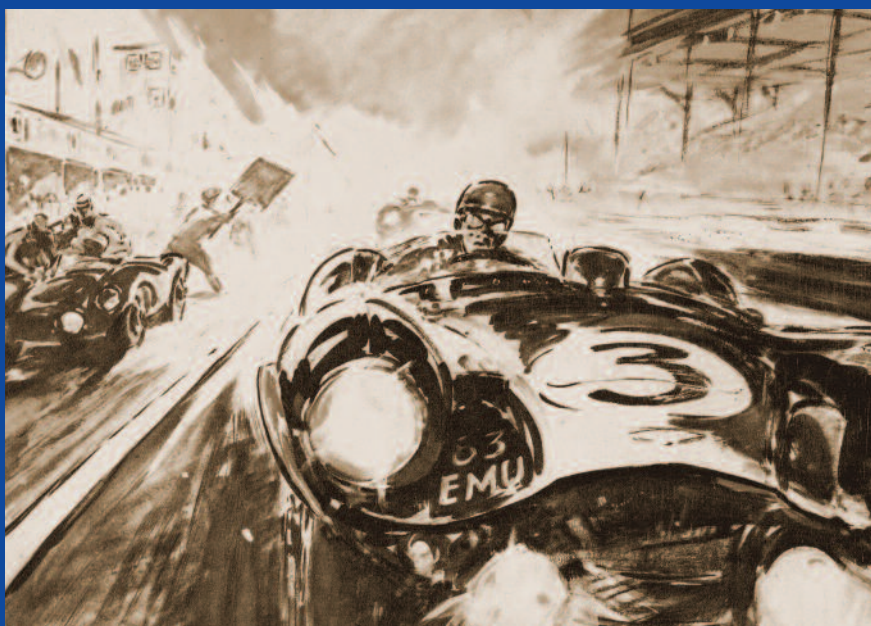


# VINTAGE SPORTS CAR



NUMBER TWO 2023

# VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

39 Woodland Drive • New Britain, PA 18901

Membership inquiries to the above address



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1905 – 1995

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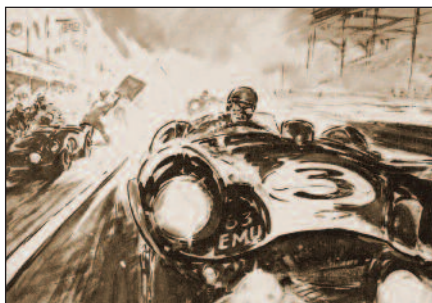
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# VINTAGE SPORTS CAR



*It's the most important motorsports event in the world and it has been for the last hundred years. Wow! LeMans and its race is a place many of us only dream about. The VSCCA has a long history with this most glorious race. Some have competed, others have visited and observed. This painting on the cover reminds us of the great win by Aston Martin in '59, though this actually appears to*

*be the Maurice Trintignant and Tony Brooks car from the year before. Aston finished 2nd that year and came back the following year to win.*

*We take a tour of LeMans' storied history in this issue and offer a few photos from the LeMans Centenary that took place this past June.*

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With this one we have an issue that covers a great deal of territory. We will be going from Tamworth, New Hampshire, to Springfield, Massachusetts, and on to Le Mans in France.

We stop along the way to say good-bye to the bigger than life Jim Haynes, an important player in the VSCCA's history. And, we go drag racing on an air field circuit with a couple of our members in 1952 Cunninghams.

Our largest story takes us to the legendary Circuit de la Sarthe, home to the most important motor race in the world as we celebrate it's hundredth birthday. For the VSCCA there can't be another race to compare to the 24 Hours of Le Mans. Many of our cars are similar, if not identical to ones that contested the event. VSCCA members have attended there for years and many have competed. Briggs Cunningham, the quintessential American sportsman was mostly responsible for bringing the race to the front of the American enthusiast's consciousness. He was a member of the VSCCA from the beginning of the club until his death. John Fitch, another VSCCA hero, raced there countless times. Others have taken part there as well. As late as 2004 our own Bill Binnie drove his Intersport-Lola at Le Mans with a VSCCA sticker on the fender, winning the LMP Class. The Cunningham cars have been to Lime Rock and can be seen today at the REVS institute in Florida. Binnie's Lola is closer to home. It's currently in the New England Racing Museum at Loudon, New Hampshire.

As noted above this issue does, indeed, cover a lot of geography. It may prove a most interesting ride.

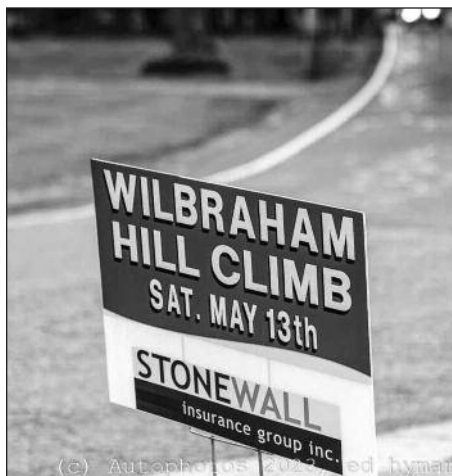
Enjoy!

jpd

# *Wilbraham*

## *Hillclimb*

*May 13, 2023*



The popular Wilbraham Hillclimb took place again this year after a short hiatus. It was a very successful event.

The Wilbraham Massachusetts Hill Climb is a reenactment of a 1908 historic race up Wilbraham Mountain, an unofficial proving ground for many of the early automobile and motorcycle manufacturers of the Brass Era. The 1908 event was run by the Automobile Club of Springfield, Massachusetts and sanctioned by the racing board of the American Automobile Association. The cars were timed over a measured mile by the Timing Club of New York City.

Club member George Holman reactivated the hillclimb in 2013 with subsequent runs in 2015, 2017 and this year's event on May 13, 2023.

The May 13 event saw an entry list of 28 vehicles ranging from outright competition specials to road cars. Bill Holman's Stutz scored a blistering first-place win with a Best Time of Day (BTD) of 49.18 seconds. VSCCA veteran Ben Bragg wasn't far behind with a BTD of 50.32 seconds in the steadfast Old



*Sandy Leith making an energetic start.*

*(killorin)*



*Nick Nicolas brought out an interesting Ford and managed to finish 11th overall.  
(killorin)*

Grey Mare. Third place went to brother George Holman Jr. in a 1932 Sprint Car with a BTD of 52.32 seconds. A mere 6.23 seconds separated sixth place finisher Tom Ellsworth from the winning Holman Stutz.

Of note, former NASCAR competitor Erin Everhham, a Wilbraham native, took another Holman Stutz to fifth place with a BTD of 54.68 seconds...this in a vehicle she met only the day before!

A pair of Bentleys jockeyed for 13th and 14th place with the big displacement Speed Six of Piers MacDonald edging out Jim Callahan's 4.5 with a

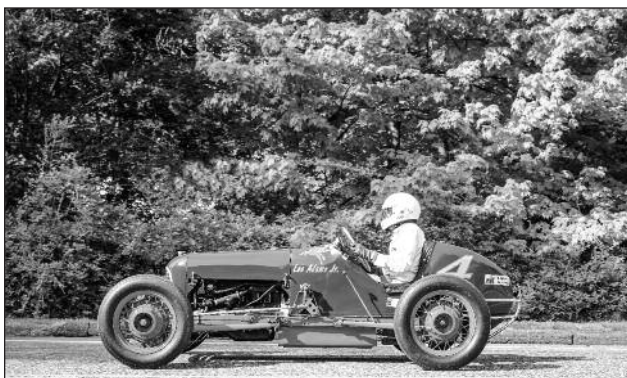
*(text continues on page 12)*



*The Heritage Plantation's 1912 Mercer was the oldest car to make a timed run. The driver, Jon Elmendorf, was a welcome addition to our merry band.  
(killorin)*



*Ben and Carol Bragg having some fun in the Old Grey Mare. (hyman)*



*Jon Lee's sprinter tackles the climb. (killorin)*



*Another shot of the Mercer. Cars of that era don't come any prettier. (hyman)*



*We didn't find a time or even the name of the driver on board this spectacular Stanley Steamer. It must have been a joy to watch climbing the hill. (killorin)*



*The talented and highly experienced Erin Evernham looked to be having a glorious time at the helm of one of the Holman Stutz racing cars.*

*(upper photo hyman lower killorin)*



*Mike Bender brought  
the Ford quite some  
distance to join the  
party.*

*(hyman)*



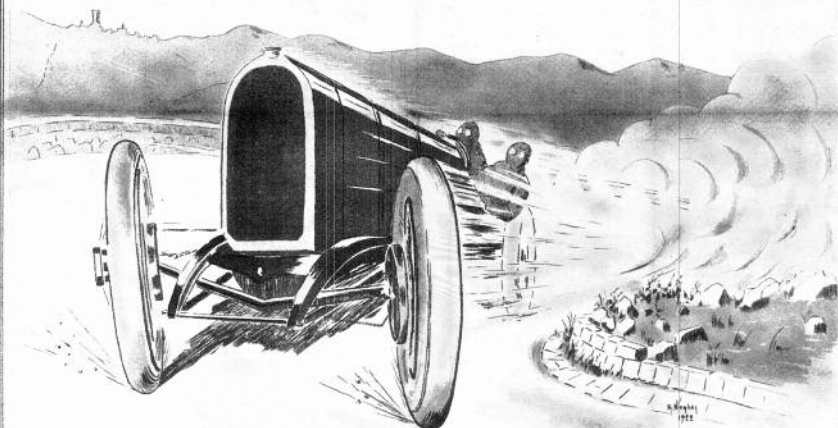
*The Old Grey Mare at rest with the two Stutz beasts of the Holman family.*  
*(hyman)*



*Jerry Latieri's historic ex-Zora Duntov  
Allard looking as lovely as ever.*

*(hyman)*

# MONACO



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20 - 25 Mars 1922

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21 — 14 h. - Boul. de Belgique : CONCOURS DE SOUPLESSE.  
22 — 8 h. - Av. de Monte-Carlo : COURSE DE COTE.  
23 — 9 h. - Route Moyenne corniche : COURSE du KILOMÈTRE EN COTE.  
24 — de 9 à 16 h. - Course Monte-Carlo - Mont Agel.  
25 — Exposition dans les Salles de l'Auto-Riviera à Monte-Carlo.

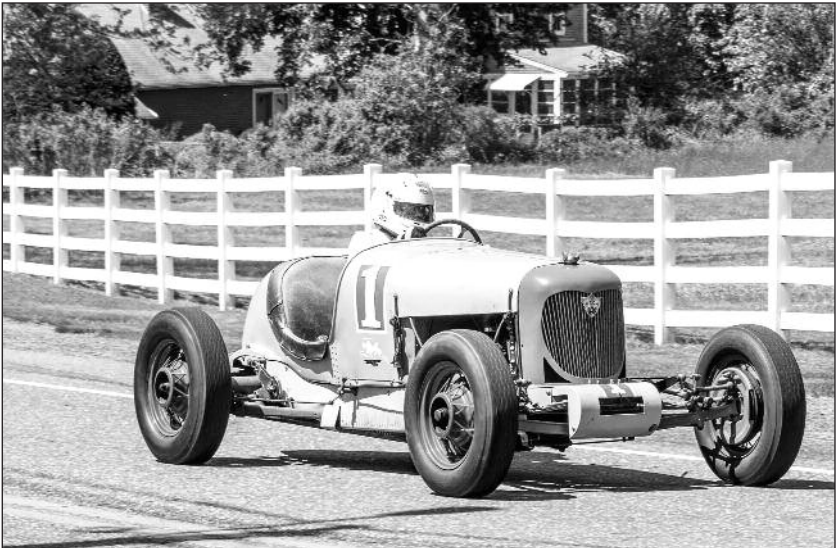
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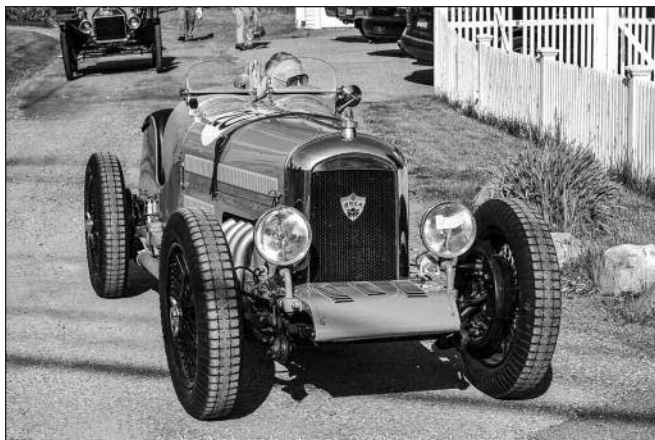
CLOTURE DES ENGAGEMENTS : à droite simple, le 10 Mars - à droite double, le 13 Mars



