

VINTAGE SPORTS CAR



NUMBER ONE 2020

VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

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Membership inquiries to the above address



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1905 – 1995

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VINTAGE SPORTS CAR



Berteletti's Hudson holding off Leonard's MG into the uphill at the 2019 Fall Finale. The event was also the club's Prewar Celebration so the prewar turnout was a joy to behold. Story to be found on page 17.
(hyman)

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Once upon a time motoring off on an adventure in a vintage car was no great surprise. Maybe it's because for many of us that old motor was also our chief means of transport.

Such was the case for the editor in his later college days. We fondly recall a seven plus hour four hundred mile run in a TR3 from the hills of north-west Pennsylvania to Annapolis, Maryland in the dead of winter. There were three feet of snow on the ground as we departed. My passenger likely had more blankets around her than she had luggage in the boot and behind the seats. It was an adventure. She married me anyway. . .

We hope to encourage more such adventures this season and to make the idea of driving our vintage motors someplace other than the racing circuit a bit more of a norm. This issue may help.

Chrisso Rheault drives the ninety year old family Bugatti from Paris to the UK and then on to Ireland through some of the most beautiful countryside imaginable. He reports but one mechanical problem, a leak in the radiator. He fixed that with part of a loaf of bread.

We also share the story of a Derby Bentley, two days past a minimal reconditioning after some long period of idleness, driven off to the Alps in the middle of the ski season and returning some three thousand miles and uncounted adventures and misadventures later.

Speaking of adventures, though in this case of a slightly different sort. We seem to have put out our first publication for the VSCCA in April of 1985. Mathematics would indicate that was thirty-five years ago. Logic and memory suggest that thirty-five years is simply an impossibility. Whatever the numbers, it's been a glorious adventure to date and we are profoundly grateful to the membership for indulging us in the endeavour. We shall see what the future holds.

Enjoy.

jpd

Sixth Annual Thompson Vintage Motorsports Festival
June 21-22, 2019
Thompson, CT

Thompson Speedway Motorsports Park in rural Northeast Connecticut has a special place in the history of sports car racing in the USA. While Lime Rock Park is nationally famed for its park like beauty and Watkins Glen for its international history, Thompson Speedway has a unique role as the track where the greats, Phil Hill, Carroll Shelby, and local heroes like Gaston Andre and George Constantine came as they established their careers. It's also where the VSCCA held their very first track events. It was "home" to the VSCCA for most of the club's early years.

Originally an oval course, Thompson had several different configurations but then the road course was abandoned until some seven years ago. A whole new course was created and inaugurated with the first vintage motorsports festival and this year the vintage community in the North East came together to organize the Sixth Annual Thompson Motorsports Festival. The organizers of this year's festival were the Vintage Sports Car Club of America, the oldest vintage club in the country, the Vintage Racer Group that is an outgrowth of



Marc Cendron seems to be mastering the Tojeiro-Climax and showing it to its best advantage any more. He finished third this day in and impressive field.

(d.smith)

the VSCCA formed by members who wanted to race cars of more recent vintage and the Historic Racing Group, associated with the SCCA. The three clubs have a real mix of members, some of whom are members of all three clubs. Of course, anyone with a proper license from another club was welcomed as an entrant.

This weekend is always interesting because each club tends to highlight groups of interest to their members. VSCCA production cars and sports racers under 2 liters competed in Group 5 for the Belden Cup and VSCCA



*McKenna's Stanguellini, prepared by the Lefferts brothers, going very nicely, indeed.
(d.smith)*



*Steve Morici came from California and he brought out a Cooper T-67 to play with
his friends.
(d.smith)*



*David Belden would be smiling to see how well his Lotus 9 has been going with Karl Whitney at the helm.
(d.smith)*



*Greenfield's Alfa showing one of its much younger siblings the quick way through the corner.
(d.smith)*



Devin Giedra leading some very fast company into the turn.

(hyman)



Sinkiewicz' MGA with either Ben Tarlow or Willem Oswald (they share the car) hard on his tail.

