

VINTAGE SPORTS CAR



NUMBER FOUR 2022

VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

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Membership inquiries to the above address



Edgar L. Roy, Founder

1905 – 1995

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VINTAGE SPORTS CAR



The 2022 Annual General Meeting of the Club included the awarding of the club's most prestigious recognition, the Koshland Award. This year it was given to a most deserving Ben Bragg. Among the most enthusiastic of our drivers for decades, Ben is currently campaigning the historic Old Grey Mare, of ARCA fame. He is shown here at the Finale leading Mr. O'Day and Mr. Callo a merry chase, indeed.

(AGM story starts on page 19.)

(d.smith photo)

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This issue was long in gestation. That happens from time to time. Forgive us, please.

In gathering this issue's stories, we were surprised to note the events covered herein and the number this past year's example came to in what is an ongoing thread of activities we have enjoyed over the years. They were anniversaries, so to speak.

Lime Rock's Historic Festival number 40 is recalled with a wide range of photographs to stir the blood. We recall well driving in the very first one. It was much less organized and sponsored than number forty - more a celebration of vintage racing from the happy amateur's point of view. That was in keeping, no doubt, with the state of vintage racing those many years ago. It hadn't yet become a big business. Times change and sports evolve. Today's iteration of the event is much more in keeping with the current state of the sport. That's as it should be, one supposes, but, forgive us, please, if we occasionally engage in a wistful nostalgia remembering the enthusiasm and the faces from those simpler days.

The Nutmeg, too, had a major anniversary in 2022. It was the 25th running of our autumn rally. It seems impossible that we somehow helped put together that many wonderful tours along with our partners in the organizing of it, Dick and Beth McGinnis. Dickie, like too many of our motoring colleagues has gone to his reward but his contribution to our history and to our ongoing enthusiasm remains unfaded.

The upcoming season - it may be number 65 in the VSCCA's adventures - promises more memories, more anniversaries, miles of open roads, and even more encounters with vintage motorcars and with the people who love them.

Enjoy!
jpd

Historic Festival 40 *Lime Rock Park* *Sept. 1-5, 2022*

Lime Rock Park's Historic Festival, now in its 40th year, has grown to become the preeminent vintage racing and sports car celebration on the East Coast. There was an amazing array of events for car enthusiasts to enjoy all presented by America's sports car, Corvette. Everything from a parade through the New England countryside to ground pounding TransAm cars slugging it out on an historic track. There was also a special ceremony honoring one of the most famous drivers to call Lime Rock Park his home track. Because there is no Sunday racing in Connecticut, fans were treated to **"Sunday in the Park"** which included a concours, celebrating Corvettes and design legend Pininfarina, plus hundreds of cars arrayed around the course in groups by marque or type. And that's just the beginning of an amazing and varied weekend of exceptional events for automotive enthusiasts.

With Historic Festival 40 sponsorship from Corvette and support from the



Marc Cendron's Tojeiro leading a pack of MGs and a Junior into the left hander. (hyman)

GM Heritage Collection, enthusiasts were greeted with perhaps the finest display of Corvette race cars, concept cars and production vehicles ever. As they entered the A paddock fans were met by three yellow Corvette race cars on the grass and behind them three large tents loaded with dozens of special Corvettes. At least 12 of the cars came from the GM Heritage Collection but there were special Corvettes from other collections like the Indianapolis Speedway Museum, the Revs Institute in Florida, Rick Hendrick Motorsport and many other private Corvette collectors like Kevin McKay and Irvin Kroiz. There were so many exceptional examples from Corvette history that they deserve a separate article. (see next issue jpd)

Saturday after the racing, **"Sunday in the Park"** executive director

Lowell Paddock, a retired GM executive himself, led a panel discussion during a special dinner entitled “Corvette Design: Past, Present...and a Hint of the Future.” The panel featured four designers from the present and the past, all having played a significant role in the design of Corvettes over the years.

Historic Festival Parade

With great weather, events got underway on Thursday afternoon of this Labor Day weekend with a now traditional parade of some 130 sports cars, sports racers and historic cars through Northwest Connecticut’s farms and classic New England towns. The cars ranged from a fierce looking Gulf liveried Kremer Porsche 935 to a Ford Model T and in between excellent examples of popular British, Italian and German sports cars as well as American and Japanese sports cars all personally selected by Skip Barber. Sponsored by Salisbury Bank and the Falls Village Inn, the 17-mile excursion started on the track, doing a lap before heading off on public roads to nearby Lakeville and then Salisbury before arriving at Falls Village for a jam-packed street party.

Paul Newman Straight



Sergei Federjaczenko lining up to depart on the Thursday tour. (jpd)

*Mr. Cotter smiling
from the 'Vette in
anticipation of a
lovely tour/parade
to Falls Village.*

(jpd)



*Orrie Simko
awaiting starter's
orders for the
parade.*

(jpd)

*Chuck Schoendorf
seldom misses an
opportunity to go
motoring in the
Cunningham
Coupe.*

(jpd)





The naming of the Paul Newman Straight was a joyous occasion. (hyman)

Another special moment came on Saturday afternoon following that day's racing. Hundreds of Lime Rock fans gathered on the spectator hill above "No Name Straight." They were there for the official naming of the straight in honor of Paul. His last win at Lime Rock was in an SCCA race driving a Corvette with the number 83, his age at the time. That car was on track for the ceremony.

Surrounded by members of the Lime Rock family, including Sam Posey and Skip Barber, and Newsman's family and associates, Lime Rock President and CEO Dicky Riegel said, "It was Paul's expression of joy at Lime Rock Park in every drive and visit that cemented this place as his true home." Riegel also noted the balance between the Sam Posey straight and the newly named Paul Newman straight pays homage to "amazing and pioneering drivers."

Riegel also announced that Paul Newman's favorite charity, the Hole in the Wall Gang Camp for seriously ill children and their families will now be the official charitable partner for Lime Rock Park.

Historic Trans Am

Racing really got underway on Saturday. It kicked off with GM President Michael Reuss waving the green flag to start the Historic Trans Am group, the featured racing group. Trans Am first came to Lime Rock in 1967 in a race won by Peter Revson in a Mercury Cougar. Over the years the great names in Trans Am raced at LRP including Dan Gurney, Parnelli Jones, George Follmer, Mark Donohue and local legend Sam Posey. Before the race Sam Posey rode around Lime Rock in a Dodge Challenger he once piloted.

The Trans Am group featured cars raced in the original Trans Am includ-



Always a pleasure to see Kent Bain competing with us. This year he was bringing this neat little South African beastie, a very rare GSM Dart.

(jpd)



Patterson leading Patterson in Lotus 18s through the uphill.

(d.smith)



Mark O'Day - ever smooth and quick in "Babe," his very well sorted MG-TB.

(d.smith)

ing six of the seven makes represented. Many of these racers made the trek from the West Coast for this event. During the four 20-minute races over Saturday and Monday there were four different winners with plenty of lead changes and a great show of power and good driving.

Vintage Racing

Nile McCabe's Austin A-35 was running nicely. This odd little tin-top is a rarity on this side of the pond but has quite a following at home.

(d.smith)

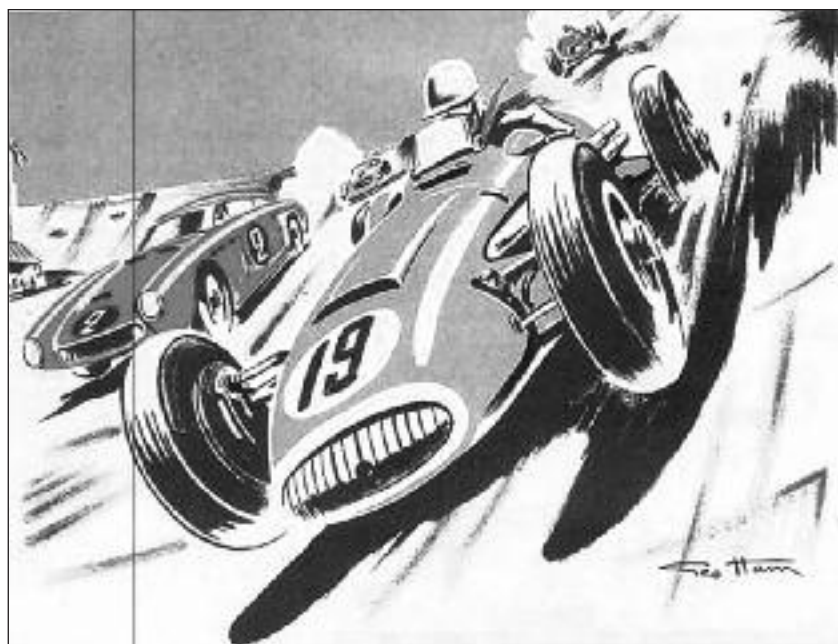


The two most important vintage groups in the Northeast, are the Vintage Sports Car Club of America (VSCCA), America's oldest vintage racing club, and the Vintage Racers Group (VRG). VRG races cars of more recent vintage than do we in the VSCCA. The two clubs currently combine to be the sanctioning bodies for the Historic Festival.