*This is the Holman's Stutz Pikes Peak Special Erin Evernham drove this one, though she doesn't appear to be at the wheel in this shot. (killorin)*



*Ben Bragg motoring briskly in the Old Grey Mare. He managed to bring the old girl in second over all. (killorin)*

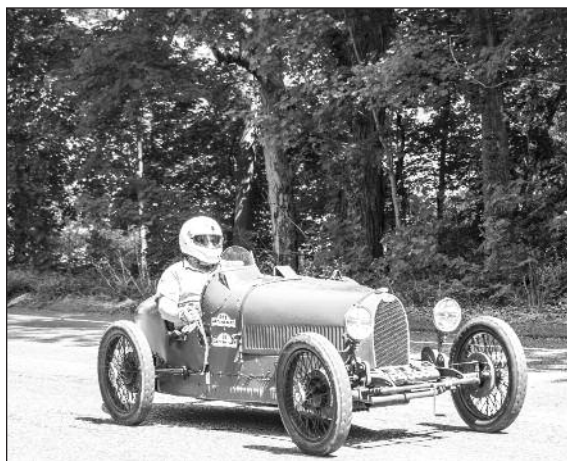


*Tom Ellsworth  
had the Ford  
Amilcar going  
well on the  
weekend.*

*(hyman)*

*Wayne Carini's Ford  
HiBoy certainly looks  
the part of an early  
hot rod. He finished  
the day in 7th place.*

*(hyman)*



*Chrisso Rheault had the  
family T-37 out for the  
weekend*

*(killorin)*



*MacDonald's '29 Bentley making all the right noises.*

*(killorin)*



*Goodson's MG-TF making a most credible run. He managed to put in nine runs on the hill with his best time on the seventh.*

*(killorin)*



*Dirk Burrowes' three and a half liter Bentley making the climb with dignity befitting its coachwork.*  
(killorin)

spread of just 54 seconds. Of course, gear changes matter and one wonders how the results might have changed based on the first 100 yards?

The newly-constructed 1934 Ford hibody of TV personality Wayne Carini managed a highly respectable seventh place and looked even better in period-correct stance and speed goodies.

The Heritage Plantation Museum of Sandwich, Massachusetts entered its 1912 Mercer Racebout, the oldest vehicle to officially time. It managed a BTM of 1:36.40 minutes to achieve 21st place. I couldn't conjure a more suitable steed to represent the spirit of this historic event.

A delightful prior day's dinner was served at George Holman's in town residence followed by lunch at the same venue. For this writer, it was a trip down memory lane having seen so many familiar faces of bygone days of the VSCCA. May they never cease!

Event organizers Ed Cenedealla and Jeff Demarey with ensure continuance of the Wilbraham Hillclimb into future years for fellow vintage racers and for the benefit of the local community and the Springfield-Boston Education Foundation and Charity.

Eric Killorin

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*Long a fixture in the VSCCA and the reason the club found its home at Lime Rock Park, Jim Haynes was a presence in motorsports for most of his life. An honorary member of the VSCCA and a long time member of the board, his influence on our hobby will be felt for many years to come. Greg Rickes, the "Voice of Lime Rock Park," was associated with Jim for most of his own adult life. His homage tells the story better than any. jpd*

## **A Farewell Homage to The Impresario : Jim Haynes** **April 24, 1933 - March 2, 2023**

It somehow seemed poetic that as the engines were firing up to open the St. Petersburg Grand Prix weekend, not far away in Tampa Jim Haynes was slipping away from these earthly bonds.

Best known as the longtime owner and promoter of Lime Rock Park, Jim Haynes grew up in northern Michigan, with a distant family connection to the Haynes Motor Car Company, so it would come as no surprise that he spent his youth captivated by outboard hydroplanes and dirt track jalopies. Heading east for college at Yale and then beginning his career with IBM Jim found his way into sports car racing via a Morgan, and then an open-wheel Cooper formula 3 car powered by an alcohol-fueled 500 cc motorcycle engine (the Morgan stayed around, initially serving as his tow car).

Along with developing his driving skills Jim embraced his entrepreneurial side with a venture called Lakeville Precision Molding, which developed a crucial piece of technology for the IBM Selectric typewriter.

By 1959 Jim was at the top of his game on the racing side, winning his first SCCA National Championship driving the Cooper-Norton.

As a measure of Jim's enthusiasm for racing consider this: after winning his National Championship, the following summer he took an extended vacation to England, where he purchased a Formula Two Cooper and did a number of circuit races as well as hillclimbs. In his mirthful way, he christened this the Fifth Avenue Racing Team.

While he continued his racing endeavors he also delved into the promotional side of motorsports. His first venture was a sort of "outlaw" race pitting road-racing formula cars against oval-track midgets at Lime Rock Park. This 1963 event, the Pepsi Trophy Race, would prove pivotal for a number of racing legends. It was the first road-course win for a young Italian immigrant named Mario Andretti. Another as-yet unheralded star, the analytic Mark Donohue, would go on to win the Pepsi Trophy race, his first professional victory in an era when the Sports Car Club of America still strongly espoused the Olympian amateur ideal.

1963 would also bring more success for Haynes on the race track, as he captured his second SCCA National Championship, this time in Formula



*At the wheel of the Frazer Nash*

*(tenin)*

Junior, driving a Lotus. Jim took his Lotus to several oval track races to drive demonstration laps as a promotion for the Pepsi Trophy.

In 1964 Jim made the fateful decision to rescue Lime Rock Park from the failing corporation of the original founders. Reflecting the Byzantine financial path the track had been through, to his chagrin after signing all the paperwork, he was informed he owned the Lime Rock property, but not the pavement. That crucial piece of infrastructure it turned out had been paid for by John Norwood, adding to the debt Haynes would have to contend with.

Haynes quickly discovered that sustaining a race track was a hard scrabble business. These days Lime Rock operates six days a week, with driving schools, track days, marque clubs, and more. In 1964 the focus was on weekends only, and racing played the major role in the track's finances. Amateur events for the Sports Car Club of America were the most prominent. Aimed at wealthy sportsman and dedicated hobbyists the racing could be competitive and compelling, or processional and tedious.

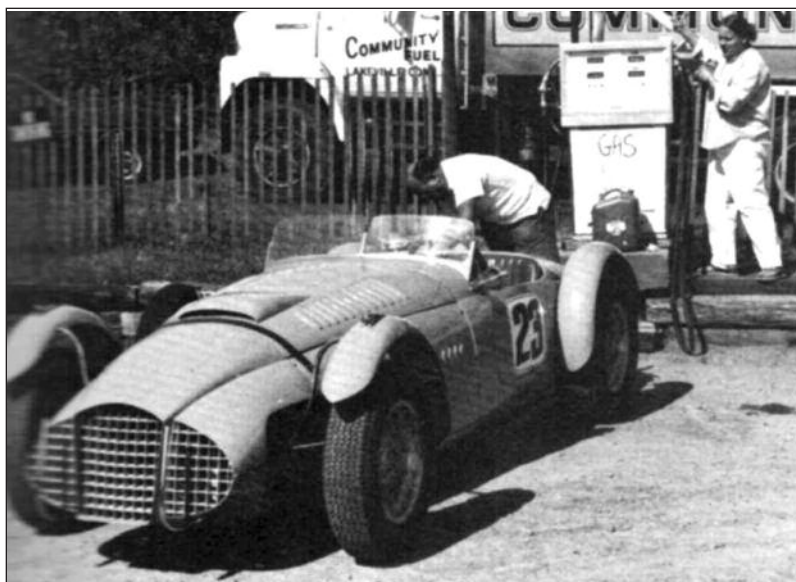


*Jim brought the TransAm to Lime Rock Park.*

*(rickes collection)*

Spectator appeal was mostly an afterthought. But Jim knew it was crowds on the hillside that would determine the track's survival. Ever the innovator he brought back the oval track midgets, and enticed the local United Stock Car Club to try road racing (a precursor to the popular Busch North series that would return 30 years later). They were noble efforts that mostly fell short of the mark.

Matters had reached an almost desperate stage when the SCCA finally bent to changing times and developed the TransAmerican Sedan Championship, or TransAm for short. Jim signed Lime Rock up for the series' sophomore season in 1967, and the ticket-buying public responded enthusiastically. By 1968 the American manufacturers were expanding their involvement, and the SCCA added a series for V8 powered open-wheel cars akin to



*Filling up the Fitch-Whitmore at a VSCCA event at Lime Rock in the summer of 1979.*  
(VSCCA)

the cars that raced in the Indianapolis 500 and Lime Rock was quickly on board with that too. It was a development that came just in time for Lime Rock Park.

While there was cause for optimism, there was also never-ending harassment from a group called the Lime Rock Protective Association, whose mission was to close the track down. The complaints, and accompanying legal challenges, were endless: noise, traffic, camping. While the track had learned to live with the “never on Sunday” restrictions these skirmishes came at a cost. Money that should have been put into facility upgrades and publicity went instead to legal battles. All of it added up to a tenuous existence for Haynes and Lime Rock.

By 1969 in spite of the popularity of the TransAm, Formula 5000 and a half dozen SCCA races there was a real threat that the track would cease operations. Salvation came in the form of an enthusiastic racer and bona fide Greek shipping magnate by the name of Harry Theodoracopolus. He bought the track, provided an infusion of cash, and had the foresight to keep Jim Haynes on board, now able to focus his attention on the role of promoter.

It was a role Jim relished. Events began to find new titles. Schaefer Beer was among the first, and others would follow. The professional side of SCCA was floundering though, the factory-supported teams were disappearing from the TransAm, and F5000 was an artistic success but marginal at the gate. Jim

however saw new promise on the horizon.

Old friend John Bishop had left his post with the SCCA and struck out on his own. For 1972 he attracted major backing from the R.J.Reynolds Tobacco Company and a new series, the Camel GT Championship, was born. Haynes was quickly in line to secure a date. It was the beginning of a fruitful partnership between IMSA (the International Motor Sports Association) that endures to this day.

At various points there were as many as three different IMSA events on the Lime Rock schedule each year. As mentioned previously, along with the RJ Reynolds promotional support, Jim courted Schaefer Beer, Coca Cola, Amalie and later Kendall Motor Oil, Metropolitan Datsun Dealers, Canon Cameras, Pioneer Car Stereo, Car & Driver magazine and others for title sponsorships. If the total dollars were modest, the boost to the visibility of Lime Rock was still the payoff. There was even a golden period when SCCA National level racing filled the hillside to witness the battles between Datsun's Bob Sharp Racing, and the Triumphs campaigned by Bob Tullius and Quaker State-backed Group 44. The presence of the SCCA's most famous member, Paul Newman, didn't hurt either.

The Haynes flair for promotion was in full flourish when it came to extracurricular during the traditional race day lunch break. There were antique car parades, races for go-karts, bicycles, kids in quarter midgets racing on a makeshift oval comprised of pit lane and the main straight, but those were tame by comparison. The skies overhead could be a busy place too; radio controlled model airplanes, fly-overs by the antique squadron from the Rhinebeck Aerodrome, Stan Segalla's aerobatic stunts, and skydivers. The 'chutes of the era were not strong on directional control so sometimes the jumpers would end up in the forest, or even dramatically hung up in a tree in the paddock area.



*At the wheel of his Lotus 18 after a well driven win.*

*(rickes collection)*

For the American Bicentennial in 1976 the attraction was the Marquis of Granby Fife & Drum Corps; they even brought their own Revolutionary War cannon. On one occasion a “rail” dragster attempted an acceleration run the “wrong” way up what we now call the Sam Posey Straight. The car got so much bite it did an epic wheelstand, slammed down and broke the frame!

