autumn day. His young lady friend seemed to put up with any inconvenience in good humor.

We were delighted to see a Tom Ellsworth and Dick Waite in the former's prewar AC roadster. By the time the day was over they looked as if they had been half frozen but also as if they had enjoyed the experience. One suspects that "half frozen" isn't quite as



The AC of Tom Ellsworth (below) proved a very cold cockpit for the driver and his navigator, Mr. Waite. They received the award for coldest ears of the day, two warm stocking caps. At the awards banquet they looked as if they hadn't warmed up even yet.

(hyman)

(jpd)



A genuinely rare bird amongst us, this 1939 Lancia Aprilia was driven by Chuck Schoendorf. We don't believe we'd ever seen it, or even one like it, before. WOW!

(jpd)



Ben Tarlow's Alfa looking right at home in the hair-pins.

(hyman)

John Syvarth and Gladys Cerina had another couple to share the nav chores and motored most comfortably in the Citroen.

(hyman)



home of Samuel F. B. Morse (of Morse Code fame) and went as far north as Frederick Church's magnificent estate, Olana, in Columbia County.

It was a joy to see Judy Stropus riding along with Michael Madelena as navigator in his Mercedes. We think this was her first VSCCA event in many years. Some time ago she had been a regular competitor as part of a two car OSCA team fielded by the late Tony Koshland.

The crowd gathered early at Locust Grove for a departure that took them across the Hudson River and into the mountains near New Paltz. There was a stop at the Mohonk Preserve nature and hiking center for a stretch of the legs and a bio break for any who needed it. Into the mountains included a climb with a couple of switchbacks and hairpins that had more than one rally team turning around at the top and going back down to do it again. That's the sort of enthusiasm we love, isn't it?

Lunch in Kingston, NY, was at an old favourite VSCCA watering hole, Mariner's Harbor. We had eaten here on one of the very first Rhinebeck (we called it "rainbeck" for what may be obvious reasons) Rallies twenty-five or more years ago. The Guido family, who run the place, were welcoming and the food was delicious. Located on the waterfront in Kingston, the luncheon stop also provided the chance once again to take a look at the massive McAllister steam tug that now resides on the shore there, "the Mighty Mathilda."

The afternoon route recrossed the river and ran north to Olana and then crisscrossed its way south to James Baird Park where Rally Questionnaires were turned in for scoring and the rallyists sent back to hotels and such to prepare for the awards dinner.

This year's dinner took place in the storied Vassar College Alumnae



Team Somerset came all the way from Alexandria, Virginia to run the Nutmeg this season. (hyman)

And the winners are. . . . Bob Webber and Kate Liba, who are posing here with the famous "Nutmeg Rally Trophy and Dust Catcher."

(hyman)



Mrs. Shelly going forward for their second place finisher's swag. (We mean their lavish prize.)

(hyman)

Mr. Greenberg's Aston looked absolutely perfect in its rally finery. Andy and Carol ran flawlessly throughout the day.

(smith)





A group shot of the winners. Prizes were awarded in a number of categories including “happiest team” and “funniest, most creative answer.” Others, as noted earlier included coldest ears. The 2016 version promises even more examples of lavish prizes and wondrous questions.

(hyman)

House, agreed by most to be a truly “classy joint.”

Dinner was a most congenial affair. The rally master, at no small risk to his person, shared the answers to the questions that had made up the competitive portion of the rally and he awarded the lavish prizes.

The 2017 version of the Nutmeg is scheduled for the 22nd of October. It will be headquartered at Rhinebeck’s historic Beekman Arms Inn with departure from there in the morning and dinner there that night. A block of rooms is being held there in the name of the VSCCA and prospective rallyists are encouraged to call soon for a reservation. Arrival Friday evening and a two night stay is recommended. The hotel can be reached at (845) 876-7077.

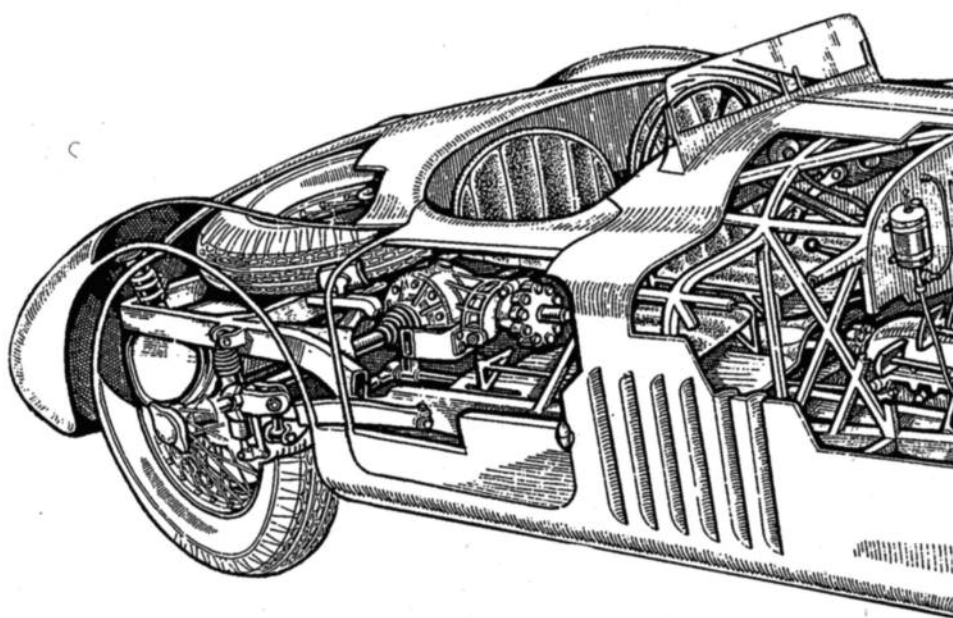
A glorious route and delightful experience are promised.