To attract more fans and members the VSCCA provided paddock tours on Saturday and Monday for a closeup of the vintage race cars and their drivers. VSCCA also held a casual get together Saturday afternoon in the A paddock.

After Thursday's Parade, on Friday the focus turned to the track and 200 entrants going out for practice in the morning and then qualifying during the afternoon. The racers were assigned to nine different race groups and went out for two twenty-minute sessions each day with four races scheduled for Saturday and on Labor Day Monday. The big day for fans is Saturday when the spectator hillside is packed and the biggest fields take the grid. On Monday some rain cut into the on-track action, but fans still saw some spirited driving.

The first two racing groups represented traditional VSCCA grids. The first group was a packed field for **Mid-Century Sports Cars and Formula Juniors**. Paul Stinson, Centre Hall, Pennsylvania, won both races on Saturday in his 1963 Lotus Super Seven. The 1962 Lotus Seven of Mike Taradash, up from Florida, placed second and Norman Berke, 1959 Elva Courier, was third. Charles Bordin led initially but was forced out by overheating. The order of finish was the same for the second race on Saturday



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Tom Clifford had the Bugatti making all of the right noises. (d.smith)



Charles McCabe's T-59 Bugatti is an awesome motorcar, indeed. (d.smith)

It's always a pleasure to see Jason Urban out in the MG P-Type special.

(d.smith)



*The two Holman
Stutzes putting on
quite a show. Here
they muscle their
way through the
uphill.*

(d.smith)



*More prewar action in the uphill. Greenfield's Alfa about to make
a move on the Bugattis of Clifford and Maciucescu.*

(d.smith)



*Towner tucking his
nose inside of
McCabe's Bugatti.
We doubt that he
made it stick.
They ran closely
all weekend.*

(d.smith)



Bordin leading the way through the left hander.

(d.smith)

except Roger Cassin and his 1956 Alfa Giulietta spider nipped Taradash for third.

Group Two was also made of familiar VSCCA vintage racers, **Pre-War and Early Post War**. More than 20 cars took to the track including three Bugattis. The winner for the first three races in this group was Peter Greenfield and his 1935 Alfa Romeo 8C-35. The Bugatti T-59 of Charles McCabe from Napa, California, placed second ahead of Frank Filangeri's very quick MG TD. McCabe finished out of the money Saturday afternoon with Filangeri in second and Chris Towner's 1951 Morgan Plus 4 "flat-rad" in third. Towner came from 11th on the grid to take third. Monday morning Greenfield was back to win followed by McCabe and Towner, from 9th on the grid. The final race for this group saw McCabe lead from start to finish with Graham Scaife's 1953 MG TD in second and Kyle Landers 1929 Stutz Special in third.

Next up was **Group 4, "Wings and Slicks/ Formula Ford**. Ben Sinnott



Ever smooth, Santo Spadaro at work in the Alfa.

(hyman)



A sight for sore eyes, Barry Prehodka out with us again in what was likely once the best Turner sports in the VSCCA. It likely still is.

(hyman)



Gelles in the Stanguellini in his usual position - - leading the pack into the turn.

(d.smith)

The Prewar grid forming up on the warm-up lap.

(jpd)





Mike Silverman, in from Phoenix to visit his old home track, having a good run in the MGA. (hyman)



The prewar lads elbowing their way into the first turn. (d.smith)



The veteran Stu Forer having a go in the Turner. (d.smith)

had the pace of the field for this group. Here from Salt Lake City, Sinnott and his 1997 Lola T97/20 Indy Lights car won the first three races for this group while Rick Bell in his 1978 Ralt RT1 won Monday afternoon over a diminished field.

Tin Tops/IMSA RS/Under2.5L made up **Group 5** perhaps the largest group of the event and one of the most competitive. Local favorite, David Porter in his 1965 Lotus Cortina took the first race Saturday morning, A 1970 BMW 2002 driven by David Fazzino placed first in the afternoon skirmish. Monday morning saw Hurczyn come from fourth on the grid to take first. . In the afternoon, Hurczyn won ahead of the Porsche 914 of Greg Amy and Josh Brown's VW GTi.

While some of the racing groups are long established, this year saw a new group, **Air Cooled 911a/IMSA GTU** as **Group 6**. On Saturday both races went to James Hamblin in a 1968 911 with David Hutchings and his 1973 911 second both outings. Monday morning Mayo Smith won. Thanks to damp weather that afternoon only 4 cars remained and they were headed home by Del Auray's 1979 911.

Corvettes could be found in two different groups. First in the **Fast Production/Sport Racing Cars, Group 7** with five Corvettes. The first race on Saturday morning went to Kingston's Jim Glass and his 1965 Corvette. Another Corvette was second driven by Joseph Riolo. In the afternoon, Riolo won from Dave Handy in the Rev Institutes' historically important 1963 Corvette Grand Sport. On Monday morning Riolo won again over a small turnout with Brown second and David Porter's 1973 Ford Escort third.

Group 8 for GT/Sportscars Under 2 Liters/Austin Healeys featured a typical VRG field with a mix of production sports cars like MG Bs, Triumph Spitfires and Lotus 7s...with more pure race cars like Lotus 23s and Brabhams. The morning race on Saturday went to Joe Blacker. Saturday afternoon saw Blacker and Fumex one and two with Kurt Uzbay's Lotus 23 in third.

Monday morning saw Blacker and Fumex ahead again. With a good many of the entrants headed home on Monday afternoon a small field took the green flag with Tom Brown and his Triumph Spitfire taking the win.

The final group for the weekend was for the **Big Bore Cars** featuring more Corvettes, six in all, plus the always fast Donovan Jaguar XKEs along with Ford Mustangs and assorted Porches. Saturday morning, the Donovan team's Jack Bush took the checker. That afternoon Scott Heckert was first. It was Scott again Monday morning. With a smaller field Monday afternoon David Neidell led from start to finish in his 1968 Corvette.

On Monday, Autodromo, the official watch of Historic Festival 40 presented nine drivers, one from each race group with limited edition watches signed by the late Vic Elford. Winners were chosen by VSCCA and VRG based on the driver's Vintage Spirit. Autodromo also honored an up-and-coming racer and volunteer flagger Kate Garabedian with the Quick Vic Award based on her sportsmanship and driving skills.



Mr. Bragg's back up race car? Not exactly but the Model A Pickup is always a welcome sight. Then again, with Ben's skills at the wheel, we expect he could still place it in the top five of a prewar class race - - even with the Bugattis to give him a run for his money.
(jpd)



The Gelles Stanguellini putting on a most impressive showing as always.

(d.smith)

Holman's big Stutz showing a clean pair of heels to a gaggle of GP Bugattis.

(d.smith)



A new award from the Piston Foundation called the Piston Technician Award was presented to Mike Marra for contributing his auto technician expertise to the collector car community.