Then there was the precision motorcycle drill team, from Sweden no less. The one that Jim talked about most wistfully though never quite reached



*Jim was always happy when strapped into a race car. . . nearly ANY race car. This looks like the Frazer Nash again*

*(Tenin)*

fruition: his vision was to hide a Harrier “jump jet” down in the escape area at the end of the main straight, then have it spool up and rise out of the underbrush. Right as the National Anthem reached its crescendo. I could never tell if Jim was really serious about this, or just took pleasure in leading us on.

With his main focus on sustaining the race track Jim’s driving career wound down, sometimes by necessity. Driving an Alfa sedan in the 1967 TransAm he was black-flagged. There was no infraction, but Jim had the keys to the gas pump in his pocket, and the fuel truck was there to replenish the tank so all the cars could make their pit stops and finish the race!

Though Jim would forsake competitive racing he did find the time to turn his attention to vintage cars. Lime Rock became the de facto home for the Vintage Sports Car Club of America and continues to this day. He returned to the track in a variety of cars, most notably a Frazer Nash, and the one of a kind Fitch-Whitmore Jaguar.

Even more intriguingly the resourceful Haynes somehow acquired a Lotus 38 (the design that took Jim Clark to victory in the 1965 Indianapolis 500) in pieces. Given the sleight-of-hand that went on with chassis plates in those days, there was always some controversy about exactly which chassis was the Indy winner. In another stroke of good fortune Jim eventually found a rare Ford Four Cam engine (with its trademark “bundle of snakes” exhaust system). The completed car only appeared once at Lime Rock before finding a new home, a short but colorful interlude in the Haynes legacy.

I'd be remiss in not adding my personal narrative. Even before I was formally introduced to him years later, I was acquainted with the Haynes aura. Earlier in this narrative I mentioned that Jim took his Lotus to a number of bullrings to promote the 1963 Pepsi Trophy. One of those tracks was my local Empire Raceway, on Broadway adjacent to the Troy-Menands bridge. I was 13 years old, and It's the first race I really remember. Even after 60 years the colors, the sounds, and the aromas are vivid. A year later I made my first visit to Lime Rock Park, and snapped a photo with my Kodak Brownie of a Quantum formula car in the paddock. It was powered by an earsplitting three-cylinder SAAB two-stroke engine; the driver was Jim Haynes.

For reasons I still cannot fully comprehend, Jim and his creative sidekick John Peckham saw something in the enthusiastic if not eloquent scribbling of a high school senior and made me a byline contributor (and later Editor) for the track's RACING Magazine. As if that was not honor enough Jim took note of my meager local radio experience and invited me try my talent on the PA. Though my aspiration to be a full-time automotive journalist never reached reality, the link to Lime Rock Park has lasted for more than half a century. It's my cherished privilege to be counted among "The Friends of Eddie James".

Along the way Haynes also found his way south to help restore the luster of the Sebring 12 Hour Endurance race. This would turn out to be a life changing experience in ways jovial Jim probably could not have imagined. Amidst the hospitality tents he struck up a conversation with a caterer who had an easy-going manner to accompany her honey-rich Southern accent. Toni Abercrombie would be by Big Jim's side for all of his remaining days.

By the mid 1980s more changes were in the wind. The meteoric popularity of the Lime Rock-based Skip Barber Racing School placed a premium on securing track time, leading Skip Barber to form a new ownership group who purchased the track in 1984. Haynes stayed on to show the ropes to the new owners before other endeavors beckoned.



*Taking the checker after a win in the F-III Cooper.*

*(rickes collection)*



*At home in Florida with Toni.*

*(rickes collection)*

After his tenure at Lime Rock Jim spent some time working on special projects for the SCCA. Among them, he was the instigator for a professional road-racing racing series for “Sports Trucks” (4 cylinder pick-up trucks). The manufacturers embraced it in unprecedented fashion; there were NINE factory supported teams (can you name them ??). It was another example of Jim’s creativity being ahead of the curve.

From SCCA Jim moved on to Road America, where he served as General Manager of the rambling 4.4 mile circuit in Wisconsin, expanding his portfolio to now include AMA Superbike racing, and Indy cars.

Stepping down from his duties at the Wisconsin circuit in 2000 Jim and Toni relocated to the comforts of life in Tampa. Though he retained his interest in motorsports, Jim found new pleasure in fishing. He and Toni embarking on adventurous sea voyages.

He also found the time to return to Lime Rock once more, in 2017, where he was feted for the track’s 60th anniversary, a milestone that might never have been reached but for his tenacity.

In a quiet reflective moment Jim and Toni pondered his legacy: “...the personification of a man who lived the life he wanted. He lived large. He was a voracious reader, particularly of mysteries, loved good food, and not so good wine, unless one considers Corbett Canyon Chardonnay box wine “good wine.”

Godspeed, Jim.

Greg Rickes



*That's either protection from the sun or the salad he is expecting to eat for dinner. In the Cooper lined up and awaiting his turn to take on the Keene Hillclimb in 1958.*

*(hartson collection)*

## **A Short Jim Haynes Addendum**

Elsewhere Greg Rickes reminds us that Jim was SCCA National Champion in Formula III. A favourite tale of those days for Jim was his adventure at the Keene Hillclimb in 1958.

Keene's hillclimb was a big deal in the fifties - a challenging course and usually a great party amongst the competitors. Everybody who was active in racing in those days kept it on their calendar. Jerry Greaves recalls Jim driving into the village for some beer or wine in the Cooper. The course a couple of miles of public highway, had a humpbacked "thank you ma'am" bridge early in the climb. The bridge exited onto a very sharp right hand turn with forest on the outside to catch those who didn't quite make the turn. If one took the bridge too enthusiastically then the car became airborne for a few yards - no surprise. If one didn't get back on the tarmac in time for the turn then the car flew into the trees.



*Neat and clean  
in the paddock.*

*(hartson collection)*



*Making his first run of the weekend. He turned in a decent time but must have decided to pull out all the stops for his second run. It was on the second run that day that he was airborne too long after the "thank-you-ma'am" bridge. He came down without enough road to make the turn and ended up in the woods. (hartson collection)*



*The Cooper was a bit of a mess after exploring the forest on the outside of the turn.*

*(hartson collection)*

Jim had that experience on his second run with the Cooper in 1958. As the photo shows, the car was a bit of a mess. Here's where Jim's favourite part of the story kicks in.

"I was looking at the wreck after they pulled me out and took the car down to the bottom, when a couple of Canadian guys I vaguely knew came up to me. They worked with one of the F.III gurus in Canada. 'Give us the car,' they said, 'and we'll get it fixed for you.' Not having much alternative I said 'OK.' Two or three weeks later these guys showed up at Lime Rock with my car on a trailer. It was perfectly restored and freshly painted. They refused to take a dime for their work."

That was the way our world behaved back in those days. Every time I see the Keene photos I think of Jim with a smile.

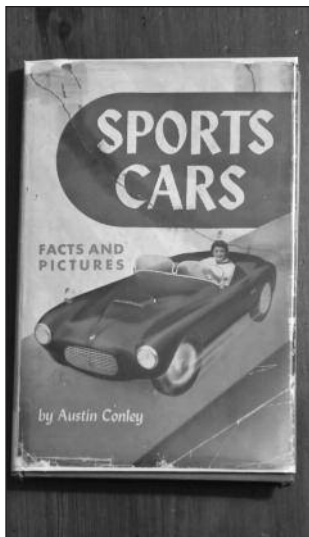
*Requiescat in Pace.*

jpd

## BOOK REVIEWS:

### **Sports Cars: Fact and Pictures**

**By: Austin I. Conley**  
**Greenberg Publisher**  
**1954**



There is pleasure to be found in digging through the used books available from various purveyors or at automotive flea markets. One can occasionally find one or more of the myriad books that came out at the dawn of the US sports-car age that attempted to explain the phenomenon and to introduce a rapidly growing number of enthusiasts to what a sports car actually was. In truth, many of them tended to explain to the reader what the author thought a sports car was. There wasn't perfect unanimity on the topic then - or likely now. Most of the books also had a page or two on any number of imports, race cars, and sporting motors.

Anyway these books usually present a very pleasant stroll down memory lane to the days that led up to the founding of the Vintage Sports Car Club of America. Sometimes one finds reference to a marque or a model so esoteric that one had never encountered one or maybe forgotten about.

Austin Conley's **Sports Cars Facts and Pictures** is one of the more exhaustive tomes on the topic, though only running 128 pages.

The author was experienced in competition, including the early Sebring races, Bridgehampton, Thompson, and a few others as well as running in a number of hillclimbs. He claimed to have run the old Ascutey hillclimb as well as Keene and Duryea. He doesn't seem to have made the climb of Mount Equinox. It may have been too daunting.

Conley's personal motors in the day included a Jaguar XK-140 Coupe that he ran at Keene and a lovely little Bandini that graces the dust jacket of his book with what we assume to be the lovely Mrs. Conley at the helm.

The book offers the usual discussion of the background of sports car development and discussion of Sports Car characteristics. The discussions of individual marques and models includes all of the usual suspects, Jaguar, Allard, Alfa Romeo, Bugatti, etc. In addition, though, he has a page on the Borgward Hansa (*not a sports car, he notes but a very good import with sporting characteristics*) and a look at the Daimler models of the time, HRG, Jowett Jupiter, Lea-Francis, and even Kieft. There are lots more.

He also puts in a chapter on competitions and covers a few races and hillclimbs to illustrate the variety of competition available to those so inclined.

One suspects the founders of the VSCCA and even many of our older members had a copy of Conley's **Sports Cars Facts and Pictures** someplace in their library. Copies are still available on eBay but likely for less money at the occasional automobilia flea market. Anyone wishing to borrow the editor's copy is welcome to do so.

jpd

## **La Matra 530**

**(French Language)**

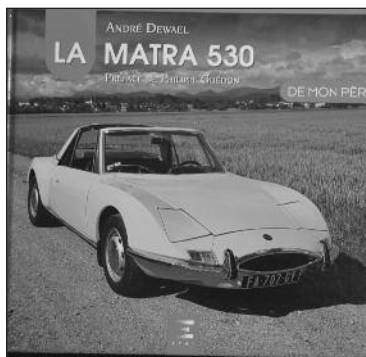
**By André Dewael**

**Published by E.T.A.I.**

**ISBN: 979-10-283-0321-1**

**2017**

**Available via Amazon**



The M530 was the first completely new sports car announced by Matra after they had acquired René Bonnet's slick little Djet. Up to this time Matra had been mostly in the defense sector manufacturing air-to-air missiles and other armaments. They clearly had a lot to learn, though their engineering, - as one might expect - was exceptional.

The M530 was named for Matra's premier missile, the R.530 (superseded later with a longer range version, the Super 530).

Matra had some experience with glassfibre construction in the form of a cute little sailing dinghy as well as some larger power boats. Thus the bodywork for the M530 ended up in this material.

The chassis is said to have been the first production mid-engined vehicle available in the European market.



*The editor's daily driver, when living in France in the mid-seventies. A Matra M-530SX, it was a joy to drive.*

(jpd)



*The M-530SX in the Matra Museum. Note the M-530LX behind it. The latter had retracting headlamps while the SX had those lovely pods on the nose. (jpd)*

As Matra's expertise and understanding of the market developed the little 530 went through a number of iterations, some of them two plus two and most with removable roof panels. They also sported hideaway headlamps. The exception to the cockpit size, the roof panels and the hideaways was the M530 SX. Designed as a lower cost version it had four headlights on pods across the nose, only two place seating and a fixed roof. Being a bit lighter, it was also just a little faster.

Dewail's book walks us through many of the decisions and concepts that resulted in the car and drove its later development. He brings us all the way to the end when Simca, a Chrysler Marque, entered the equation. The 530 was powered by a 1700cc Ford Taunus engine. *(The same as used by SAAB.)* Chrysler didn't like the idea that their new sportscar would be powered by Ford. Thus the story came to an end.