(d.smith)



The Thompson course is a bit tighter than Lime Rock so we suspect that to be the reason Stu Forer left the Jag at home in favour of the more nimble Turner.
(d.smith)



McKenna leading one of the Formcars, in this case, Logan, with Erik Thomas' Formcar coming up in the distance.
(d.smith)



The Erik Thomas Formcar.

(d.smith)



JR Mitchell found time to go out to play in the Lotus 18.

(d.smith)



Lotus, MGA, and Alfa. . .the icons of the small bore class.

(d.smith)



Sinkiewicz still holding off the Tarlow/Oswald Bugeye.

(d.smith)

Formula Juniors vied in Group 6 for the Vanderbilt Challenge. Steve Morici was the event chair for the VSCCA and competed in Group 6 with his 1963 Cooper T-67 FJ.

The major event for the VSCCA was the David Belden Trophy with a field of 21 cars ranging from the very fast 1933 Alfa Monza of Peter Greenfield to the Turner of Stu Forer. Of course the majority of the field were MGs or quick Alfas. In the early morning 20-minute race Dudley Cunningham in his Lotus 15 held was able to pass Greenfield to take the lead and win with Will Herman in an Alfa third. In the late morning race Cunningham lost a tough battle with Paul Glynn's Alfa. Marc Cendron and his rare Tojeiro Climax drove a steady race to finish third ahead of Greenfield. In the final Belden Cup race Cunningham won after swapping the lead back and forth with Glynn in a battle that was fun to watch - two experienced racers on form. Cendron also drove a great race to come from 12th on the grid to finish third again.



*The Formcars of Logan and Thomas having a ding dong battle.
(d.smith)*

The other feature race was the Vanderbilt Cup for Formula Juniors. This race was on the calendar for the Formula Junior Historics of North America, which supports FJ grids across the country. These races were dominated by JR Mitchell and his son Josh both driving Lotus 18s, with JR winning the first race and Josh the second of the day. In the first race Bill Gelles and his Stanguellini placed third. Josh won the next race with dad in second and Gelles again in third.

However, during the featured Vanderbilt Cup race there was a surprise winner with Larry McKenna and his gorgeous burgundy Stanguellini in front followed by Eric Logan and his Formcar FV. The Mitchells managed to leave the track together in an ill-timed move that left JR in third place. Unfortunately for the Lotus drivers the race ended early as a thunder storm rolled over the track forcing the corner workers to take cover and delaying the schedule.

The windup of the day came after that but a great time was most obviously had by all.

dow smith

Geo Ham



PRIX DE PARIS

AUTOMOBILE

6 COURSES INTERNATIONALES
AUTODROME LINAS-MONTLHERY

29 AVRIL 1956

A.G.A.C.I.

A.C.I.F.



VALVOLINE

CHRYSLER S.A.



VALVOLINE

CHRYSLER S.A.

AVEC LE CONCOURS DE
VALVOLINE



International Bugatti Meeting (Rally)

Cars are meant to be driven, right? That's the ethos of the club - to use these cars in a manner to which they were intended. As reported by our editor in a previous issue, I recently brought my father's type 40 Bugatti back into the family. But it was in Europe, which proved to be a good thing. This car, purchased and restored in Saigon in 1956 by my father has been an integral part of our family.

Over the winter I sent the 40 to Fred Novo, a multi-generational Bugatti expert with facilities just outside Paris. After the Monte Carlo Rally, during Retromobile I visited Fred who had gone through the car and drove it briefly. Then we arranged for a bit more work to be done to make it good for the next adventure.

Fast forward to June, and I was back outside Paris and setting off at the crack o' dawn to catch a ferry. The plan was to drive to Dieppe on the coast of la Manche, thence a ferry to England. Once ashore in England, a few days of driving through the southwest stopping at Prescott Hillclimb and the home of the Bugatti Owners' Club (90 years old). Then a gang of us would cross Wales for another ferry to Ireland for the 'International Bugatti Meeting.' (*no longer called a rally for insurance purposes*)



Sarah Rheault posing at a stunning overlook

The roads and the company were absolutely breathtaking.