The Autodromo Vintage Spirit winners:

Group 1 Spencer Patterson, 1959 Lotus 18 FJ

Group 2 Graham Sciafe, 1953 MG TD

Group 3 Scott Joy, 1970 Camaro

Group 4 Ben Sinnott, 1997 Local T97/20

Group 5 Brian Walsh, 1971 Ford Pinto

Group 6 Delbert Auray, 1979 Porsche 911 SC

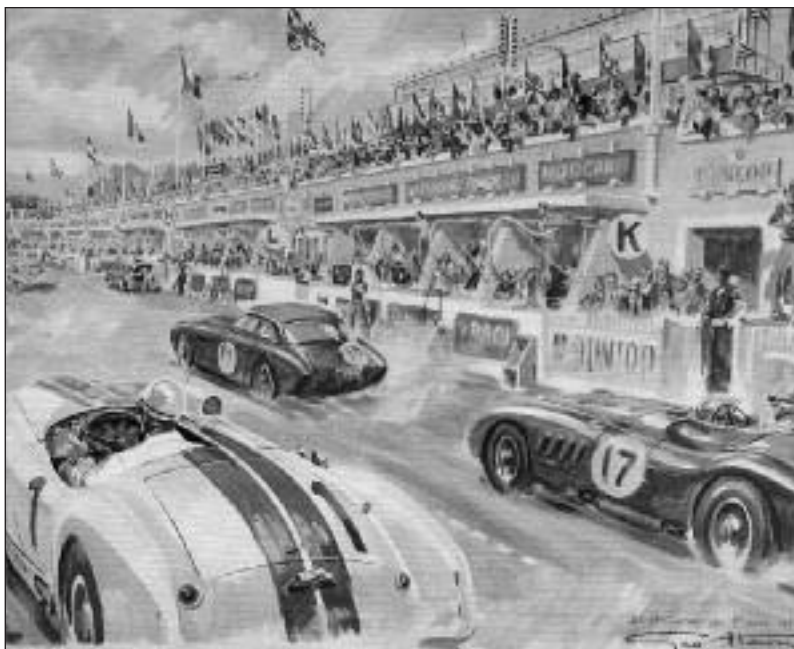
Group 7 Joseph Riolo, 1965 Corvette

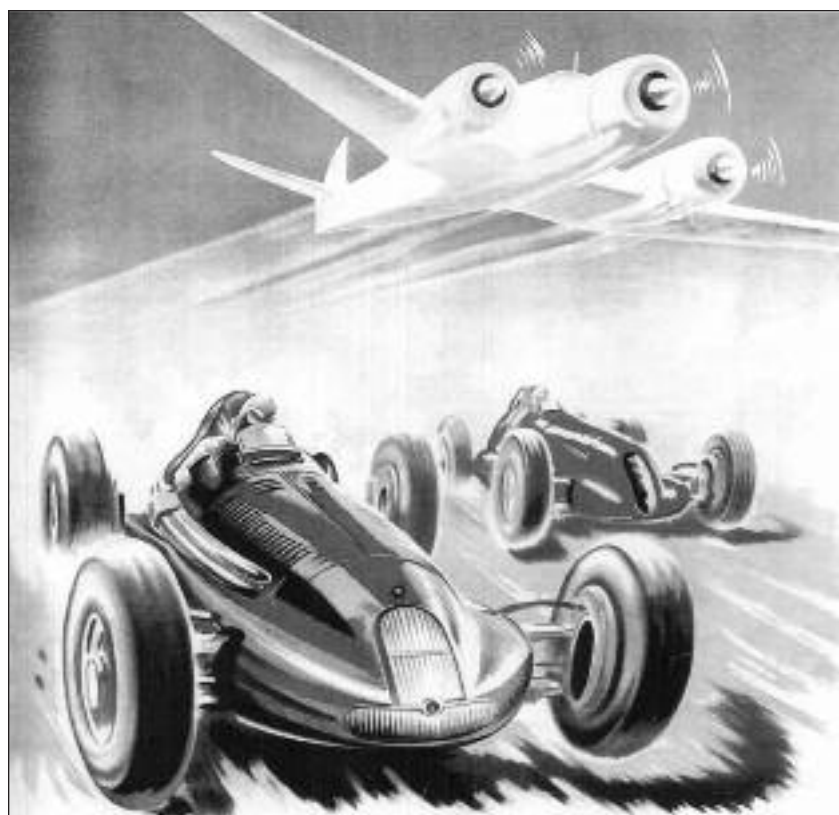
Group 8 Kurt Uzbay, 1962 Lotus 23

Group 9 Greg Miendl, 1965 Ford Mustang

With that the Historic Festival 40 became a great memory. Next year's promises a celebration of the 100th anniversary of the MG. We don't intend to miss it.

dow smith





GRAND PRIX AUTOMOBILE

MEETING D'AVIATION

NIMES 31 MAI ET 1^{ER} JUIN 1947

**SOUS LE PATRONAGE DE L'ACTION AUTOMOBILE ET DE L'ÉQUIPE
AU BÉNÉFICE DU C.O.S.O.R. (ŒUVRES SOCIALES DE LA RÉSISTANCE FUSILLÉS ET DÉPORTÉS)**

VSCCA Annual General Meeting 2022

November 12, 2022

Almost one hundred VSCCA members gathered on a sunny November day for the club's Annual General Meeting.

The agenda included the usual presentations but also well-deserved awards, some changes on the board, an important announcement from Skip Barber and a spirited discussion about late cancellations. Activities Director Mark O'Day presented an events calendar that included a new venue for early in the season, two interesting pre-season tech sessions, and a renewed commitment to the preservation class.



The crowd gathered in large numbers for the Annual General Meeting at the GMT Racing shops.
(d.smith)

This year the AGM was held at JR and Eileen Mitchell's GMT Racing in Newtown, Connecticut. We were surrounded by some of the amazing race cars that JR restores, maintains and supports at tracks all over the world. Most impressive to this writer are JR's various Lotii. *(the editor, on the other hand, was happy to see an Allard and a couple of ACs but Dow is entitled to his view.)* It proved a great environment for our annual meeting.

In kicking off the meeting, President Sandy Leith took time to remind those assembled about the origins of the VSCCA and our unique commitment to preserving vintage cars. He described the VSCCA as... a "club of friends with mutual interests in the history of vintage sports and race cars and the peo-



The secretary, Mr. Fenley, makes his report.

(d.smith)

ple who drove them back in the day...and today.” He contrasted this club with its long and rich history saying “It is not a business proposition, nor a racing association.” (The president's comments are reproduced starting on page 25. jpd)

He also noted that the club has lost a number of friends in the last two years - He commented on each one and drew attention to their obituaries either in the club's Vintage Sports Car magazine or are on the VSCCA web site. He asked for a moment of silence to remember “all these fine gentlemen.”

Sandy went on to thank and praise the volunteers and flaggers who allow us to conduct track and hillclimb events. He announced two long time board members will not be running for reelection Bill Gelles and Treasurer Skip Brown. Later in the meeting Chief of Flagging, Jim Bottomley announced he is going to retire after the next season. These are some big jobs for the board to fill.



The treasurer, Mr. Brown reported the club's finances to be happily solvent. He also announced his upcoming retirement, requesting anyone interested in the job to make their interest known to the Board.

(d.smith)



The sporty cars in the parking lot were an interesting collection. It was a pleasure to see John Schieffelin's old 3-litre, "Black Beauty," present and in the hands of its new owner.

(jpd)



A pair of ACs in process of recommissioning. The Aceca on the right is the editor's.

(jpd)



Barry Prehodka's Turner in for a little fettling. We understand it to be for sale as he is now living in the south. We can attest that it has always been one of the best prepared Turners in the history of the club..
(jpd)

Treasurer Chip Brown kicked things off with his report that the club is still in the black and has money in the bank noting that dues revenue was lower but driving events revenues are up. . He ended his report making a pitch for someone to volunteer to replace him as treasurer since he will be leaving office at the end of the year.

Secretary Scott Fenley reported that membership is down a bit but there were 28 new members added this year.

The editor, jpd, noted that the club's magazine, Vintage Sports Car, was appearing with regularity and that he is always happy to accept contributions for the magazine and will happily edit them so that offering them in unpolished form is still deeply appreciated.



Two Honorary Members of the club sharing a thought. On the left is former president Robert Richer and on the right the newest Honorary Member, Murray Smith.

(jpd)

Another much awaited report of the meeting came from Activities Director Mark O'Day. He announced there will be a new event in April with a "Test and Tuning" day at the New York Safety Track. The track is near Harpersfield, NY, there will be expanded eligibility for certain cars and a preservation class. With the Fall Finale that would be two grids for preservation class and he is hoping to add two more opportunities for preservation cars. According to Mark one of the most important ways of recruiting new members is the drivers school held with the Spring Sprints and this year there were 15 graduates with 6 going on to enter events after the school.

There was a general discussion of the cancellation policy. For three years there has been a policy of "cancel for any reason" because of Covid. This year the Fall Finale received 16 cancellations in the last week, some 20% of the entries. The Fall Finale went from paying its way to losing \$2,500. Most entrants seemed concerned about the weather forecast for Saturday when in fact it only rained in the early morning and the track was dry throughout the day.



A very pensive Mr. Spadaro.

(d.smith)



Skip Barber reported interesting doings at Lime Rock and alluded to promising developments.

(d.smith)



The club's latest newlyweds, Bob and Mary Webber.

(d.smith)

The discussion centered on the idea of a policy that would inhibit cancellations in the last week to 10 days before an event. Mark asked for consideration of a policy where if you cancel within a specified window, you are still charged 50% of your entry and the other 50% becomes a credit.

Another issue he brought up was the requirement that anyone joining a grid in a car that's not their own entry must inform the Chief Steward beforehand. Also, you need to get permission from the Chief Steward before you move to a different grid or class than the one originally assigned.