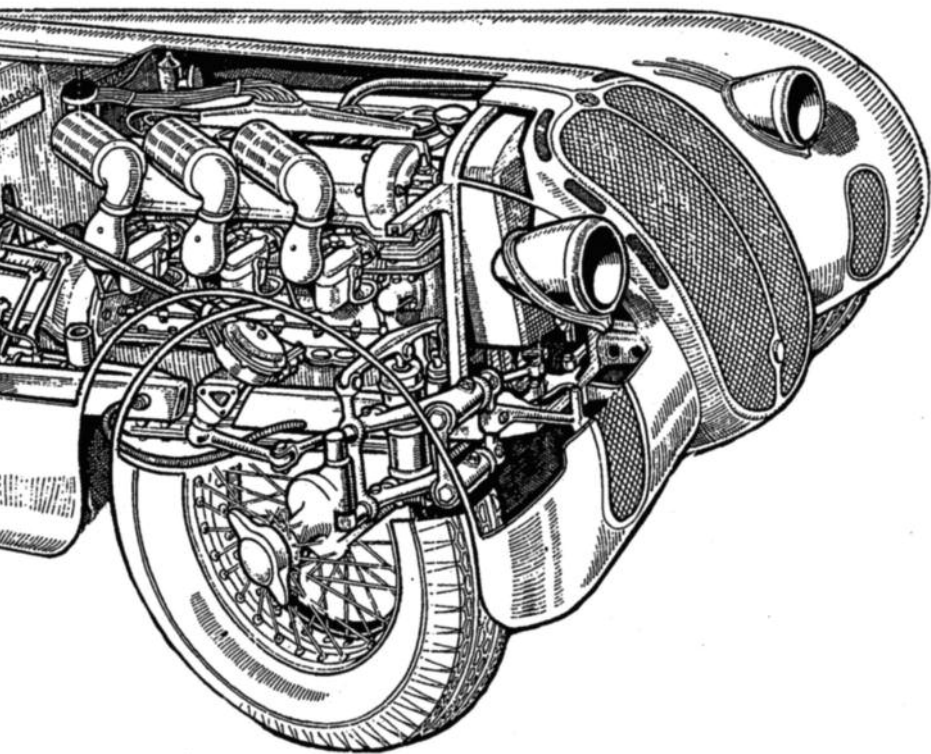
The crowd gathered around the Rally Master’s AC prior to departure. Most were still smiling at the end of the day.

(hyman)

1939/40 Alfa 6C-29



900





Imagine coming upon this sight at night in the fog. . . .The grandstands at Reims-Gueux sit idly beside the highway a few kilometers outside of Reims. The sense of haunted mystery comes upon one immediately. (jpd)

The Circuit de Reims-Gueux: The Magic Remains

Imagine motoring down a perfectly straight piece of highway and suddenly passing a major racing pits building on the right and massive grandstands on the left. If it isn't expected it could get your attention. Now imagine doing it some night in the fog. Magic? Yes, it just might be.

The Grand Prix of France and untold numbers of races were held at Reims on the Circuit de Gueux from the mid-twenties until the last motorcycle race there in 1972.

A very high speed circuit, everyone in international racing during that period raced there and held it in profound respect. The circuit was so fast that in 1953 the Cunningham C5R, fresh from LeMans demonstrated to John Fitch that a car shaped like an airfoil could actually loop the loop unexpectedly if it got going fast enough. Thankfully Fitch lived to talk about that one. Cunningham repaired the car but never raced it again.

After the last race, though, the course was pretty much abandoned. It was financial troubles, they say. The magic that was created there must have been awesome, though. It's still to be found in the pit boxes and the timing building and the control tower above the pits. It's all but impossible not to look up the D27, the main straight, from the control tower and imagine JP Wimille or René Dreyfus or Jim Clark or Jack Brabham or Stirling Moss or even Juan Fangio flying toward the pits. They all raced down that very same straight.



The Pit boxes sit in readiness for the ghosts of drivers past to come hurtling in for tyres or fuel or maybe a quick sip of champagne. The signage above them is maintained in a perfectly patinated style by the local enthusiasts. They are called Les Amis du Circuit de Gueux. Membership is not expensive. Their address is on page 53.



The timing stand sits empty and devoid of glass but serves as a perfect place for the ghosts of the circuit to time the shades of drivers streaming by in our imaginations. (jpd)



Listen, one can almost hear the sounds of thousands of spectators cheering on Wimille or Fangio or maybe even our old friend, René Dreyfus. We thought of him often on this visit.

(jpd)



The front straight, here coming towards the pits and seen from the third floor of the pit building, stretches nearly forever. Reims-Gueux was known for its brutal high speeds as it was mostly a number of long straights connected by only a few corners.

(jpd)

The Reims-Gueux Circuit was first used by l'Automobile Club de Champagne in August of 1925 for the Grand Prix de la Marne. Pierre Clause was the victor that day in a Bignan. It hadn't been that long since the Marne had echoed to an entirely different type of noise but that war was over for seven years when this race took place.