This writer had a great love of the model as he spent three years driving an M530 SX when he lived in Paris. The handling and even some of the rattles from the glassfibre body work reminded him of motoring down the road in a Formula Ford. It was a joy.

**La Matra 530** is a bit esoteric for many, especially if figuring out the French language may be a struggle. On the other hand, the photos alone are worth the price of the book.

It's a bit of motoring history that is pretty much overlooked on this side of the pond. That's reason enough to become better acquainted.

jpd

# Epousez Matra. Elle a une grande famille.

En automobile, les mariages d'amour font les couples heureux. Si la fiancée est de bonne famille, ce n'est pas plus mal.

Conçue pour servir une passion compliquée-la vôtre-la 530 LX est un savant cocktail de plaisir, de sécurité et de "fiabilité", comme on dit dans l'espace.

Mais pour la voiture de tous les jours, l'intelligence et le charme ne suffisent pas.

L'intendance doit suivre, elle suit. Matra se laisse aimer, le réseau Simca-Chrysler France assure la dot.

Rêvez sans arrière-pensée : nos 500 concessionnaires sont partout et eux, ils ont les deux pieds par terre.

**Changez de route. Essayez Matra.**

Contre la quotidienneté étouffante qui cherche insensiblement à nous grignoter, Matra est le meilleur piment. Belle à voir, bonne à conduire et gaie à vivre, c'est une amie...

Malheureux ceux qui boudent ! Offrez-vous une salutaire bouffée de jeunesse, un éclatant réveil mécanique en essayant une 530 LX chez un concessionnaire Matra-Simca-Chrysler France. Vous risquez quoi ? Quelques minutes... ou quelques années de plaisir.



**MATRA SIMCA**  **CHRYSLER FRANCE**

MATRA 530 LX - 2+2 - 10 CV - Moteur V-4 central - 4 roues indépendantes - 4 freins à disque - Phares à iode - Toit escamotable - 175 km/h

## **Games Without Frontiers**

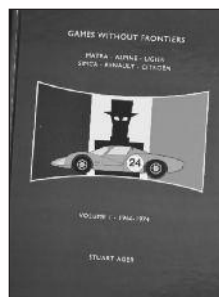
***Matra - Alpine - Ligier - Simca - Renault - Citroen  
Volume 1: 1966 - 1974***

***By Stuart Ager***

***Published by Andrew Brodie Engineering, Ltd.***

***2022***

***ISBN: 978-1-9169036-1-6***



In the late 60's into the 70's French Racing Cars seemed to come out of nowhere. Jackie Stewart won the F1 World Championship at the helm of a Matra. Alpine was dominating the world rally championship, Guy Ligier graduated from a decent team driver to manufacturing his own racing cars for LeMans and became the only person so far to win that fabled race in a car of his own manufacture. How did all of this happen? It was hardly coincidence. The answer - no surprise - is a conscious policy by French President Charles de Gaulle.

Stuart Ager's tome follows the behind the scenes story of how French politics drove a policy to try and win the F1 title, the 24 Hours of LeMans, the Monte Carlo Rally and the World Football Cup. The latter, non motoring, is only mentioned in passing. When one thinks on the history, it seemed a bit of an anomaly that the French should so quickly move to the top in sports dominated as much by the Italians and British. Ager explains clearly how all of this came about and what Herculean (and sometimes opportunistic - maybe underhanded) efforts were involved.

We learn about the efforts to make Matra, up to that point simply a major defense contractor, into a motorsports powerhouse.

Also included is the story of how Guy Ligier managed to secure the Cosworth-Ford DFV for use at LeMans. Cosworth (*Keith Duckworth specifically*) were adamant that the engine was not suitable for sports cars. It wasn't called the "Cosworth Vibrator" for nothing. Ligier used it a short time and then took advantage of the internecine rivalries of French manufacturers and secured a most unexpected. Citroen had a lot of government contracts and had just purchased Maserati. Ligier was well connected in government circles. Put the two data items together and one can see the French government suggesting to Citroen that they could do their government patrons a big favor by providing some Maserati engines to the heroic French sportsman Guy Ligier.

The book is full of similar anecdotes and those of us, who once got to listen to the scream of the Matra V-12 on full song, may find the entire story of interest.

jpd

# **100 ANS DE LÉGENDES - 24H LE MANS**

(French Language)

By D. Bernard, B. Davoine, G.Holtz, J. Holtz

Editions Grund

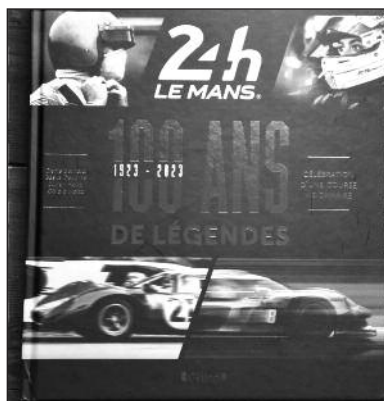
ISBN: 978-2-324-03135-9

Available from LeMans Museum Boutique

60 Euros Delivered in USA

The centenary of the most important road race in the world, the 24 Hours of LeMans, has kicked off a veritable feeding frenzy in the automotive publishing world. There are more pocket histories, general or individual marque or driver focused. Those are all of some value, no doubt.

This one is different and it is magnificent. **100 ANS DE LÉGENDES - 24H LE MANS** doesn't simply tell about who won what race when. No, it is a celebration of the entire event.



LeMans is more than the drivers who sat behind the wheel or later buckled in behind the wheel. There are manufacturers, tire firms, course marshals, and, yes, drivers. The book focuses much more on these aspects. We can find out who won in 1937 with a ten second query on google. It was Wimille in a Bugatti. However, when did the first women contest the race? That would have been Odette Siko and Marguerite Mareuse in 1930. What tyre manufacturer has the most wins? That's Dunlop with 34 followed by Michelin with 31. The collection of data is all but exhaustive. Plus there are descriptions of the many innovations that competitors brought to the contest. Evolution of the rules isn't overlooked so we know when the teams moved from two drivers to three and when a limit on the maximum number of laps a driver could complete without turning the car over to a team mate was first imposed. Authorization to enter three drivers rather than two took place in 1970. It

became mandatory in 1985. The maximum consecutive laps change came. . well we will leave that one for a reader to look up. (OK, it was after Pierre Levegh drove 22 hours and 40 minutes in 1952 that they changed the maximum consecutive laps a pilot could drive for 1953.)

Personalities, drivers, mechanics, doctors, and race officials are given in much detail. We are even introduced to Masten Gregory's wife, Seda, who offers her thoughts and fears on the 1965 race. Masten won the race with Jochen Rindt in '65. There is almost no aspect of the race that is not covered. The graphics are superb and the photos exceptional.

**100 ANS DE LÉGENDES - 24H LE MANS** is in a class by itself. It's simple to acquire on-line from the museum boutique and it arrives in less than a week. They accept credit cards and Paypal. It's not necessary to be able to read French in order to grasp the content.

This one should be on the shelf of anyone who is a lover of the most glorious motor race on earth.

jpd



# *VSCCA White Mountain Vintage Grand Prix* *Club Motorsports, Tamworth, NH* *July 8-9, 2023*

The VSCCA sixth White Mountain Vintage GP was held at the undulating 2.5 mile Club Motorsports circuit in Tamworth, New Hampshire. As usual, we had about 45 entries spread across two grids, fast and faster, and that made for a lot of track time, each group got eight 25-minute sessions over two days.

This year we were welcomed by a new paddock building with a large garage/classroom and a sparkling new restroom complete with a filtered fresh mountain water dispenser, something that proved very popular. The AC in this building was a welcome respite as well from the scorching heat on Friday where pavement temperatures in the paddock were 130 degrees, highly unusual for this mountain side circuit in the White Mountains. It also served as an excellent facility for the Drivers' Meeting and the optional track talk that fol-



*Steve Gordon chasing Mark O'Day through the corner.*

*(d. o'day)*

lowed; something that, while not required of entrants, usually gets just about all to attend as learning the quick line on this track is not easy. After the Drivers' everyone gathered around the late Dick Waite's Pre-War Ford Indy that is now owned by Pat Curran, one of the track managers.





*It looks like some difference of opinion as to the fast way through this particular one. (d. o'day)*



*Filangeri's Lotus may have been the class of the field in terms of speed. (d. o'day)*



*Kevin Clemmens' +4 Moggie making a fair rate of knots.*

*(d. o'day)*



*Garth Gill, TD and Ed Boyajian, Alfa Giulietta, fighting their way through the corner.*

*(d. o'day)*



*"Round up the usual suspects."*

*(d. o'day)*

One of the highlights this year was to see Frank Filangeri out for the first time in the new-to-him Lotus 23 that was formerly owned by the late Jim McNeil and his wife Sandy. Frank has been racing his '53 MG TD for about 20 years and in fact was racing it in group 1 at this event; he would then jump into the Lotus in the back-to-back sessions. The Lotus was fresh from a ground up rebuild and looked immaculate. Going from an MG TD to a rear-engined 23 was an eye opener. On Friday Frank started with just a couple of laps in the first session, then did a few more and then more as he both shook down the car and started to learn how to drive it. By Saturday he and the car were up to speed. In his first full race Frank won besting a bevy of other Lotii, Elvas and others! To say he was beaming afterwards is an understatement "The car does everything you want it to do, it is incredible!" Frank let me try the 23 on for size and, as a fellow MG T driver myself, it felt like I was sitting on the Lotus, not in it, with almost nothing in front of me. Someday...

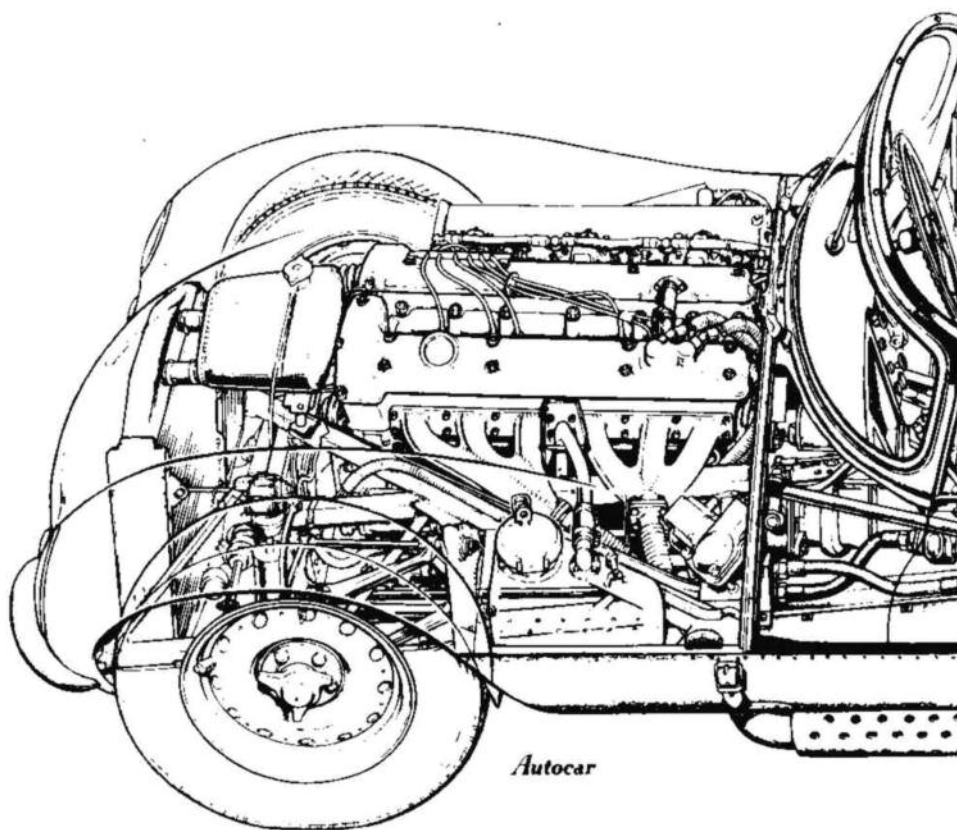
Each group had five 25-minute races out of the eight sessions over the two days. There was some great dices in several of the races and the 2.5 mile track affords a number of good passing corners. There was one incident that was fortunate, all things considered, when Jeff Sienkiewicz had an inside kingpin break on his MGA on a fast turn and he did not collect anyone as he skidded off the track and the damage was relatively light and repairable. Loading it onto his trailer was a bit of a project. For the annual MG T Cup Trophy "Fast Frank" Filangeri, when not winning in his 23, recaptured the honors from Graham Scaife, both in MG TDs, after the latter had wrestled it from him last year. Rookie driver Lexy Barlow impressed all with her speed and good lines in only her third event, uncle Joe Fuller seems to have taught her well.