Mark also suggested that we might want to consider "Team Captains" to encourage event participation by developing interest among certain marques or classes of cars. These Team Captains would encourage their team to enter certain events and perhaps increase awareness. He suggested makes like Alfa, Morgan, MG T, MG A, Lotus or Formula Jr., H-mod, Pre-war.

Then there was a major announcement from Honorary Member Skip Barber that since 2023 is the one-hundredth anniversary of MG that the marque will be honored during the Historic Festival next labor day. Depending on entries there could well be two MG grids and that the track is working on a special display of historic racing MGs.

With that, the meeting moved on to the presentation of well-deserved recognition awards given out annually along with a special Honorary Membership. The honorary membership went to long time VSCCA member and ambassador of all things vintage motoring, Murray Smith. Murray joined the VSCCA shortly after arrival in the USA and has helped and supported the club for more than fifty years.

The AGM concluded with what is becoming an annual book auction. This year it featured some great books from Honorary Member Jerry Morici. After a convivial lunch members headed back to their homes and garages throughout the Great Northeast.

dow smith with jpd



Murray Smith about to be pleasantly surprised by being named the club's newest honorary member.

(d.smith)

The 2022 AGM

Comments from the President, Sandy Leith

Welcome everyone and thank you for coming. Thank you also to JR and Eileen Mitchell along with their crew for hosting us once again here at GMT Racing. Before we get started, I want to make sure you are aware of the silent auction of automobile-related books, many from the library of Honorary Member Jerry Morici. Most if not all the proceeds go into the Club's treasury, so please bid early, aggressively, and often. Joan and Keith Harmer have also brought a large selection of Club regalia that they would love not to take home with them, so please take a close look and consider adding some VSCCA swag to your drawers and closets.

We have a full agenda as usual with presentations from our Treasurer, Secretary, Editor, select Committee Chairs and most importantly, our Activities Chair, but before we get into all that, I want to talk a little bit about our Club and what separates us from the other clubs out there that attempt to mimic what we have successfully been doing now for 64 years.



The Vintage Sports Car Club of America was born on December 8, 1958 at what was then known as the Antique Auto Museum at Larz Anderson Park in Brookline, Massachusetts. With vision supplied by the founding group of Ed Roy, George Felton, Paul Ceresole, Bill Leith, Ted Robertson, Everett Dickinson, Russ Sceli and a small handful of others, By-Laws were drawn up, the Club badge designed, and plans made for a brief event schedule which included multiple Larz Anderson hillclimbs and some races at the old Thompson Raceway. The first annual meeting was held at Thompson after a day of racing on July 25, 1959 attended by 20 members and 18 prewar sports cars, 9 of which were Bugatti's. Unlike the concerns of decades later, when fears of too many Ferrari's and OSCA's in the '70's and Turner's and MGA's in the '80's and '90's overwhelming our grids, there was no great outcry at the time about the sea of Molsheim blue under the trees at Thompson.



UNE **8** CV

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The president, Mr. Leith, beginning his remarks.

(jpd)

The Club grew slowly, but steadily and many of the founders remained active and involved for the better part of several, if not many decades, leaving a profound impact on the Club...but what really made the VSCCA so special then...as now...were the close bonds of friendship that created and sustained the Club throughout its long history. To my mind, this is what has always made us unique. It is not a business proposition, nor a racing association. It is a Club of friends with mutual interests in the history of vintage sports and race cars and the people who drove them back in the day...and today. With that in mind, as we celebrate the successes of our 2022 season, we must also note the passing of some very good friends since our last AGM.

The number of friends we lost in late 2021 and 2022 to date is a stunning sixteen members, four of whom, Howie Gilmore, Tony Carroll, Gordie MacKenzie and Fred Simeone were Honorary Members and significant contributors to the long-term health and prosperity of our Club. Our esteemed Editor has paid magnificent tribute to three of these four, fine gentlemen in the last few issues of the Club magazine so I will not make any additional comments. Additionally, we lost several prewar stalwarts; Willem van Huystee, the way-too-long-suffering Dave Brownell, the larger-than-life Dan Ghose, former Admiral Scott Ebert and the ever-charming Dr. Marc Perlman. We lost the talented Mike DiCola who finally succumbed to cancer after a brave fight, depriving us of one of the most talented Bristol engine builders in the country; my 328 motor being one of his last rebuilds. We also lost Arlan Ettinger, Scott Brunkhurst, Sid Herman, Michael Keleher, Hugh Lennon II and former MG-TC devotee, George Smith, a lovely guy whose bowtie was on almost the moment his Nomex off.

As usual, we will have missed one or two who escaped our attention over the course of the year and we will try to remember them a year from now, but for

now, I would ask for a moment of silence for all these fine gentlemen.

Before we get into the business aspects of the Club in 2022, I want, as always, to express the Club's gratitude to all the people behind the scenes who make our events safe as well as possible. Our volunteer corps, led by Jim Bottomley and Desiree Faulkner did another superb job against all the usual constraints staffing a reasonably full complement of marshals and flaggers throughout the entire season at both track and hill. We were a little short-handed at a couple of the Lime Rock events and the fact is that our pool of well-trained volunteers continues to shrink. Members are strongly encouraged to volunteer at events to supplement our regular crews whenever possible, but this alone will not get us to the appropriate level of staffing we need at each track event. The member volunteer turnout at Castle Hill just a few weeks ago was very impressive and it is hoped that some of you will consider giving it a try at the track in 2023.

After last year's AGM, the board met to consider the issue of how best to recruit and retain volunteers and flaggers for our Lime Rock events and our hill climbs. We instituted a new program which would credit the annual dues of Club membership to any track or hillclimb volunteer who worked six days or more in service to the Club over the course of a season. We had the data for the 2021 season, so the following loyal volunteers were fully credited members for 2022:

Jim and Rebecca Bottomley
Steve Chisholm and Jean Petryshun
Joe and Desiree Faulkner
Bob Melhado
Kate Liba
Richard Brown
And Mark Ragsdale.

Please give these folks and all our volunteers a loud round of applause.

I also want to mention that Mark Ragsdale was awarded the Mal Donaldson Award which is given to the member who best exemplifies the vintage spirit during the Mt. Equinox Hill Climb each year. Needless to say, this was a very popular selection at that very popular event.



The meeting had a full house.

(d.smith)

I would also like to acknowledge the members who chaired our 2022 events: Allison Griffith at the Southern Tech Seminar; Peter and Rachel Ross at the Northern Tech Seminar; Ben Tarlow at the Spring Sprints; Charles Bordin at the Driver's School; Kobus Reyneke at the inaugural "Driven to Race" day, Charles Bordin again, this time at the Empire Cup event; Steve Morici at Thompson; Mark O'Day at Club Motorsports in Tamworth, NH; Scott and Julie Fenley at Mt. Equinox; Whit Smith at the Fall Finale; Tom Ellsworth and Steve Silverstein at the Castle Hill Hillclimb; Ben and Carol Bragg at the Castle Hill Rally; Jim and Carol Donick at the Nutmeg Rally, dinner and cruise; Steve Silverstein for the upcoming Boston Holiday Dinner and Joan Harmer for the Righetti Holiday Dinner. Thank you also to Bill Gelles and Charles Bordin (again) for their hard work behind the scenes at the Historic Festival once again this year. I would also like to thank Rich Campbell and Kobus again for Rich's Ad Hoc Membership Development Committee presentation to the Board in June here at GMT regarding how best an active and energetic group of members can go out and promote the Club and its activities both inside and outside the borders of our Club as well as increasing event participation, membership expansion and retention. While it remains a "work in progress" it was a very impressive road map which will receive more attention from the Board and, I hope, other interested Club members in the New Year.

Before I turn things over to our Treasurer, Chip Brown, I would like to mention that Board member, Bill Gelles hung up his helmet at the end of this season and will not be a candidate for re-election to the Board when Club elections are held early next year, so there will be at least one vacancy to be filled on the Board of Directors. Likewise, Chip has indicated he would like to find a replacement for his role of Treasurer. It is likely he will expand upon this in his remarks in a moment! I would urge members to let me, Chip or other mem-



Mr. Gelles about to present the club's thanks to Murray Smith.