The GP of the Automobile Club de France (ACF) was run there first in 1938 and '39 and was dominated by the Silver Arrows. The nimble French cars were at a distinct disadvantage here in those years because the circuit was of such high speed and they were maximized for handling. To try and address the problem the French collected money via a public subscription to create a prize for the French car that could be developed to match the Germans' speed over a given distance. The prize was a million francs and was won by our old friend René Dreyfus in a Delahaye besting Wimille in a Bugatti. That tale has been told before and may be worth a revisit but not now. The logo of that public subscription, though, is still painted on the side of the control tower and reminds the cognoscenti anyway of the French heroes who competed for the million. Over our desk is one of the badges that was given to contributors to the fund. We can't look at it without smiling and thinking of René.

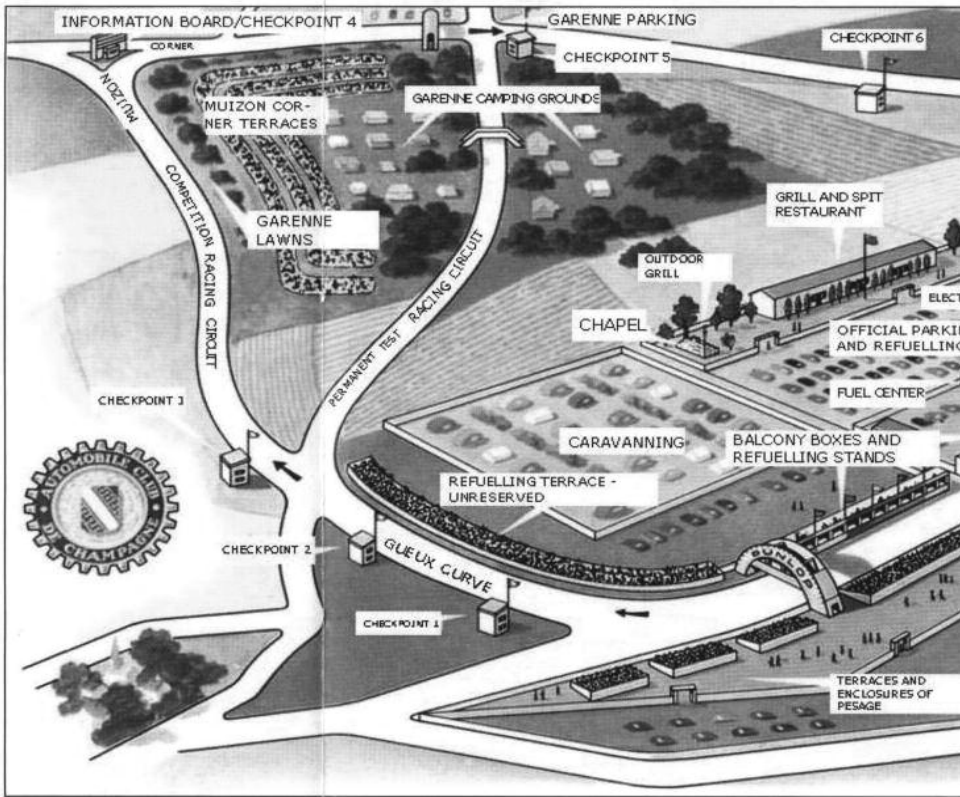


The money to create a prize for a French Racing car that could take on the Germans was raised through public subscription. The symbol of the project graces the pit building at Reims-Gueux. It was also sold as this grill badge to those who contributed.

(jpd)



The REIMS-GU



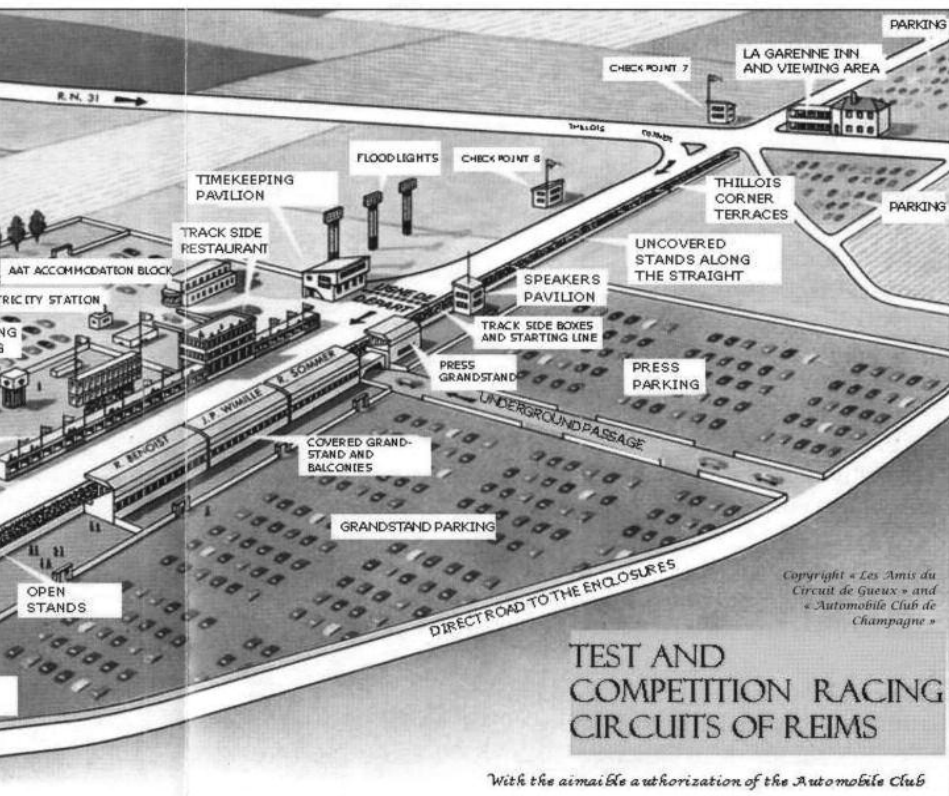
Racing resumed after the war with the Grand Prix de Reims in 1947.