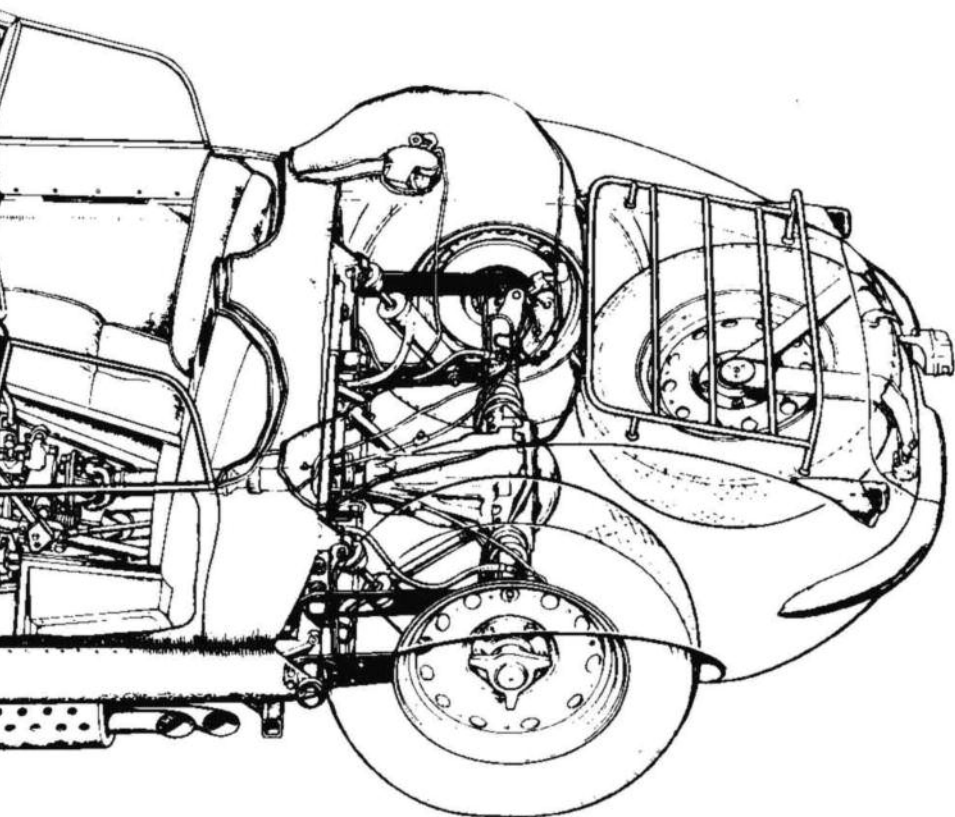
On Friday night Ben Bragg and Storm Field again hosted a potluck cook-out that was a terrific gathering of friends and guests; it now has become an event tradition, and, as before, resulted with a well-attended leftovers lunch on Saturday. After six years the event has proven to be a somewhat small but immensely popular event with the "regulars" who partake.

The event will take place July 12-13 in 2024.

Mark O'Day

# JAGUAR XK-SS







## **Loring AFB - Speed Trials: The 2021 Prequel**

Speed trials on the decommissioned Loring Air Force Base runway. It's 2.5 miles long and designed for B-52 Stratofortress Bombers. It's pancake flat and dead straight. What a great idea for a vintage race car!

That's what Tom Cotter and I did in Limestone ME in 2021 with a couple of 1952 Cunninghams. Tom's C-3 coupe started life as a GT car, with the serious racing left to the other Cunningham models, the C-2, C-4, C-5 and C-6. But Tom ignores all that and track races and hill climbs his C-3 every chance he gets. As for myself, my entry was the stunt double for the one and only C-4RK coupe, purpose built for LeMans in 1952, and which no longer leaves the Revs Institute, not even for shows.

The common denominators between the C-3 and C-4 are similar Cunningham ladder chassis and similar 1952 Chrysler FirePower 331" Hemi V-8 engines, fitted with the same four Zenith one-barrel carbs mounted on Cunningham aluminum log manifolds, boosting power and saving 25 pounds over the stock cast iron arrangement.



*Cotter's Cunningham on the starting line well nearly seventy years ago. Now it's gone back to a drag strip to try again. . . (cotter collection)*

Both cars ran in the 'Street Car' class for 'Time Only', rather than for the record books. The organizers cap the class at 135 MPH, via the honor system as I came to find out.

The format is that cars are summoned from the staging area to the start line by an LTA official. When his spotter 2 miles down the runway gives him the 'all clear' the starter releases one car at a time to accelerate from a dead stop to full speed. Velocity is electronically measured twice, at 1 mile and again at 1.5 miles, followed by a full mile to slow and turn off onto a service road parallel to the runway and back to the pits. Speeds are announced over the PA system and printed slips are issued from the timing trailer. It's as simple as that.

After several tries Tom beat his goal of 120 with a 122.7, but not without us literally pulling out the stops, including removing bumpers, the passenger



*Chuck awaiting his turn.*

*(schoendorf collection)*



*Cotter staging for a run.*

*(schoendorf)*

**Loring Timing Association**  
**2017 Harvest Event**

7/15/2021      15:04      MSTR: 9850

RUN: 72

CLASS: T/O-135

TEAM: CUNNINGHAM RACING

DRIVER: CHARLES SCHOENDORF

VEHICLE: 5219

SEGMENT	SPEED	RECORD
1 MILE	134.409	172.354
1 1/2 MILE	143.488	175.212

TIMER: \_\_\_\_\_

*Proof if it was ever needed. The Cunningham ran very well, indeed.*

seat, and wiper arms, and taping up every nook and crack and pumping the tires up to 45 PSI. But he did it !

As for the C-4RK, running blind with no speedo and only a tach to go by, the car clocked 141 right out of the box, followed by a run of 143.4 before I packed it in, having well nailed my goal of 135 and facing a 600 mile drive home the next day. No trailer for me.

This July 13 & 14 Tom and I are making the trek up north again with the same C-3 and C-4 and coincidentally with the exact same goal, mainly to pull 5000 revs in top gear, which will translate to 125 for Tom and 150 for me on account of our different gear ratios and tire sizes. After all, the C-3 was originally a road car and the C-4 was always intended for the Mulsanne Straight, where it did hit 150 back in the day.

**Stay tuned to these pages for the 2023 sequel**, or better yet come up and watch us plus a lot of really cool custom built hot rods, belly tankers, land speeders and motorcycles of all types, or lend us a hand in the pits or enter a car of your own. Think Bonneville without the salt.

For more information check out The Loring Timing Association at **[www.loringtiming.com](http://www.loringtiming.com)** , or see Tom or me. The nearest towns are Caribou and Presque Isle ME.

Chuck Schoendorf

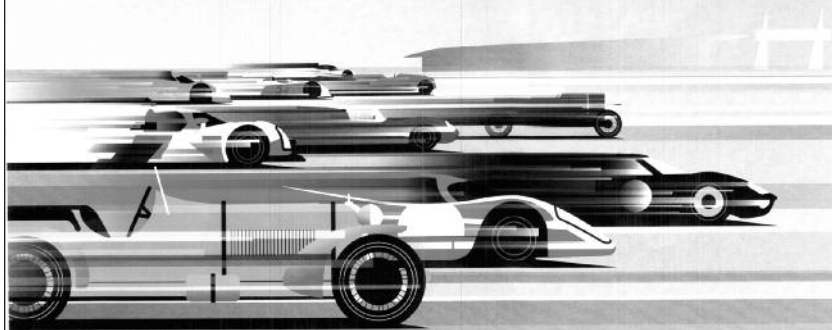
DU 1<sup>ER</sup> JUIN AU 2 JUILLET 2023



L'AUTOMOBILE CLUB DE L'OUEST PRÉSENTE

# LA GRANDE EXPOSITION

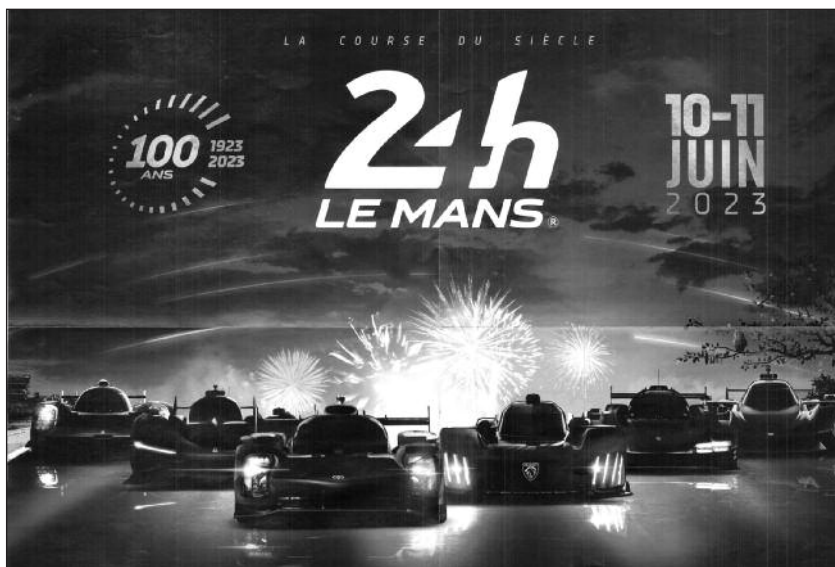
100<sup>th</sup> CENTENAIRE DES 24 HEURES DU MANS



Musée 24h  
LE MANS

[WWW.LEMANS-MUSEE24H.COM](http://WWW.LEMANS-MUSEE24H.COM)

Photo: P. G. / A. G.



## 100 Years: The LeMans Centenary

There is no motor race in the world of greater significance to the sports car enthusiast than is the 24 Hours of LeMans. The Indy 500 has its place in the pantheon of great motor races but LeMans stands alone at the top. The Twenty-four hours - twice around the clock - has tested the finest drivers and the best motorcars ever constructed.

In 2023 the 24 Hours of LeMans celebrated it's hundredth birthday. The party was one for the record books as the Automobile Club de L'Ouest (ACO) pulled out all the stops to mark the occasion. We were there.

The streets of the city were awash in interesting vehicles. The museum was completely reorganized with exhibits of actual past winners and examples of some of the greatest innovations brought to the race over the years. History was rolling in the streets and on the circuit.

The French were hoping the actual race could be won by Peugeot, who put up a valiant effort - even running at the front for a short while. The American Glickenhaus team made a great showing but didn't lead at the checker. The 2023 race was a fascinating affair.

Still, if the race this year couldn't be won by a French car then it seemed

fitting that Ferrari should take home the honors 58 years after their last win at *La Circuit de la Sarthe*. Ferrari was a sentimental favourite and fought a most impressive race.

Our VSCCA 2024 calendar honors the Le Mans Centenary with a brief walk through some of the history. With this article we will go a little deeper than a calendar allows. We offer a little more history and maybe a deeper dive into the breathtaking museum exhibition. After all, it is hard to imagine getting too much of Le Mans ever - let alone in this centenary year.

The first race at La Circuit de la Sarthe that claimed to be *Les Vigne Quatre Heures du Mans* took place in 1923. It was won by a Chenard & Walker tourer. Chenard took second place as well. Third place went to a Bignan 11 HP "Desmo." When was the last time any reader thought of - or even heard of - a Bignan? Fourth went to the only British car present - an omen of things to come - a Bentley 3 Liter. The rest of the field were almost entirely French and, thus, the race was mostly a French event for French manufacturers to exhibit their capabilities.