(d.smith)

bers of the Board know if they have an interest in taking over Chip's role, which does include a voice and, importantly, a vote at all of our Board meetings. Thank you in advance and now here is Chip:

As was noted in the most recent issue of Vintage Sports Car, former Club President and long-time Fraser Nash Le Mans Replica enthusiast and racer, Bob Richer was made an Honorary Member by the Board several months ago in recognition of his dedication to this Club and his leadership during a critical juncture in the history of the VSCCA. He succeeded the late Stan Nowak to the Presidency in 1975, the year after the Club began to move away from the informal "old guys and old cars" stage of life and more towards the competitive, fully insured Nomex-wearing, waiver-signing entity we quickly became shortly thereafter.

More than a few folks grumbled, but one member was moved to write the following to the editor, "It seems to me that there is a place for all – or at least there should be – in the VSCCA. The attitude of many members at the (15th) Anniversary Dinner convinces me that there is sufficient support for the Club to thrive both in the racing and static event. What we need is tolerance, constructive support for the Directors, strict adherence to and enforcement of the Club's rules and a general avoidance of the kind of political infighting which has ruined far too many clubs like ours."



Murray Smith surprised and pleased with the plaque expressing the club's gratitude to him for many years of support.
(jpd)



The plaque given to Murray.

(d.smith)

The author of this wisdom was none other than our old friend, Murray Smith. At our last full Board meeting, we agreed it was appropriate that with his retirement from the duties as Chairman of the Lime Rock Historic Festival in 2021 that the Club should recognize his 50 years of VSCCA membership by making him an Honorary Member. It is a fitting tribute to a man who has spent his life in motorsports, much to the benefit of our Club. I would ask Director Gelles to add a few words and make a further presentation from the Club. Bill...

It is now time for the two annual awards we make at each AGM, the presentation of the Goodchild and Koshland Awards.

The Goodchild Award is presented each year to the member who has demonstrated exemplary skill, courtesy, and pleasure in competition over the course of the year. While I would argue that most of our members demonstrate all these characteristics at most of our events, the winner this year has to my knowledge never put a wheel wrong and always comes off the track with a smile on his face. A quiet competitor and gentleman through and through, the Goodchild Award winner for 2022 is Jim Bok.



Sandy Leith and the winner of this year's Tony Goodchild Award, a very deserving Jim Bok. Jim's career in the VSCCA and participation in events goes back the better part of forty years. We seem to recall that he started with an MG-TC and then moved on to his current Lotus VII.

(d.smith)



The Koshland Award, as I have noted in the past, is sort of the MVP award for the year in the VSCCA. It is awarded by the Board to the member they deem to typify the spirit and values of the Club and dedication to its principles. Past winners read like a “Who’s Who” of the history of this great Club and there is no question over the decades of this member’s service to this Club that his name belongs in this Pantheon of great members. Not one to rest on his laurels, this year’s winner entered more events than any other member in 2022 as well as flipping more burgers than anyone else. It gives me great pleasure to present this year’s Koshland Award to our great friend, Ben Bragg.

Koshland Award



This year's Koshland Award went to a very deserving, (and obviously shocked) Ben Bragg. The upper photo shows him with his very proud bride, Carol, and with Sandy Leith. The lower shows him receiving congratulations from JR Mitchell and Mark O'Day. Our next issue will tell a bit of his roughly fifty years in the VSCCA and of some of the many roles he has played in supporting the club.

(photos d.smith and jpd)



This Issue's Cutaway:

NSU Record Breaker: Our center spread this issue is a bit out of the ordinary for "Vintage Sports Car," but it is certainly appropriate to our time frame. The story illustrates another aspect of motoring in our vintage period and so seems worth sharing.

NSU is better known amongst the vintage motoring establishment for their four wheeled conveyances. Some of them were actually pretty good. Less known are their products of two wheels but they also played an important role in the history of the company. Our center spread is their highly tweaked, supercharged 500 cc motor bike that set a new world's record for its class in April of 1951. The courage of the rider can not be exaggerated. He was brave. The handlebars, for instance, were locked in the nearly straight ahead position so if things started to get dicey his options were rather limited. His story appears below and is taken from the June, 1952, issue of "Auto Sport Review."

World's Motorcycle Speed Record:

Supercharged 500cc Twin attains a top speed of 180 Miles per Hour in German Record Attempt

By Emerson Cheney

On April 12th of 1951 anybody who had any plans for breaking the world's speed record of 174.689 mph established by Ernst Henne on a BMW back in 1937 threw in the towel! Long-talked-of attempts by both British and Italian enthusiasts were shelved the moment it was learned that Wilhelm Herz took the supercharged 500cc NSU along a German autobahn at the amazing speed of 290 km/h (180.172 miles per hour). One of the first to congratulate the new world motorcycle speed champion, and undisputed holder of the world speed record, was former record holder, Ernst Henne himself.

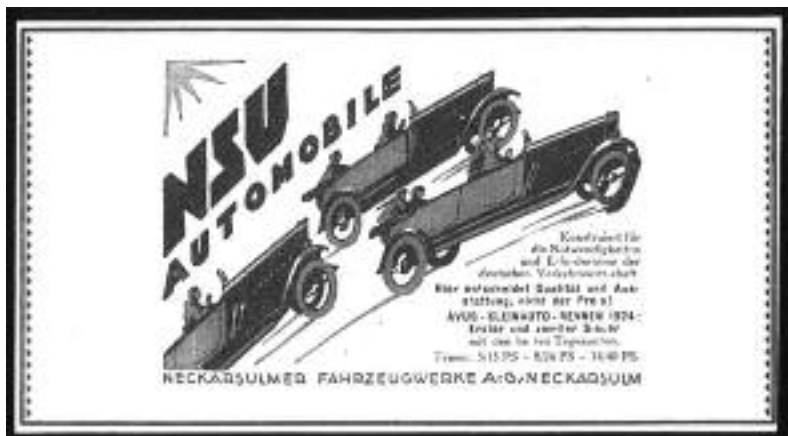
For several weeks prior to the date on which the record was established, residents in the Munich-Ingolstadt area were aware that something was to take place. Regular visits of the NSU factory truck, with a crew of engineers and mechanics from Neckersulm-Wuerttemberg heralded an attack on the motorcycle speed record. Tests on both engine and streamlining modifications had been in progress for almost two years. Herz's solo machine, a 500cc supercharged twin with a lengthened and lowered streamlined shell was ready. The chosen road, was a straight one as the machine was designed for a straight-away run and the handlebars were locked in position, with just a small amount of play to keep the machine along its narrow route.

On the day of the attempt, the autobahn between Munich and Ingolstadt, for a distance of several miles, was closed to motorists. At the crack of dawn,

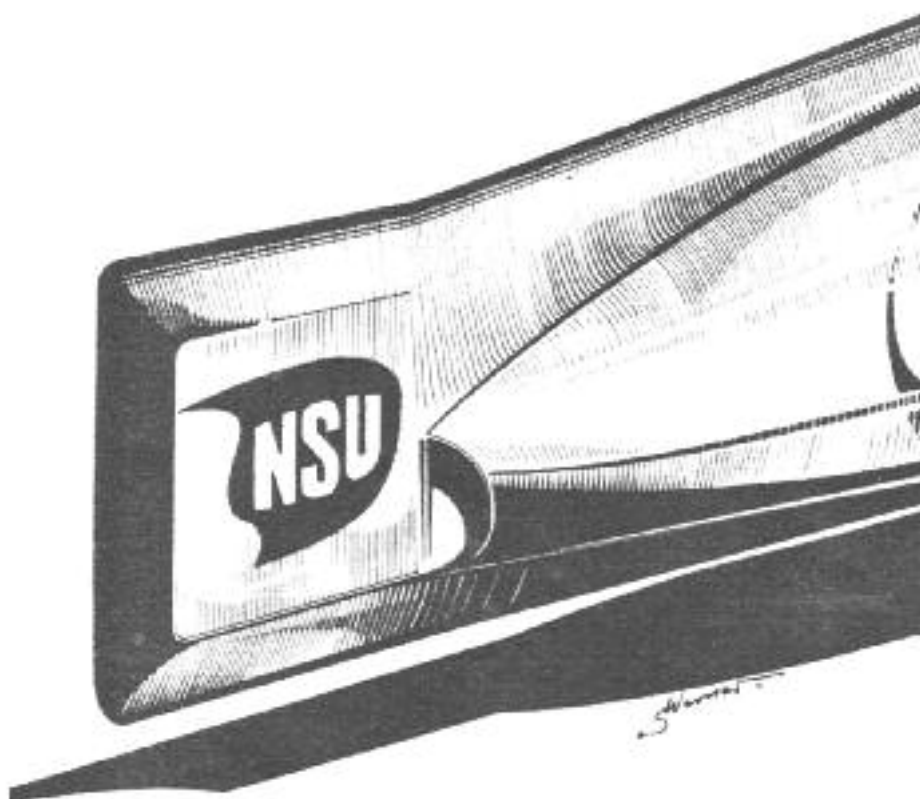
members of the NSU engineering staff, mechanics, representatives of the press, radio and newsreels, and leaders of the motorcycle industry in Germany appeared like ghosts at "kilometer 525," the starting point.