The GP of the ACF returned to the circuit in 1950 and two years later the course was modified by adding what was called "Gueux Corner" and eliminating the section that went through the village. Today's remaining course is pretty much that 1952 version and it is just over seven kilometers long. The final iteration, that of 1954, had stretched to 8.3.

In '53 they also inaugurated the 12 Hours of Reims endurance race. Sometimes called the LeMans Revenge Race, it was usually held a couple of weeks after the 24 Hours and gave the losing teams a chance to even the score after the classic at the Sarthe.

The friends of the circuit have some brochures available on the wall of one of the pit booths and there are a couple of photos of a local hero, Jean-Pierre Beltoise, taken there on the fourth of July, 1965. Beltoise won the F-III race that day in a Matra and the story of the event is wonderfully illustrative of the times and of how they were so different from today. Beltoise beat Piers Courage by a tenth of a second after fifty-four minutes of racing. The main event of the day, the 31st Grand Prix de Reims, was run for Formula 2. The

EUX CIRCUIT



A better view of the pit building. It's open to the adventurous and, without glass, is not really subject to vandalism. (jpd)

Local hero, Jean-Pierre Beltoise, won the F-III race here on the 4th of July in 1966. Driving a Matra, he beat some pretty impressive competition. These two photos are decorating one of the pit boxes at the circuit and are put there by the friends of the circuit.



(les amis du circuit de gueux)

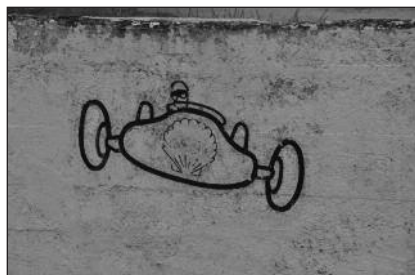


(jpd)

main Formula 1 race that year was held at the Charade circuit. In '65 both Beltoise and Courage were international drivers of good standing but were here in a minor F-III race driving their hearts out. Other names of note from that race included Jean-Pierre Jassaud, Frank Williams, Mauro Bianchi, and Clay Regazzoni. The F-2 race was even more telling. It was won by Jochen Rindt. Jim Clark was 3rd, Jackie Stewart 5th, Jack Brabham 7th, and Peter Revson came in 12th. Other drivers that day are still well known and included Guy Ligier, Bob Bondurant, Graham Hill, Denis Hulme, and John Surtees.

In those days drivers drove nearly anything and nearly anywhere. They didn't spend their free time in a motorhome playing video games.

The teams mostly stayed in Reims, seven or eight miles away, and the mechanics drove the cars from their hotel garages to the circuit. That means one could be passed in traffic early on race day by a Lotus 18 all but drafting a city bus. through busy traffic - not something we are likely to see again.



The Formula 1 circus last came to Reims in 1966. Jack Brabham won the final one.

Sports Car racing continued until 1969.

The circuit more or less moldered for many years, though enthusiasts would regularly make the pilgrimage to its nearly eight kilometers of tarmac. The buildings were cleaned up and the signs and painting sympathetically restored around 2008.

An advantage of a racing circuit on public roads is that, unless the highway department changes something, the course can usually be located without a lot of trouble. In this case the '52 iteration is easy to find. The back straight, though, the N31, then it was maybe the D31, is now dual carriageway but in the same place. That means that the easternmost corner that takes one back onto the front straight and back to the start finish in front of the pits isn't quite what Fangio experienced but it's still pretty close.

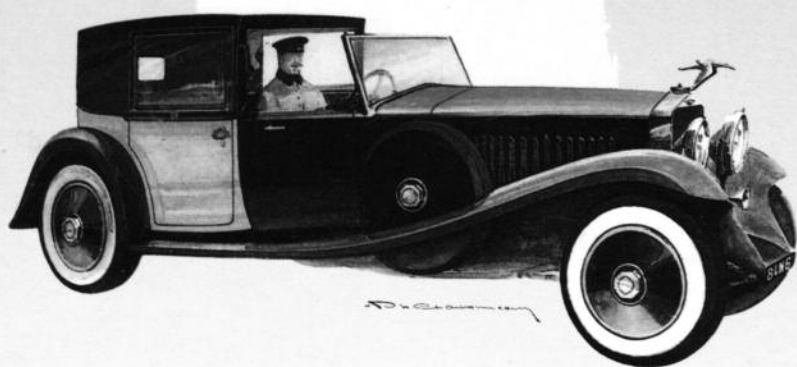


In the 12 hours of Reims - that was often called the Le Mans Revenge Race, as it took place only a couple of weeks after the fabled 24 hours - the Jaguars did very well, indeed.

(jpd)

L'AUTOMOBILE FRANÇAISE A

REIMS





"The right crowd and no crowding." Only the ghosts of enthusiasts past. (jpd)

If one wanted to it would be easy enough to click off lap after lap even today but with modern traffic consistent lap times aren't likely. Still, one or two laps gives a pretty good taste of what it might have been like. After that it's worth a quick drive into Gueux.

The village of Gueux gives the circuit its name. Located at the western end of the final track configuration, the village hasn't forgotten its heritage. Back in the earliest days of the racing there the cars actually came through the village. Later the circuit was modified to make it a little shorter and to move it away from the shops and houses.