*Early in the very first LeMans 24 Hours, 1923. On the right one can make out the #8 Bentley, the 3 liter of Duff and Clement. They finished 4th and marked the beginning's of the Bentley love affair with La Circuit de la Sarthe.*

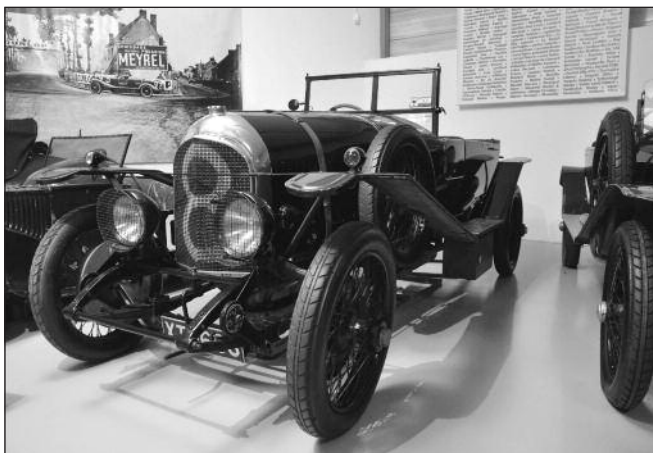
*(courtesy of the ACO)*

Were it not for the Bentley success the race might have stayed that way. Had it done so, it is unlikely it would have lasted for the next hundred years. The Bentley Boys that year were Duff and Clement. They would be back with more of their fellows for most of the decade and their enthusiasm and success made the British press and British enthusiasts stand up and take notice.

During the decade of the 1920's Bentley almost defined the LeMans race. Including 1930, they won the race outright five times in those years. Despite having to run at least 20 laps with the convertible top erected and several nasty accidents, they managed to bring what Ettore Bugatti called "the fastest lorries in Europe" home with uncommon consistency.

*On display at the  
LeMans museum,  
the #8 3 liter of  
legend.*

*(jpd)*



*W.O. Bentley has a place of honor in the  
museum's hall of heroes.*

*( courtesy of the ACO)*



Their first win, with a 3 liter car, was accomplished pretty much against W.O. Bentley's wishes. Once they had established themselves they kept coming back. The team drivers, known as "the Bentley Boys," were often high society types and they brought a glamour and romance to the event that hasn't died yet.

Bentley came back in 2003 and added a sixth win to their record. The romance continues.

After Jaguars came in the fifties with a similar accomplishment it became all-but-cliche that "LeMans was an annual party the French put on for the British.."

In discussing Jaguar's racing history one quickly thinks of their record at Le Mans. They boast of seven overall wins and can claim to be fourth in the list of most wins by a manufacturer.

Their first win came early in the life of the legendary XK-engine. That first win came in 1951 for Walker and Whitehead in a C-type. By 1953 the engine was making even more horsepower with the help of Weber carbs and



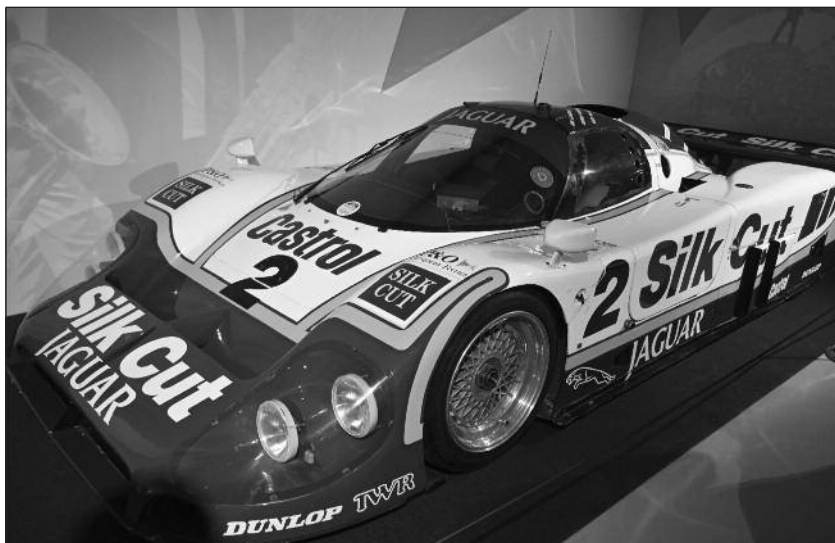
*Rolt and Hamilton won in the C-type in 1953 and also became the first car to average over a hundred miles per hour for the entire 24 hours.*

*(courtesy of the ACO)*

*Arguably even more iconic than the C-type, the D-types may still be what we imagine when thinking of Jaguar racing cars.*



*(jpd)*



And Jaguar was back winning again in 1988 and 1990.

(jpd)

a better cam shaft profile. The '53 winners, Tony Rolt and Duncan Hamilton, were the first team to win the race at average of just over 100 MPH.

After the C-types came the D-types. They continued adding to Jaguar's win list Jaguar won again in 1988 and 1990. For the celebration of the LeMans Centenary there were two D-types circulating the circuit and celebrating their history and that of this wondrous race.

The Italians also came in numbers. Alfa, Maserati, and, later, Ferrari all left their imprint on the history.



Ferrari's first race at LeMans came in 1949 with the resumption of racing there after the war. Luigi Chinetti and Lord Selsdon brought the latter's 166 MM to it's rendezvous with history. Selsdon was not a neophyte, he had driven a Frazer Nash there in 1935 (DNF) and finished 4th in a Lagonda in 1939. For '49, though, he was said to have been a bit under the weather at race time (*specifics of the malady have been debated since then*) and Chinetti drove all but 72 minutes of the race. With this win Luigi Chinetti became the first driver to have won the 24 Hours of LeMans

three times. 1949 was not only Ferrari's debut at LeMans but also their first win there. Chinetti's North American Racing Team (NART) provided their last win (until 2023) in 1965.

Chinetti, though born in Italy, became an American citizen after the sec-



*The great Chinetti and the 166 MM Ferrari. This car is identical to the one he drove in 1949 and was donated to the museum by the man, himself.*

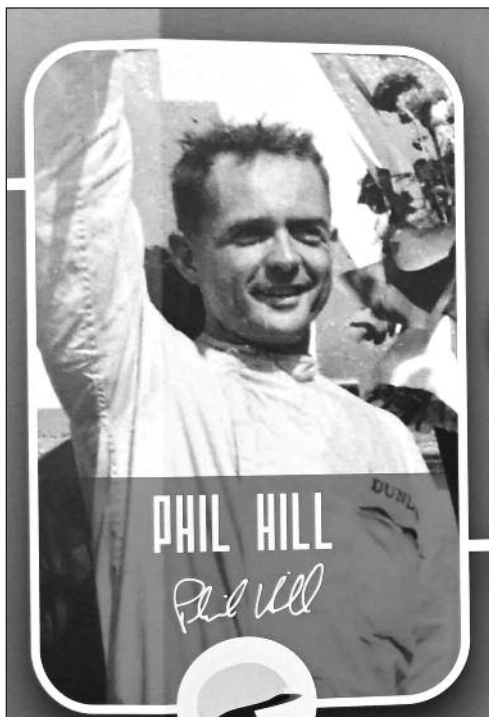
*(jpd photos)*



ond world war. He had come to USA along with René Dreyfus when Lucy O'Reilly Schell sent a team to contest the Indy 500 in 1940. After the Hitler war, Chinetti convinced Enzo Ferrari to continue building cars and to keep on racing. Chinetti became the US Importer of Ferraris and his own racing equipe, the North American Racing Team (NART) brought home the laurels at LeMans and other races on any number of occasions. Chinetti was much loved in LeMans and was named an honorary citizen of the city. The area in front of the main entrance to the LeMans circuit is called the "Place Luigi Chinetti."

Masten Gregory was another American to win LeMans in a Ferrari. Along with Jochen Rindt, he won in 1965 at the wheel of one of Chinetti's entries.

Another great American Ferrari driver (and World Champion for them as well) was Phil Hill. He won the race three times and always at the wheel of



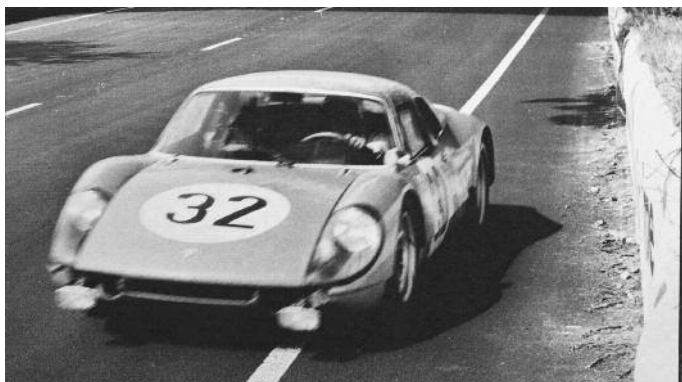
*Phil Hill, the USA's first F1 Champ, also won LeMans 3 times.*

*(courtesy of the ACO)*

the product from Maranello. Each time he was paired with the legendary Belgian, Olivier Gendebien.

The Germans managed to more than make their mark as well. A Mercedes may have been involved in the greatest tragedy ever to befall the event - but they also won in 1952 and a Sauber Mercedes took home the win in 1989.

Porsche, though, has bragging rights for the most wins at LeMans. Porsche first came to Le Mans in 1951. It was the beginning of a long - and



*The 904 in 1965.*

*(courtesy of the ACO)*



*Porsche in the Pits in 1958. This RSK of Behra and Hermann finished 3rd overall.*  
*(jesse alexander)*



*The 1959 Porsche RSK team in the garage. Porsche brought a sizable contingent in '59 but none of the team classified as finishers.*  
*(jesse alexander)*

ongoing - association with this glorious circuit. Porsche now holds the record for total number of overall wins: 19 so far. Their first win was in 1970.

They first had class successes with variants of the 356 and the various spyders that made use of that power plant. With the 904 Porsche started with an almost clean sheet of paper, though the first example used their venerable, and - by now - very well developed four-banger. That was in '64. For '65 they managed to fit in the 911's six cylinder and get a significant improvement in available power. The 904 was a major innovation for Porsche at la Sarthe. During the two years it participated in the 24 Hours of Le Mans (1964 and 1965), the Porsche 904 racked up as many as four class wins. In 1965 Herbert Linge and Peter Nocker achieved the 904's best result at the 24 Hours of Le Mans with fourth place overall. A second 904 (4-cylinder version), driven by Gerhard Koch and Anton Fischbacher, finished in the top 5 (fifth).

Later came the 908 and the most memorable of all, the 917. Steve

*Though it was arguably one of the greatest racing cars of its day, we can credit Steve McQueen's movie for having made sure it's exploits at LeMans would live in the public's imagination.*

*(car photo: jpd; McQueen portrait courtesy of the ACO)*



McQueen's movie, "LeMans," made sure the Porsche 917 would live in our imaginations forever. Even without that movie, though, the accomplishments of the model would still stand.