The previous night was windy, but along about 5 A.M. the air was quite calm. At 5:30 the NSU masterpiece of engineering was started. It barked, and the roar of the 110 hp motor pierced the quiet of the spring dawn. The set of "warm up" plugs were removed and new plugs were put in place. The temperature of the oil was checked methodically, each member of the pit crew performing his prescribed duty with care and calmness. Up to this time there has been no sign of Wilhelm Herz. But just then a slight figure appeared, donned his crash helmet and pulled on his leather gloves. The few men closest to him shook his hand and wished, him good-luck. The police emergency truck returned from a tour of the course with a report that thousands of sports enthusiasts had already heard of the rumored attempt at the speed record and were on hand to get a fleeting glimpse of Herz as he streaked by them.

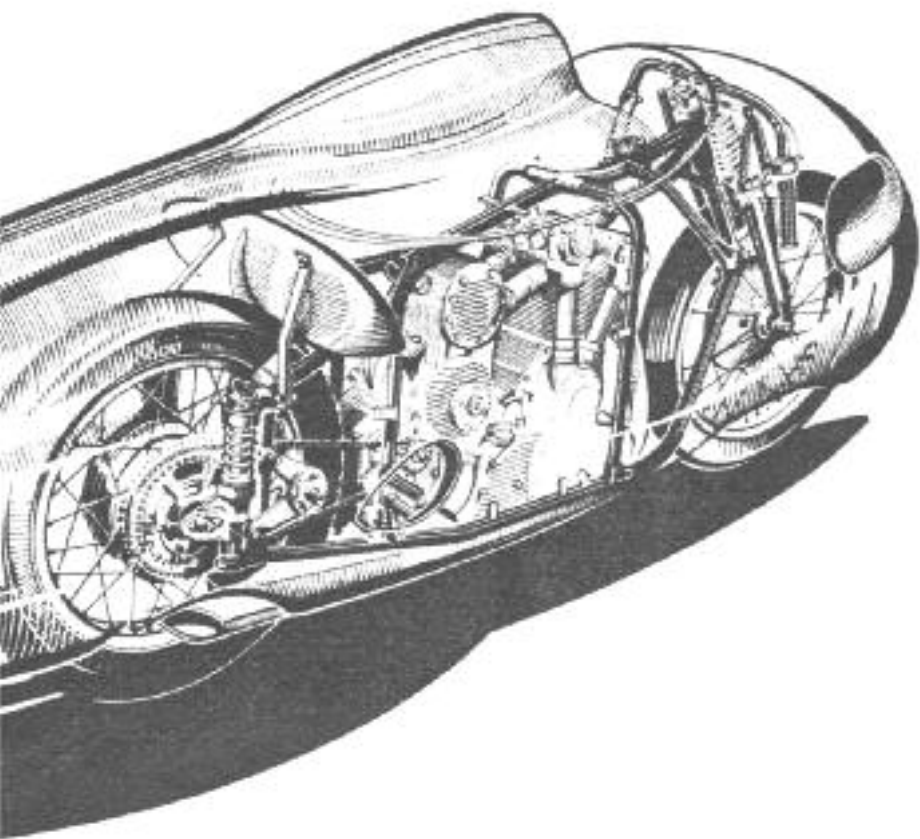
Without looking to left or right, Wilhelm Herz bolted from the starting position in his streamlined supercharged NSU, more like a rocket than a motorcycle. Speeding along the autobahn, Herz crossed the start of the measured mile like a flying phantom. Before anyone was aware, Herz was already past the kilometer and one mile mark, and was ready for the return trip! Mechanics, press representatives and visitors alike held their breath as the public address system announced the time -290 kilometers per hour --180.172 miles per hour - a new world's record.



1951 NSU 500cc Record



rd Holder





(jpd)

Nutmeg 25: The Dick McGinnis Memorial **22 October, 2022**

"It is the deliberate opinion of all who have tried it, that life can offer few more vivid joys than a tour in a motor-car through beautiful countryTo travel in a train is to be hurled from place to place in a box, with little fresh air, no contact with people, no chance of getting at the life of the country. In a motor-car you enter into its heart, its air fills your lungs; you are delightfully exhilaratedYou can haste when it pleases you, and linger at your will. You are free as the clouds or the birds."

Winthrop E. Scarritt: **Three Men in a Motor Car**
E.P. Dutton and Co. New York, 1916

The 25th running of the club's Autumn Rally, The Nutmeg, was run on the 22nd of October with a an excellent entry and a route that allowed for much of what Mr. Scarritt rhapsodized of to motorists back in 1916. We cruised some of the most beautiful byways of the Catskill Mountains as well as a glorious run through a beautiful Hudson River valley. The day finished with a cruise on the majestic Hudson River on board the excursion ship, "Rip van Winkle II." We had the boat entirely to ourselves, which added nicely to the intimacy of our evening. Stops along the rally at Frederic Church's "Olana," and at the fabled Old Rhinebeck Aerodrome allowed for enough time to tarry but still kept us able to make it to the ship before she sailed.

The day started in Kingston, New York, with a drivers meeting and briefing session for the teams. With that accomplished, the morning's run departed. We followed the river north along the western shore, crossing at



The late Dick McGinnis along with his wife, Beth, was the spark plug that turned the Nutmeg Rally into an ongoing tradition. Sadly, he has gone to his reward but his influence on the club will not be forgotten.
(jpd.)



Michael DiPleco and his bride, the lovely Tess Casey, taking off on an adventure in a borrowed mini.

(jpd)

The Bottomleys making sure all is in order before strapping into the MGA.



(jpd)



Chuck Schoendorf mounting his rally plate on the nose of the Cunningham.
(jpd)



"Round up the usual suspects."

(hyman)



*Susan Blackwell
and Carol Donick
chatting with
Michael DiPleco.*

(jpd)



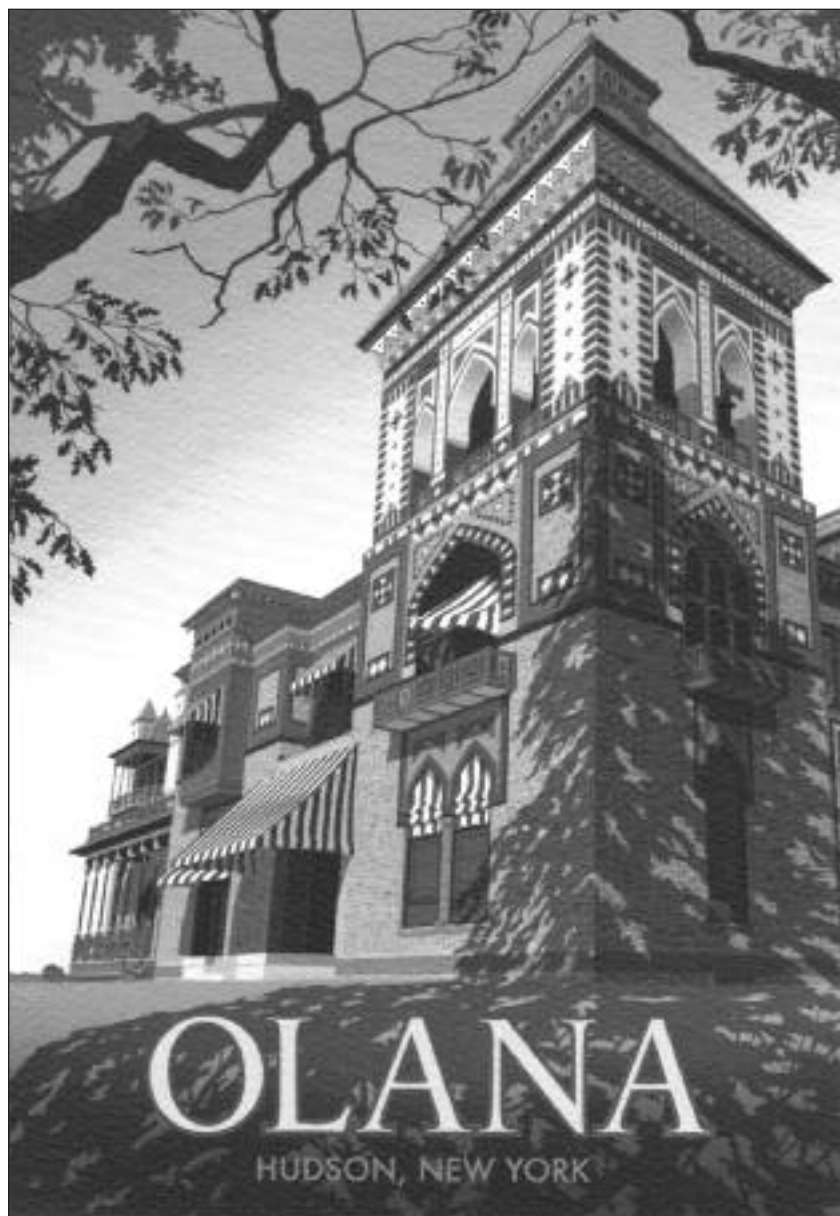
The DiPleco Mini making a suitable rate of knots. (hyman)