Le pur sang Bugatti court toujours, et partout...
et, 99 fois sur 100, monte par un gentleman, son propriétaire.
 Du 1^{er} Juillet 1934: Total des victoires Bugatti, 507, dont 326 en 1934. (Ces pur des amateurs).

Sa 1500 cms.
 4 cyl.

Sa 2 litres
 8 cyl.



Le Pur Sang des Automobiles

ETTORE BUGATTI

MULSHEIM (Bas-Rhin)

PARIS: 316, Avenue des Champs-Élysées

Depot: 114, rue de la République

Telephone: 21-22, 23, 24, 25



Posing with some friends near Tintern Abbey.

160 miles in France, then another 100 to Southampton on motorways, in a 90 year old car, and not even at the beginning of the event. Some might question such a decision, but having done 2500 miles across Europe the previous January in an 89 year old car this seemed a doddle.

I picked up some key cargo freshly arrived from New York in Southampton, and the three of us arranged ourselves and bags before we set off for Stonehenge and Wales. Hotel parking was a doddle as there was a security team in place for the India cricket team who also work Goodwood. After a visit to the henge, we crossed the Severn Estuary into Wales. The following day led us along the River Wye to Tintern Abbey. Then through the Malvern Hills (*no time for a Morgan visit*) and on to Chateau Impney which now hosts an annual hill climb. (*Sadly, we just heard the Chateau Impney Hillclimb has been canceled. jpd*) We were attending a birthday dinner for the BOC, and next day struggled through the rain to Prescott where we managed to finagle a run up the celebrated hill climb course.

At this point my crew had to debark for points east and south whilst I headed west, but I was now in company of twenty-five or thirty red ovals so did not feel totally deserted. Thus assembled, the new group set off for Pembroke and the boat to Ireland. It was then a simple jaunt of 160 miles to Killarney where the event was based.

Another five days of driving followed in the southeast of Ireland- Kerry, Kinsale, Dingle peninsulas. Over the Gap of Dunloe and the Conor Pass and all the way out to Mizzen Head. I will let some pictures tell the story. Through it all, the Type 40 performed beautifully, the only mechanical issue to arise was a small hole in the radiator which was repaired with a loaf of Ireland's finest white bread.

Chrisso Rheault

THE VSCCA PREWAR FEST COMES OF AGE: VSCCA Fall Finale 26 to 28 September, 2019:

This third year of the VSCCA Fall Finale doubling as a Prewar Festival came off beautifully. The weather was a bit dodgy early on but the idea of a focus event on Prewar Cars is showing itself to be an idea with legs.

The concept was born a few years ago in conjunction with *Victory Lane's* publisher Dan Davis, who graciously even agreed in the second year to donate a trophy for the class. Aside from encouraging members to bring out their prewar mounts for racing, the VSCCA has also encouraged non racing members to attend the event with their own prewar cars and to take part as spectators. The club provides plenty of parking for them in the paddock. A paddock full of vintage spectator cars adds greatly to the ambiance of the event and also encourages the spectators to give some thought to joining the on-track activities, even if only in the "touring" classes.



Mike Bartell's PB leading the prewar gaggle into the uphill in what looks to be the pace lap. (hyman)

This year's event saw a prewar class of 27 entries for the racing. The variety was impressive, with a number of Bugattis, a Riley or two, a Hudson, an Amilcar an HRG, several impressive and historic Specials, and a number of MGs. Most, though, admittedly not all, were actual prewar examples. There was a need to accommodate some of the slower postwar vehicles and that was arranged. It is hoped that future years will find this class growing into a "pure" prewar grid. The club has already gotten some distance down that path and confidence is high that the situation will be even better in the 2020 season. One example of that confidence is that the VSCCA will be



Ellsworth enjoying the Ford-Amilcar in its native environment.

(hyman)



Dan Leonard's MG holding an advantage over a crowd of its T-series brethren. Mount's TB on the inside looks to be making a move, though.