There have been Americans at LeMans almost since the beginning. First



*The Porsche 956 was one of the finest Group C cars that ever took to the circuit.  
(jpd)*



*These 906s finished in order in 1966.*

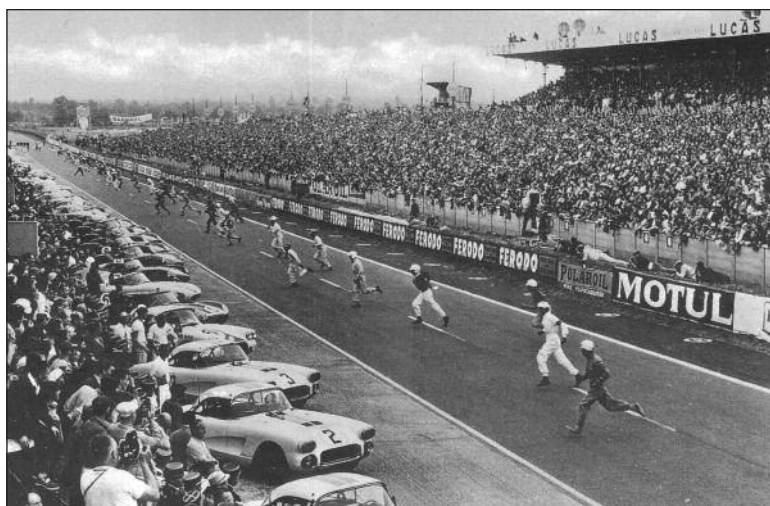


*A lovely Porsche 550 at rest in the museum*

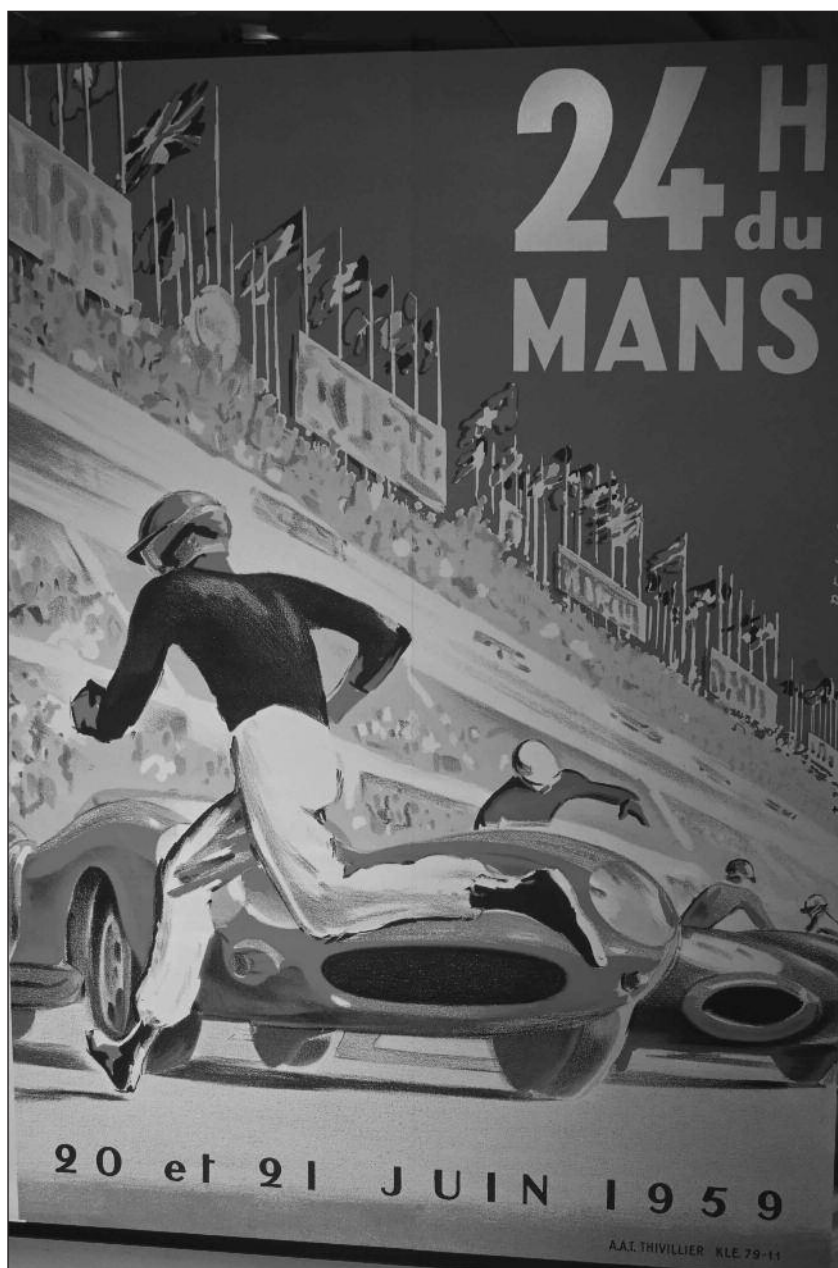
*(jpd)*

it was only American cars - Willys, Chrysler, and Stutz, among others. In 1928 a Stutz came second with a Chrysler coming 3rd. American drivers came too. The list is too long to enumerate, though one should mention Miles Collier in his MG "Leonidas" running in 1939. He would come back with Briggs Cunningham in a Cadillac for 1950. Masten Gregory won the race once and so did Hurley Haywood. Prior to Jim Glickenhaus' current success as an American constructor and team owner, the story of an American privateer out to win the most important sports car race in the world was the story of the team of Briggs Swift Cunningham.

Briggs was a motoring enthusiast from his earliest days and had raced



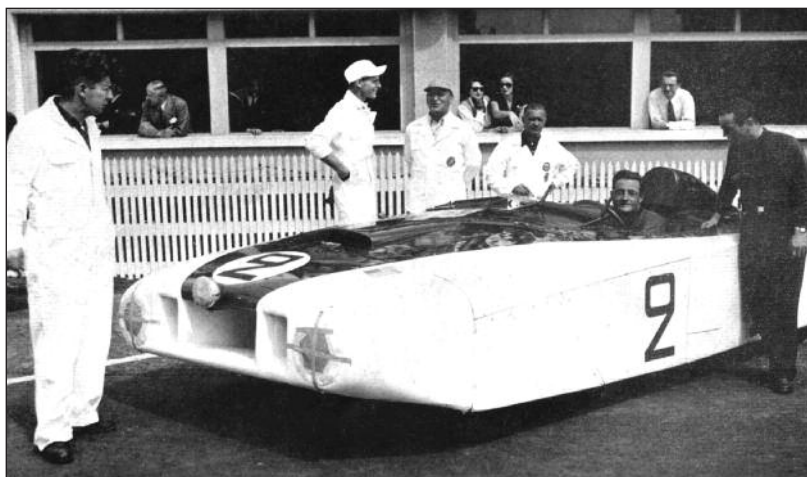
*The start of the 1960 race with the Cunningham run Corvettes in the foreground.*





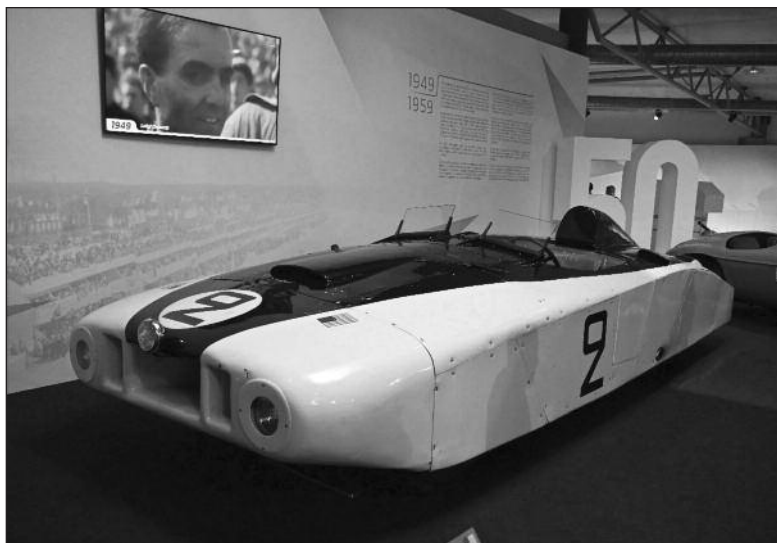
*Much of the Cunningham team in 1950 were fellow SCCA members. This shot from Smith Hempstone Oliver was a group of SCCA members with the Cadillac.*

*(hemp oliver)*

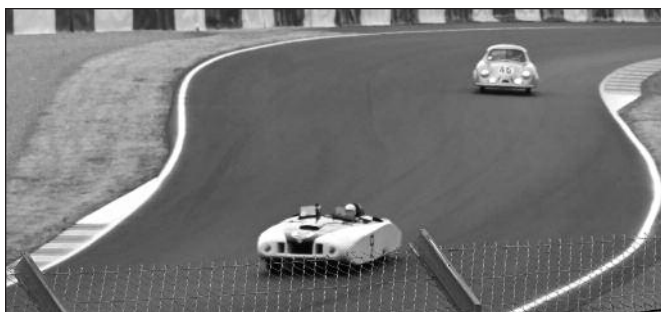


*"Le Monstre" getting gridded for the 1950 race.*

*(hemp oliver)*



*The REVS institute sent Le Monstre to LeMans to take part in the Centenary Celebration. Seeing it do demonstration laps there for the first time in 73 years was magical.* (jpd)



with the Automobile Racing Club of America (ARCA) prior to the war along with the Collier Brothers, George Rand, and a number of drivers who would define the early postwar sports car racing movement in the United States. After the war he decided it was time for an American car and driving team to win at LeMans. There was a bit of a learning curve to be mastered along the way.

Maybe one of the strangest cars to appear at LeMans right after racing recommenced in 1949 was Briggs Cunningham's rebodied Cadillac, dubbed "le Monstre." It appeared with Briggs' first foray to la Sarthe in 1950. The aerodynamics owed much to aeronautical engineers on New York's Long Island. Regrettably Briggs ended up in a sand bank beside the circuit and lost a fair bit of time digging the beast out using mostly his hands. Co-driving with Phil Walters, he brought it home in 11th place right behind his other entry, a fairly standard Caddie driven by the Collier brothers, Miles and Sam.

Le Monstre rests now in the Revs Institute museum in Florida and isn't let

# BRIGGS CUNNINGHAM

## SPORTSMAN AT WORK

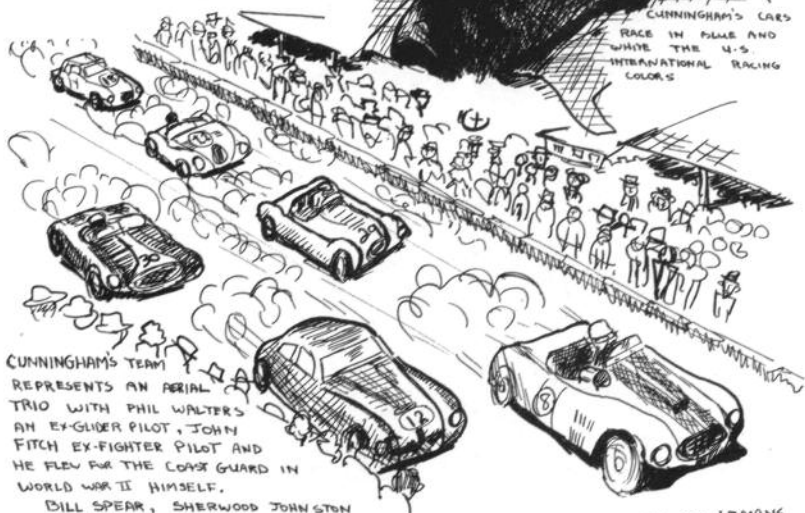
**MR SPORTSCAR** IN THE U.S. THIS MILLIONAIRE SPORTSMAN IS SHOWING ONCE AGAIN THAT AMERICAN BUILT CARS CAN COMPETE WITH THE BEST IN THE WORLD!

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DILL SPEAR, SHERWOOD JOHNSTON AND JOHN G. BENNETT COMPLETE THE U.S. LEMANS TEAM.

THE START AT LEMANS

out for anything. . . well, ALMOST anything. It was sent to LeMans for the centenary event of 2023. It spent the period of the celebration in the LeMans museum. On race day it joined many of the special exhibits for several display laps of the circuit. It was the first time the car had returned since 1950. Seeing it lapping there for the first time in 73 years was the stuff dreams are made of.

Cunningham brought the team back through most of the fifties and into the early sixties. Their best finish was in 1953 when Walters and Fitch brought the C5-R home in 3rd place.

One doesn't do justice to a hundred years of history in a short essay but



*Much of the team posing in front of the offices of "L'Equipe" in Paris. Briggs is closer to the right. Big Bill Spear is next to him and Phil Walters to the right of Spear.  
(hemp oliver)*

we can't finish without some idea of the innovations that came first to LeMans and then - in many cases - on to the motoring world in general.

Tracta brought Front Wheel Drive (FWD) to LeMans in 1927. FWD is now pretty much mainstream in the automotive world. In 1927 it was a veritable revolution. American (and VSCCA member later in life) Ray Heppenstall brought the Howmet Turbine to La Sarthe. It was considered an eye opening innovation in its day. Audi won with a diesel, something unexpected only a few years previously. Now - and likely into the foreseeable future - the top class at LeMans is dominated by hybrids, mixing electronics with internal combustion and turning the brakes into generators to put some of the energy back into the system.