These days Gueux is a sleepy little place with a beautiful parish church at the end of a pond that to some extent serves the role of a village square. Home to ducks and an annual fishing contest for the locals, the pond once echoed the sound of Bugattis and Salmsons as well as Alfas and Mercedes. It takes some imagination to call that up in the mind today but the magic of the place isn't quite lost yet. If one just closes one's eyes and listens ever so carefully it's still not too late to call up the dust and the noise of so many years ago. Is that Dreyfus or Benoist going by?



This is one of many photos hanging on the wall in the Bistrot du Circuit in Gueux. One of the very first Grands Prix here, from when the circuit still ran through the village.

(bistrot du circuit collection)



Peter Collins after winning the Grand Prix of the Automobile Club de France in the Lancia-Ferrari on the First of July, 1956. Smiling with him is the legendary Ferrari racing mechanic, Ermanno Cuoghi. Cuoghi was still active years later in helping Lauda win his championship.
(bistrot du circuit collection)

Tony Brooks at speed in the Ferrari 256. He won the GP of the ACF here in that car in 1959.

(bistrot du circuit collection)



The master, himself, Fangio, in the Mercedes W196 streamliner in 1954. That was Mercedes' only win there in the post war era.

(bistrot du circuit collection)



*The 1954 Mercedes team brought the W196 streamliners to Gueux and brought home the win that year.
(bernard "yippee" cahier)*

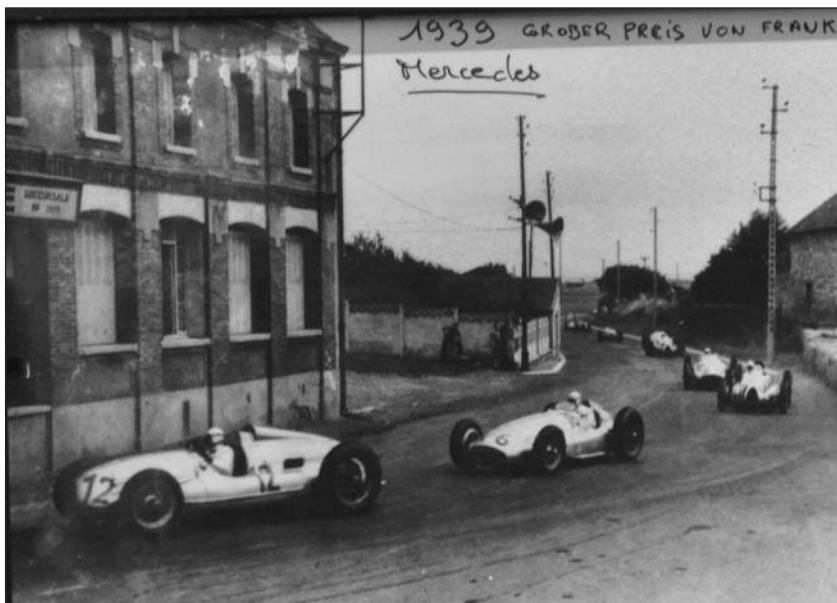


Fangio, accompanied by his lady, chatting with what looks like it might be the Belgian, Olivier Gendebien. Then again, maybe not. . . . (bistrot du circuit collection)



The remains of Fitch's Cunningham C5 after he managed to "Loop the loop" with it in the 12 hours here in 1953. Fitch walked away from it. That looks to be Phil Walters on the right chatting and likely standing guard over the wreckage. (fitch)





*The Silver Arrows in 1939 chasing an Auto Union. One of these Mercedes was at Lime Rock for the Historics in 2015. See Page 12 for a close-up view with Jochen Mass at the wheel.
(bistrot du circuit collection)*



*From our point of view this is the best place in town to get a meal. The Bistrot du Circuit provides a pleasant atmosphere, hospitable service, and marvelous food. Put it on the agenda when visiting the circuit.
(jpd)*



If visiting the Bistrot plan a moment for a quick beverage at the bar. Off to the left above the photo really is a copy of the VSCCA Calendar for 2016. Members will be made to feel at home. (jpd)

In the village and across from the pond is a little restaurant, the "Bistrot du Circuit." It's very much worth a stop. The ambiance is a bit modern but well suited to recall the past. Don't miss it if you are there at lunch time or if only for a cup of tea or a glass of wine in the afternoon.

The food is tasty and the service is welcoming. The walls are covered with period photos, some of which are reproduced here. The bar is presided over by the owner, a most pleasant man. If stopping, make sure you look at the shelf above the far end of the bar. There are a couple of rally plates and a 2016 VSCCA Calendar. Yes, visitors are, indeed, welcome and will feel very much at home.

Gueux is also the home to the organization that keeps the memory of the place alive and are committed to looking after the old circuit itself. They are Les Amis du Circuit de Gueux. Some of their brochures can be found out at the track in one of the pit booths. Les Amis continue to sponsor regular gatherings of vintage sports cars parked together in front of the old pits to relive some of the glory days of yore. One year not long ago the pits were used as a checkpoint for the annual Historic/Vintage version of the Monte Carlo Rally. Most of the cars seem to have arrived at night so the magic might have momentarily brought back ghosts of the old 12 hour endurance race. It must have been wonderful.

One can't predict how much longer the remains of the circuit will survive. We hope that will be many years. But, just in case, the Circuit de Reims-Gueux is worth a visit sooner rather than later.