A glorious sight on an autumnal after noon - - Chuck Schoendorf's C3 Cunningham. (hyman)



The Clarks, pere et fils, departing the start. (jpd)





Olana was vaguely mysterious looking as we arrived. (jpd)

Saugerties to make a stop at Church's Olana estate. Olana had been a stop on one of the earliest Autumn Rallies of the club, when it was originally thought of as the Rhinebeck - or more accurately the "Rain Beck" Rally. Revisiting highlights of the earlier iterations of the event was part of the plan in celebrating this twenty-fifth running.

Church, one of the founders of the Hudson River School, landscaped the entire hill that made up his estate so that it appeared as a painting from nearly any angle. A beautiful place, it was an enjoyable stop.

From Olana the route went south along the eastern shore of the Hudson to Rhinebeck's "Old Rhinebeck Aerodrome." Several of those earliest autumn rallies stopped here. One of them was a two day affair that included parking on the airfield the second day, Sunday, of the weekend with a picnic while the air show took place above us. This year didn't have the air show but the visit to the field and the museum proved fascinating.

Lunch took place in Rhinebeck at Foster's Coach House. A most convivial luncheon it proved to be with adventures and missed turns of the morning shared with what we are assured was only the slightest of embellishment.



Andy and Carol, having just climbed out of the Aston.

(jpd)

AERODROME

Messrs Nichol, Smith, Schoendorf, and Spadaro climbing the hill to the museum hangars.

(jpd)



Keith Harmer and Andy Greenberg enjoying one of the hangars.

(jpd)



Old Rhinebeck Aerodrome is not just about aircraft but they also have a number of interesting early motorcars. This Overland Roadster seems to be shouting for a chance to get out of the hangar and to join a VSCCA event. The editor would be delighted to offer to drive.

(jpd)



Lots of interesting airframes with round engines were to be seen.

(jpd)



Mrs. Harmer inspecting a very early pioneer aircraft, a Bleriot, with wing warping rather than with ailerons. A plane like this one was the first to fly across the English Channel.

(jpd)

This replica Bleriot is like the one that was flown by the famed Harriet Quimby, America's first licensed female pilot. Her flying career came to an end in 1912 when, (we are told,) her aircraft unexpectedly pitched forward and she and her passenger were thrown out. In those days seat belts hadn't become standard in aircraft.



(jpd)

*Charles Bordin getting
a close look at a five
cylinder radial engine.*

(jpd)



*The Fenley ladies imagining going to war in a Fokker D7. Megan is at the controls,
while mom Julie offers advice prior to her take off.*

(jpd)

*Another of the aerodrome's
motorcar collection: an
International Harvester
Auto Wagon from around
1910.*

(jpd)





← Marc Evans arrived with an interesting MGB-GT. It has a transplanted V6 engine. He reported that it runs nicely and has a lot of advantage over the old MG's B-series lump.



(hyman)



Santo Spadaro and Sean Smith ran well all day in the former's Lancia. (jpd)



Nichol the Younger, (Jeffrey) was running the family +4 Four Seater. (hyman)



"We'll cross that bridge when we come to it," he said. And, they did. (hyman)



Bridges this day came in many shapes and sizes. (hyman)



Mr. Hyman explaining part of his morning's exploits to Mr. DiPleco. "There I was," he offered, "all but sideways headed for the trees. . . " (jpd)



*Kobus and Susie Reyneke
were having an enjoyable
day.*

(jpd)



Rick McCurdy and Cyrus Clark awaiting their lunch.

(jpd)



The Bottomleys enjoying top down motoring in the crisp autumn air.

(jpd)



Evans' MG departing the lunch break,

(jpd)

The afternoon's run took the rallyists back across the river and up into the Catskills for reminders of other Nutmeg Rallies. We wandered in a less than straight line following the pathways said to have been trod once upon a time by Rip van Winkle, in search of a little peace from his nagging spouse and finding adventure bowling nine pins with the ghosts of Hendryk Hudson's crew. Our wanderers didn't take the twenty years returning that Mr. Van Winkle did, though. We did have our own adventures, anyway.

We followed the Esopus Creek, enjoying the view of some of the best fly fishing spots in the mountains. There was a visit to Woodstock, and then a stop at the Willow Garage, known officially as Willow Automotive Services. The proprietor, Arthur, has a fascinating collection of semi-derelicts and projects on his back lot as well as several wondrous projects in process within his garage. He was a charming and welcoming host.

Seen at the Willow Garage:

(hyman)



(jpd)



(jpd)



(jpd)



The Reyneke Porsche with the top still up.

(hyman)



*"... then under the
railway and bear
right. . "*

(hyman)

*Imagine seeing a
Cunningham C3 on
the highway while one
is out for an after-
noon's motoring.
Chuck Schoendorf's
example, along with
Andy Greenberg's
Aston, proved that
there are still folks
willing to drive even
the rarest of the rare.
(hyman)*



*Our favourite turn
on the entire rally. . .
(hyman)*

*New to the VSCCA and first
time Nutmeg Rallyists, the
Texlers came out in a perfect-
ly rally-prepared Mini.*

(hyman)





Much of the Rally motored through the land of Rip van Winkle. His legend tells of bowling nine pins with Hendryk Hudson's men somewhere in the mountains. It is said that he drank of their keg of spirits and nodded off to sleep for twenty years.



At the end of the Rally the crews were invited to try their own hands at bowling nine pins next to the river and prior to going aboard. Fenley is shown in these two shots checking out the pins and then taking a turn. The possibility of a source of liquid refreshment awaited all aboard the good ship Rip van Winkle II, which would introduce us to the river that brought Hendryk Hudson's men to the Catskills. (jpd)





The Hudson River Maritime Museum in Kingston is next to the departure landing for the cruise. With pride of place on the grounds is the McAllister Tug known as "the Mighty Mathilda." The McCallisters are long associated with the VSCCA and, thus, we take a certain proprietary interest in the Mathilda.

(hyman)



The Rip van Winkle II coming into port to prepare for the VSCCA Nutmeg Rally Cruise.

The Texlers and Bill Vayo getting their sea legs as the Rip departed the landing.

(jpd)



Eddie Hyman and Dane Medici relaxing before dinner.

(jpd)

The Rondout Lighthouse continues to mark the channel from the Hudson into Kingston harbor.

(jpd)



The Reynekes enjoying a suitable libation as we cruised north on the river.

(jpd)



(jpd)

From Willow the roads went up into the mountains, passing more references to Rip van Winkle with every passing mile. Summiting our climb near to the Hunter Mountain Ski Resort we headed down again on Rt. 23A, seven miles of the most glorious twisties and turnies imaginable. We had last run this section in one of the winter rallies so seeing its beauty in the autumn was a dividend. Drivers were given the opportunity to stop at the bottom of the run and then to do it in the other direction before enjoying motoring down again.

Back in Kingston the rallyists reconvened on the waterfront in the shadow of the famed McAllister tug, "The Mighty Mathilda."

In honor of Rip van Winkle's adventures they had the opportunity to try their hands at bowling nine pins before going aboard for the evening's dinner and cruise.

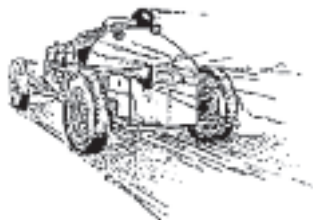
Our cruise took us north, retracing the path of the morning's rally, though this time from the river. We turned south again below Olana and cruised gently back to Kingston. Awards were presented, dinner and dessert consumed, and there was a general agreement that Nutmeg 25 had proven memorable.

We can't finish the tale without thanking those who made the event possible. First and foremost of these must be Frank Allocca, who was not able to make the event. Without Frank's support the evening's dinner cruise would simply not have been possible. He generously donated the cost of renting the Rip van Winkle II so that so many could enjoy a memorable time. We are deeply in his debt.