Here in 2023, a hundred years into the ongoing life of this most glorious motor race we are as unable to predict the future course of the technologies that will appear here in the next 100 years as those first competitors were able to do back in 1923.

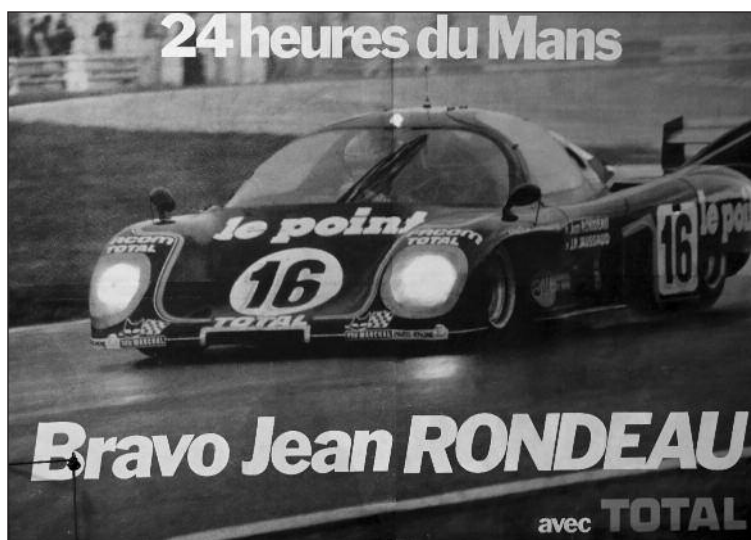
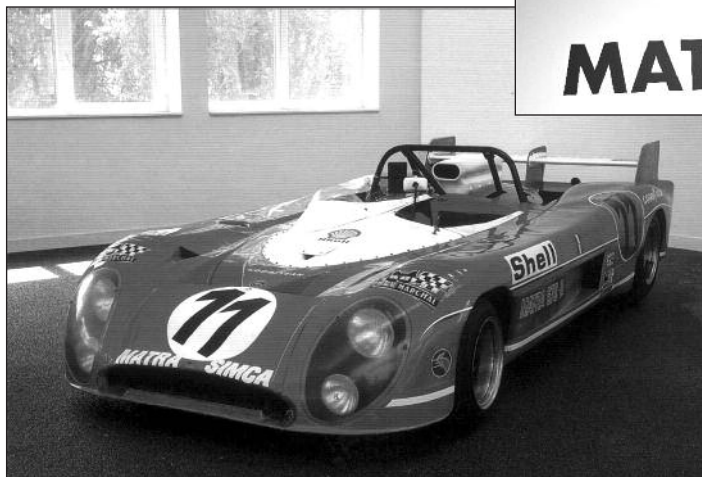
The romance, the excitement, and the pure joy of the 24 Hours of LeMans, though, will likely continue into that future. As predictions go, that's the most we will confidently bet on today.

jpd

# FRENCH HEROICS: 70's & 80's



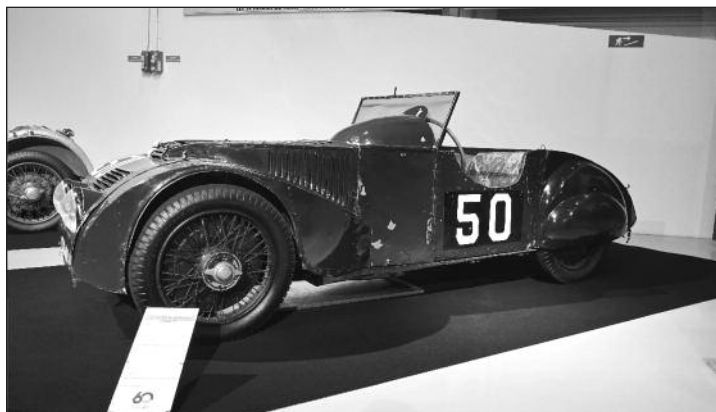
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# INNOVATIONS: AERODYNAMICS



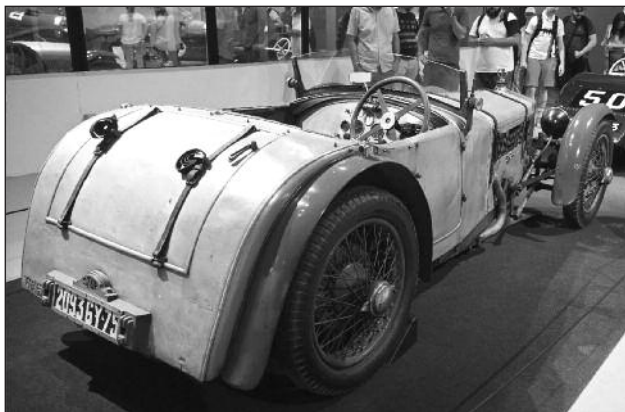
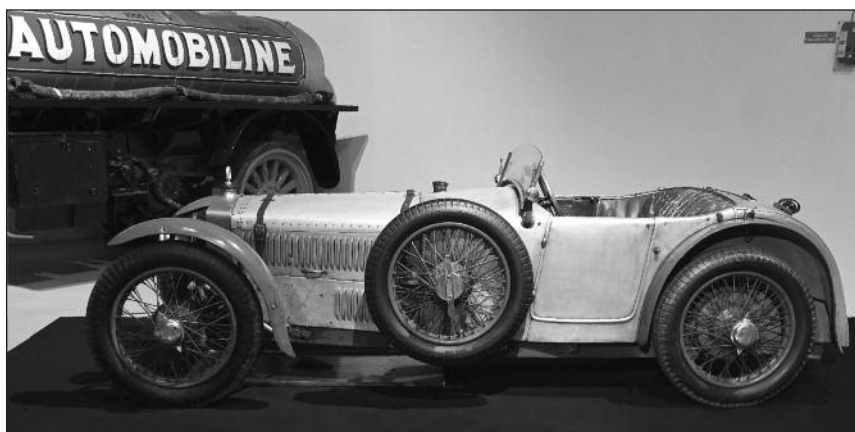
*Chenard & Walker won the first one in 1923. They also were the first to bring an attempt at Aerodynamics with this wee beastie in 1925. It's difficult to know how effective the attempt was. They finished 13th. Lorraine-Dietrich finished 1st and 2nd with a pair of 3.5 liter tourers. The Chenard only had a 1.1 liter engine. W. O Bentley in those days believed the answer to more speed was a bigger engine. There was wisdom in that.*  
(jpd)



# FRONT WHEEL DRIVE



*TRACTA brought front wheel drive (FWD) to the world of endurance racing and ran at LeMans at the end of the twenties. They finished 7th in 1927, 12th in 1928, and 9th in 1929. This is the car they ran in '29.* (jpd)



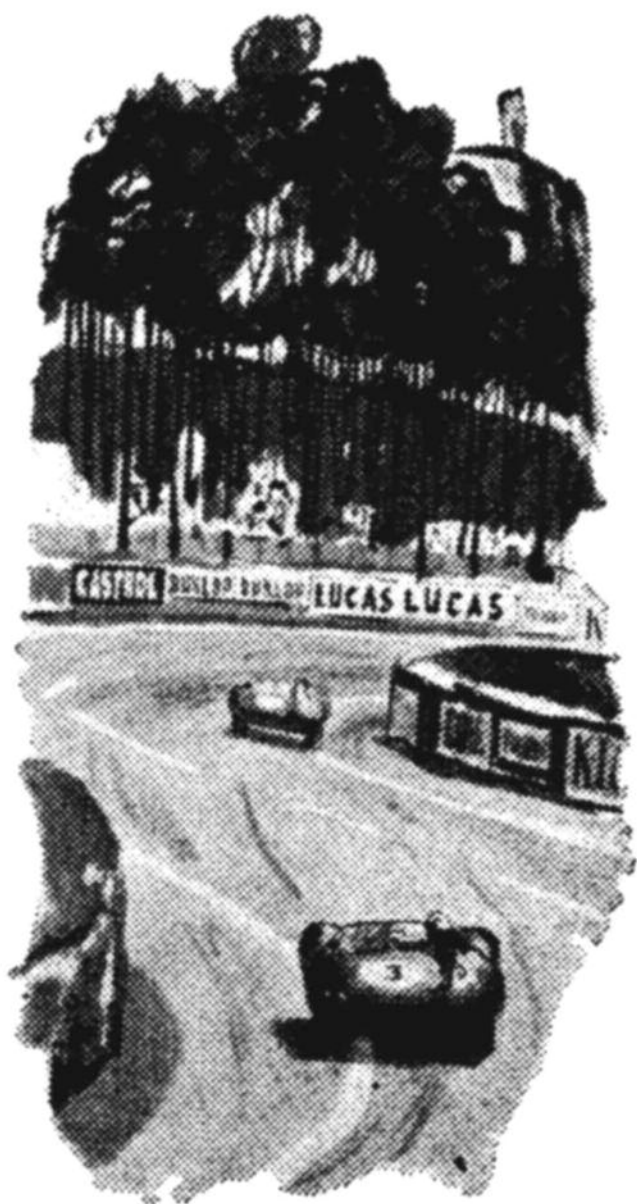
# TURBINE POWER



*Ray Heppenstall created the Howmet Turbine out of a fertile imagination and a thoughtful reading of the rules. His cars all but turned the racing world on its ear for a short period of time. He ran two of them in 1968. His story deserves a long article and we will try to have one for **Vintage Sports Car** in the next months.*

*(jpd)*





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INDEX OF PERFORMANCE

1<sup>ST</sup> LOTUS

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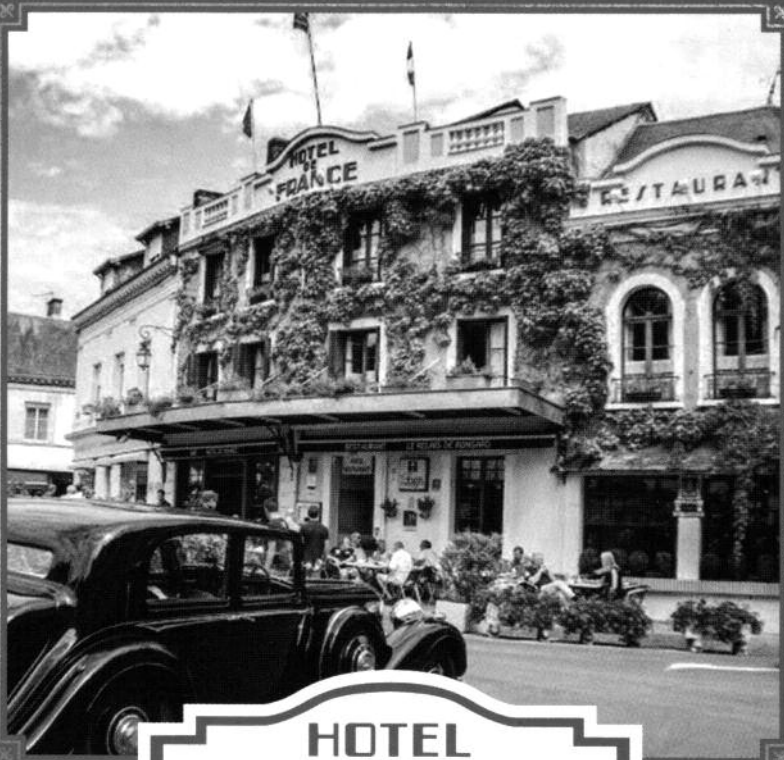
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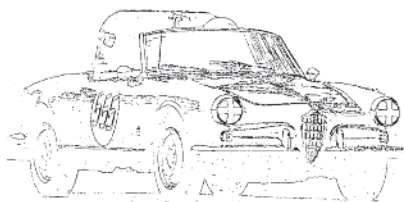
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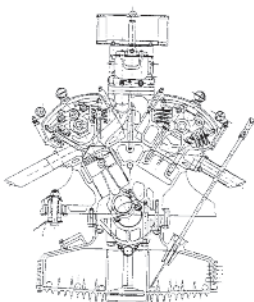
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