We'll be back there 'ere long.

jpd



Les Amis du Circuit du Circuit de Gueux are the folks that keep the memories alive and maintain the circuit facilities in good repair. They welcome members from all over the world. Send them Fifty Dollars (no checks, though, their website offers their bank transfer information) and help their activities. The posters above are just a few of the activities they've hosted in recent years. We hope to get there for one someday. They can be reached via the mails at Les Amis du Circuit de Guex, 14 rue Moutier, 51390 Gueux, France (jpd)

Edward J. Frost Sutherland 13 Dec. 1931 - 28 March 2016

Ed Sutherland, a long time and beloved member of the club, passed away on the 28th of March. Ed's many and varied interests are well documented in the newspaper obituary that follows. What it fails to address adequately, though, is his role in the VSCCA and his many contributions to the club.

Serving on the Board of Directors for many years, Ed was a steady hand in helping guide the club through some of our biggest growth years. He also took over the management of our computerized membership list when that task became in need of management. Building on that effort he became the editor of the club roster. Beyond that, though, he was an indefatigable enthusiast for all things motoring and for the camaraderie that comes with those activities.



Equinox was likely Ed's favourite event. He never missed it. Here he is at the top chatting with Jerry Morici in 2003.

(jpd)

Best known as the long time custodian of "Mother," the famous ex-MacKenzie Jaguar C-Type, he maintained the old war horse in the cosmetic condition that he had found her with many of her battle scars and scrapes intact. Underneath, though, with a lot of help from Tivvy Shenton, he kept her mechanically up to snuff. He drove her with enthusiasm and skill and was also generous in letting some of us do a couple of laps to experience the joys of such a marvelous thoroughbred motorcar.



On the grid at the Fall Finale in 1998.

(dolan)

Aside from the Jag, though, Ed had a number of other motor cars of more than passing interest. For a few years he raced a Lotus VII series I with the club but, as his legs became less flexible he sold it on to Nils Westberg. He was also well known as a "Bentley Boy" and ran both a W.O. Vintage Bentley and later a delightful Derby Bentley Special.

Always great company to be around, entertaining in his conversation and his observations, he will be deeply missed by the Vintage Sports Car Club of America.

Requiescat in Pace
jpd

Victor Cromie sent us the following, along with a copy of the formal obituary for Ed. These additions, along with a selection of photos may serve to even further fill in the picture of a most interesting and accomplished human being.

I attach a published obituary that, I am told, he wrote. There is not much that I can add which would be of general interest but I shall add some personal thoughts.

As a pilot you might be interested that Ed owned a SeaBee which he used for "weekend commuting". I know nothing of the other aeroplanes.

Sailing seems understated. He raced an Ensign and later cruised and raced "Tishomingo" a Freres First which he brought back from France. He also restored a Chris Craft that gave speedboat rides as a tourist attraction in the 1930's.

I believe that the jazz band was called "the Mink Brook Chowder and Marching Society" which has a slightly different social connotation but I am sure that he had his reasons for the abbreviation.

His Bentley cars were a 6 1/2 litre " Le Mans Re-creation " a 4 1/4 Litre Special, an R Type Continental and a Continental GT, most desirable artifacts that spanned 80 years.

*Kind Regards
Victor Cromie*

Edward Sutherland

Had a variety of interests

Edward J. Frost Sutherland, longtime resident of Wolfeboro and Melvin Village, died on March 28, surrounded by family.

He is survived by his beloved wife, Barbara (Thomson) of Melvin Village; daughters Jane Ayers (Steel Stillman) of New York City and Margaret Sutherland of Exeter; grandchildren Owen and Abigail Wagner of Exeter; and sisters Ellen Sidor of Durham, and Beth King of Stockton, N.J.

He was born in Houston, Texas, on Dec. 13, 1931, and lived in many places throughout the United States before fulfilling his dream to live in New Hampshire. After graduating from Phillips Exeter Academy, he earned bachelor's and master degrees in electrical engineering at Cornell University.

He served with the U.S. Army Signal Corps in Germany and then joined General Radio Company (GenRad) where he was employed in sales and sales management positions for 12 years. He then joined Teradyne, Inc. as a regional sales manager, later manager of advertising and publicity and product manager for relay and telephone test systems.



Ed and Bobbi (in the middle) flanked by good friends Joyce and Bob Girvin at the end of season banquet after the Fall Finale of 1999. (jpd)

Good Times with “Mother.”



Coming through Big Bend at the Jag Event in '99. We can see Don Natrass' XK-120 a couple of cars back and the editorial Allard right behind him. (hyman)



Autumn's soft light in the Downhill during the Finale of 1998.

(dolan)

Motoring briskly down Lime Rock's front straight at the end of the '98 season.



(dolan)



Sitting pensively under a tree next to his Bentley at the Castle Hill Hillclimb in 1999. It could be Jon Lee chatting with him.

(hyman)

He left Teradyne after seven years to found Relay Testing Services, Inc. of Wolfeboro, an independent testing laboratory which used computer-controlled tests for predicting early failure of electro mechanical relays, a company he ran for 23 years. He also founded Relay Testing Systems Corporation of Ballston Spa, N.Y., which developed and manufactured a computer-controlled system for testing relays. He published a number of technical papers on the subject of relay testing, some of which were presented in the United States, as well as Japan and China.

He enjoyed a variety of activities, including sailing, flying, skiing and music. An avid pilot, he earned instrument, commercial, multi-engine and sea-plane ratings and flew small aircraft for business and pleasure.

Cars were an early and continuing passion which eventually focused on vintage sports cars. As a director of the Vintage Sports Car Club of America, he raced a Jaguar and Lotus in club events for 10 years. As secretary of the New England Region of the Bentley Drivers Club, he enjoyed car tours in a pre-1930 Bentley. For these two clubs, he developed and maintained computerized membership lists and published an annual roster for more than 10 years.