There had been word that Nutmeg 25 might be the end of the string for awhile but volunteers have stepped forward to assist in the administration of Nutmeg 26. Thus we suggest that calendars be marked for the 21st of October, 2023. Watch for details!

jpd

New Members



The Officers and the Board of Directors were pleased to welcome the following new members in 2022.

Robert Orander	Raleigh, NC	MG M-Type
Michael Kristick	Wellsville, PA	Lancia Flavia
Dominic Cullen	Northampton, PA	MGA
Stephen Plaster	Lebanon, MO	DaimlerSP250
Domenic Sammarco	New Canaan, CT	
Paul Gregory	Jefferson, ME	Lotus Europa
T. Peter Pappas	New Preston, CT	
Graham Scaife	Stony Brook, NY	MG-TD
Olivia Donatelli	Montclair, NJ	
Ann Fagan	Briarcliff Manor, NY	Mercedes 300 SL
Jacob Ricciotti	Deerfield, NH	Alfa Giulietta
Martin Hosek	Salem, NH	Devin Special
Trevor Hill	Mount Tremper, NY	Alfa Giulietta
Cheyenne Neff	Mount Tremper, NY	Alfa Giulietta
John Nikas	Huntington Beach, CA	Triumph TR4
Pasquale Fusco	Leonia, NJ	Triumph TR4
Philip Meany jr.	Arlington, VA	AC Ace
John Faulkner	Sayville, NY	MGA
Charles Roy	Stamford, CT	Hotchkiss Cabourg 686
Stephen Lane	Southborough, MA	Volvo P1800
John Bubela	New Hartford, CT	MG Midget
David Porter	Darien, CT	Lotus Cortina
Jeffrey Wacker	Litchfield, CT	
Mariano Lozano	Riverside, CT	Alfa 1900 TI
Ezequiel Santos	Riverside, CT	Porsche 356A
Leo Biagini	Riverside, CT	
Juan Rocca	Cos Cob, CT	
Kenneth Vaughan	New York, NY	Porsche 356
John Kanter	Arlington, VT	
Tabetha Hammer	Arlington, VT	
David Foster	Plymouth, MA	Austin Healey 100-6
Alain Raymond	Knowlton, Quebec	
Anthony Carpanzano	Danbury, CT	
David Greenman	Marstons Mills, MA	

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

Mitch McCullough has been busy and his Alpine seems to be racking up frequent flyer miles. We understand that celebrating the upcoming centenary of the 24 Hours of Le Mans, McCullough's 1964 Alpine M64/A210 logged some air and sea miles this year. After finishing Le Mans Classic in June, the early French prototype reported for duty at the Rolex Monterey Motorsports Reunion and Pre-Reunion. A bumpy ride on a rusty U-Haul trailer brought it to the Pebble Beach Concours d'Elegance where it was invited onto the ramp, a joyous occasion. Then it was back onto a plane for the Chantilly Concours d'Etat, rewarded with a low-speed loop around the gravel circle at Chateau de Chantilly. Equipped with an 1149cc Gordini, the M64 won its class at Le Mans in 1964 and is in original condition.



★ ★ ★

The Finale this year saw a number of interesting motors. While the story of the event will be in our next issue we note that the concept of the Preservation Class may be taking hold.

Marc Cendron debuted his magnificent AC Ace that had languished unfinished for years in Dick Waite's barn. Sadly Dick didn't survive to see the project completed but it looks magnificent. Marc isn't planning to take it out in wheel-to-wheel competition but may use it for rallies and road events. Never-the-less, the Preservation Class proved a perfect place to put some time

on it and to get used to its handling. We look forward to seeing it again and often.



(jpd)

★ ★ ★

Sandy Leith has done a magnificent job on his 328 BMW but isn't quite ready to take it out in wheel-to-wheel competition. He approached the Preservation Class opportunity with gusto. The car looked and sounded magnificent.



(jpd)

★ ★ ★

The Preservation Class is truly building interest across the club. Glenn Reynolds, who hung up his helmet a few years ago reports a commitment to come back out in the Preservation Class. To that end he has purchased a new car and is preparing it.

The car is a Renault 4 CV (Quatre Chevaux). At first blush one might not think of it as a "Vintage Sports Car," but it very much is. They ran suc-



cessfully at Le Mans chasing the Index of Performance, and were often suitably hotted up by enthusiasts whose enthusiasm may have been larger than their bank accounts. Glenn offers the following in a recent note:

*"I knew Eddie Hyman was up to something when he came over to photograph the new Renault. Thanks for including it in your **Victory Lane** article.*

The car has an interesting history. I bought it from an elderly lady who bought it from the estate of Emmett Kelly, the world famous circus clown. He died in 2006 and it sat in her garage. It was never used as she had a con-course 4CV and got it as a "spare" (go figure). The car was also in the movie American Graffiti driven by Richard Dryfus. I plan to make it into a "1063" replica, which was the sportier version."

We can't wait



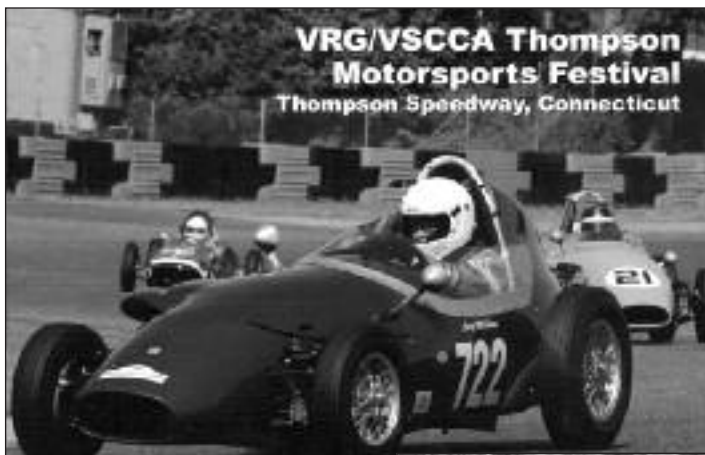
(hyman)



We note that Orrie Simko has been enjoying a new to his collection SS Jaguar. He had it at Castle Hill and it looked lovely.

The Stanguellini Twins, Larry McKenna, and Bill Gelles have decided to hang up their helmets after many glorious races together. McKenna's car quickly moved to a new owner, Whit Smith, who has already had a track shakedown in it on a test day at Lime Rock.

Bill Gelles' car is still very much available.



When the two of them shared the cover of "Victory Lane."

Whit Smith (l) with Mark Lefferts after successfully testing what is now HIS new Stanguellini.

(hyman)



The following came from Tom Cotter recently with an interesting query:

Happy New Year, Jim.

I am attaching a photo which includes a Cunningham C-3 coupe drag racing at the Sanford (Maine) drag strip in the mid-1950s. I would like to identify the driver/owner of the car. I thought some of the "vintage" members of VSCCA might be able to offer assistance...

The photo appeared in A.B. Shuman's book, Cool Cars with Square Rollbars.

Two possibilities for ownership are:

Henry Dingley of Maine. He owned C-3 #5212.

Another is Dr. John Finkenstaedt of Boston. He owned C-3 #5209.

Any assistance would be appreciated. PLUS, if any members have additional Cunningham information, memories, photos, memorabilia or parts, I'd love to talk to you.

*Sincerely,
Tom Cotter
(The guy who races his Cunningham C-3)*



*It was 1956 at the drag strip in Sanford, Maine when the Cunningham showed up to run with the hot rods. We don't have the results from the racing that day. But, we would like to believe the Cunningham did well. Any information would be greatly appreciated.
(Photo - Cool Cars Square Roll Bars)*



This sent the editor to his copy of the Shuman Brothers' Cool Cars Square Rollbars to look more closely. The photo is taken at Sanford, Maine, in 1956 and the authors misidentify it as a Vignale Bodied Ferrari. That's actually understandable. They are similar. One can find the photo (*the larger one is the original and the smaller simply taken from the larger.*) on page 53 of the book. The book is a delight and we recommend it to any and all as it has a few of our sporty car folks in there as well. Hotrodders and sporty car types mostly speak the same language, though with different accents.

Paul Fitzgerald or **David Greenlees**, do either of you have any ideas on Tom's query?

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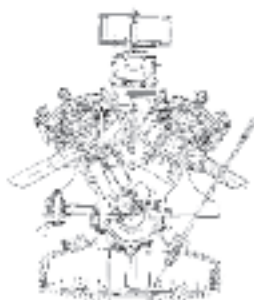
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