His musical interests included playing the banjo with the Mink Brook Marching Society, a Dixieland band based in Wolfeboro.

A strong influence in his life was the discovery from his Exeter Academy experience that theirs was an environment that routinely took excellence for granted. Inspired by this, he strived for excellence in himself and appreciated it in others. His sense of humor and positive outlook were with him always. He had a full life and thoroughly enjoyed his work, his play his friends and especially his family.

A celebration of his life will be held at a later date. In lieu of flowers, please make a donation to the charity of your choice.

The Baker-Gagne Funeral Home and Cremation Service of Wolfeboro is assisting the family with the arrangements.

To sign a guest book and leave a note of condolence, go to www.baker-gagnefuneralhomes.com.

James I. Smith 1940 - 2016

Long time member and noted Healey enthusiast James (Jim) Ilsley Smith passed away peacefully at St. Francis Hospital in Hartford on January 19th after a long battle with cancer. He was the beloved husband of 50 years to Elaine Norton Smith of East Hampton, CT, and formerly of Avon,

Jim was born in West Haven, CT, son of the late Elmer and Marguerite (Ilsley) Smith. He graduated from Guilford High School and served in the US Air Force from 1957 - 1962. He graduated from Western New England College with a degree in mechanical engineering. He started his career at Hamilton Standard and was responsible for new product research on the Apollo Space program and secured a patent for a zero gravity oxygen reclamation system. His career then took him to the General Electric Co. for over 25 years where he held several engineering and management positions and was awarded numerous patents before retiring in 1999.

Jim was an avid motoring enthusiast, with a special love for the Austin Healey. He was actively involved in the New England Region of the Austin Healey Club. This close knit membership became a second family to him. He became an active member in the vintage racing group racing his 1955 Healey at racetracks throughout the Northeast with a special place in his heart for Lime Rock Park. The editor recalls several great drives with Jim and his Healey over the years and will long remember his ready smile and his willingness to share his enthusiasm and his knowledge with any and all he came across at the circuit.

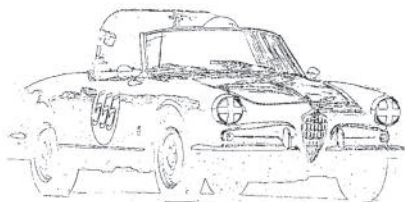
In addition to his wife, he leaves a daughter Linda Iannazzi of Gloucester, RI and her fiancé John Costa and a son Joseph Smith of Burlington and his wife Diana. The loves of his life were his five grandchildren, Julia and Jennifer Iannazzi, and Cameron, Mackenzie, and Maxwell Smith.

Requiescat in Pace

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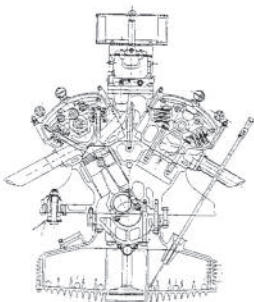
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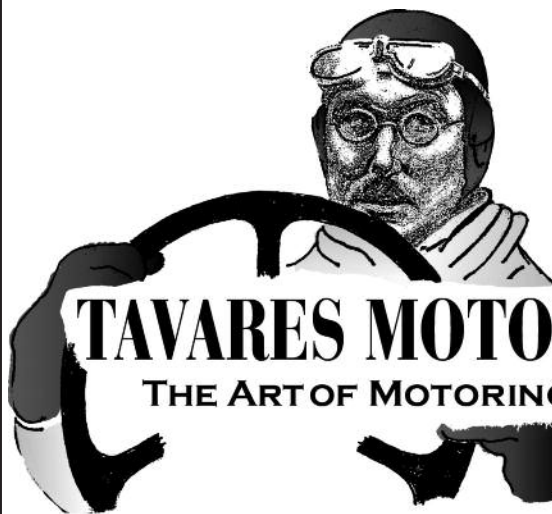
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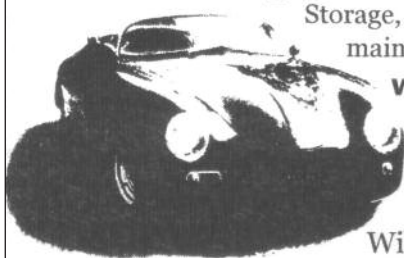
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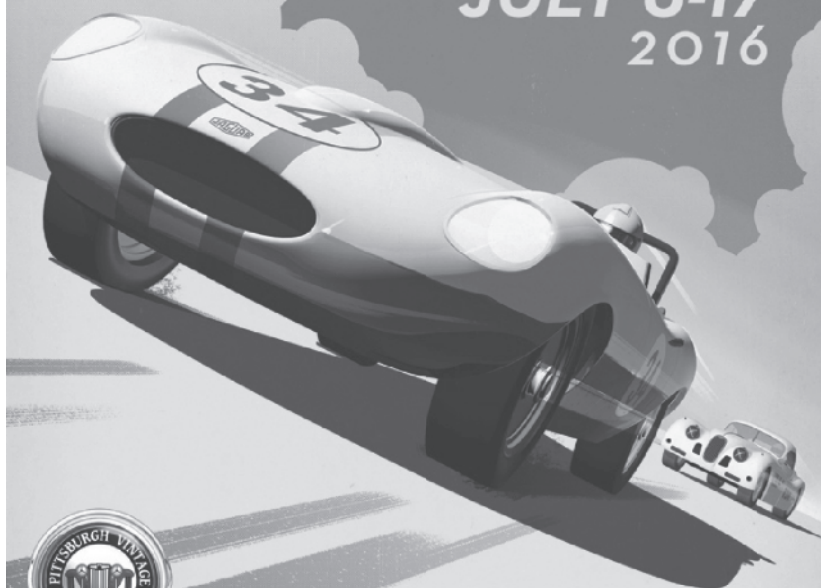
The PVGP is grateful to all of the drivers who helped create our event and we truly appreciate when they return to race with us each year. To acknowledge those drivers we have created the "Legends of Schenley Park" to honor racers that have raced with us 15 or more times. Racer need not be active.

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Alan Patterson is the chairperson so please call him at 415 683-9300 or visit www.pvgp/drivers/legends

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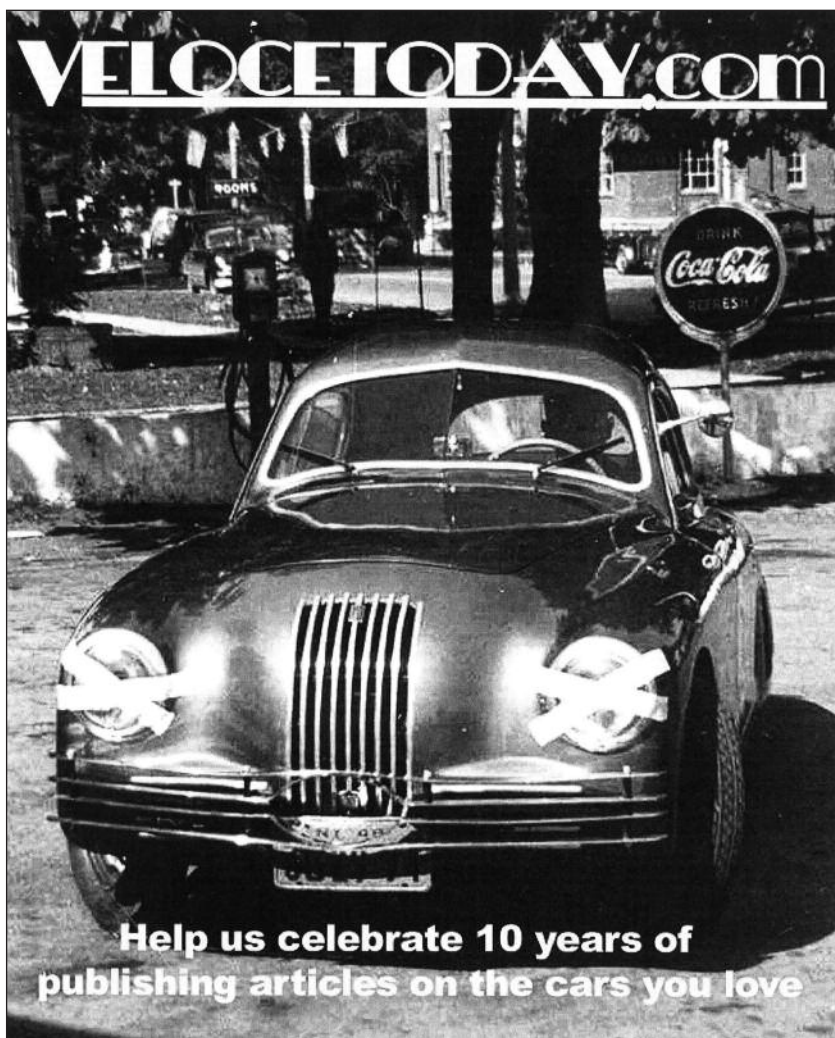
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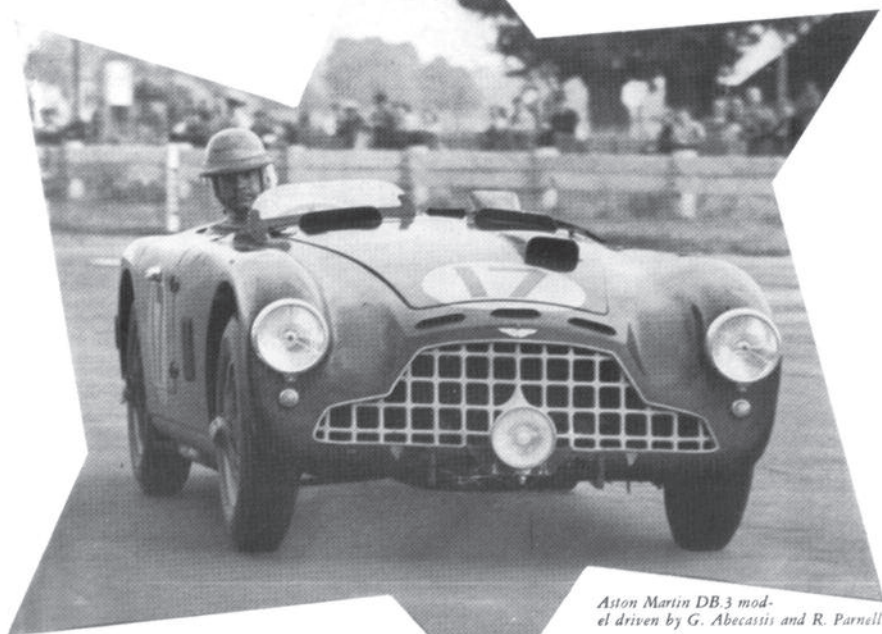
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