(hyman)

returning to sanction a piece of the legendary Pittsburgh Vintage Grand Prix in Schenley Park in July. The rules for the prewar group in that event will be very stringent. It will be all prewar except for the earliest of the postwar cars. That would mean the TC MG contingent are allowed but not the TDs and it would allow the HRGs and possibly some very early specials. Expect to see a similar arrangement for the VSCCA Fall Finale in 2020. Time will tell.

The prewar racing was its usual display of nomex-clad decorum but the excitement level was memorable. Frank Mount's 1939 MG-TB Special, "Babe," was seen to be running quickly. Mount seldom puts a wheel wrong and he and the old MG have been together long enough to be very very well acquainted. Watching him at the wheel is a joy.

The president, Sandy Leith, brought out the ARCA-era Ford-Bugatti Special. This year had been a frustration for the two of them due to any number of mechanical ailments. Ben Bragg, who looks after the old beast, finally managed to get her sorted out and Sandy had a number of good runs, once or twice in pursuit of Jason Urban's impeccably presented MG P-type Lester Special.



Mount's TB Special, "Babe," coming through the uphill.

(hyman)

Bragg had the venerable "Old Gray Mare," out. We love this Ford V8-powered special that Lem Ladd fabricated back in the thirties to take on the bigger money cars in the ARCA of the time. Ladd set a record with it on Mount Washington before the war and often showed a clean, if slightly scruffy, set of heels to the Bugattis and Alfas. The "mare," as she's often fondly called, had some success after the war in the hands of George Weaver and several others. There's even a wonderful story of VSCCA-founder and later president, Bill Leith in his college days, borrowing it to drive from Boston to Providence, Rhode Island, to take a very fashionable young lady out on a date.



Ben Bragg was having a good run in the “Old Gray Mare” at the finale after a few issues earlier in the season.
(hyman)

We understand the young lady’s father was less than amused but that she had a marvelous time anyway. They were simpler days.

In 2019 the car continues to run at the front of the pack and Ben Bragg has managed to keep her in reasonably fine fettle. We note, though, that the “Old Gray Mare” appears about as scruffy today as she did in the photos from her glory days in the mid-thirties. That’s as it should be.

Tom Ellsworth’s Ford/Amilcar Special is another of the ARCA-era entries for this event and had a great and untroubled weekend. Along with the Leith Bugatti, the “Old Gray Mare,” and Peter Ross’ J2 MG, there were at



Bartell’s PB leading Jason Urban’s Lester PB Special with Frank Mount closing quickly from behind.
(p. maddalena)

*The Morgan lads
elbowing their way into
the turn.*

(p. maddalena)



*Peter Charlap in the
T-30 Bugatti waving
a faster car by in the
uphill.*

(hyman)

*The Berteletti Hudson
smoothly entering the
right hander for the
“no-name straight.”*

(hyman)



*We seem to think this
is Erik Thomas'
Formcar entering
the uphill.*

(hyman)



Eitel's OSCA leading a couple of Lotii.

(p. maddalena)



*Tom Monti's Formcar
making a fair rate of
knots.*

(p. maddalena)

least four genuine ARCA cars present.

Berteletti's Hudson Indy Car looked to be running very well on Friday, we think we heard of some mechanical sadnesses with it on the Saturday. Berteletti has been running this car in VSCCA events since at least the early 1980's and quite possibly from the mid-seventies. An example of the VSCCA prewar spirit in action, we can recall him bringing it to the very first Pittsburgh Vintage Grand Prix over thirty years ago. We don't believe he has missed a season with it in the interim. His runs on Friday had him fighting it out with a couple of the MG stalwarts, at least one of whom noted that a car that large isn't easy to pass. We add that a driver of Berteletti's experience doesn't make the effort any easier.



*Berteletti adding some body English entering the turn.
(hyman)*

The VSCCA Fall Finale wasn't all about prewar. The rest of the entry were divided into two classes, "fast and faster." Most of the Porsches, the Morgans, and the later MGs made up the former. The latter included the various Alfisti as well as the Sports racers and the Formula cars.

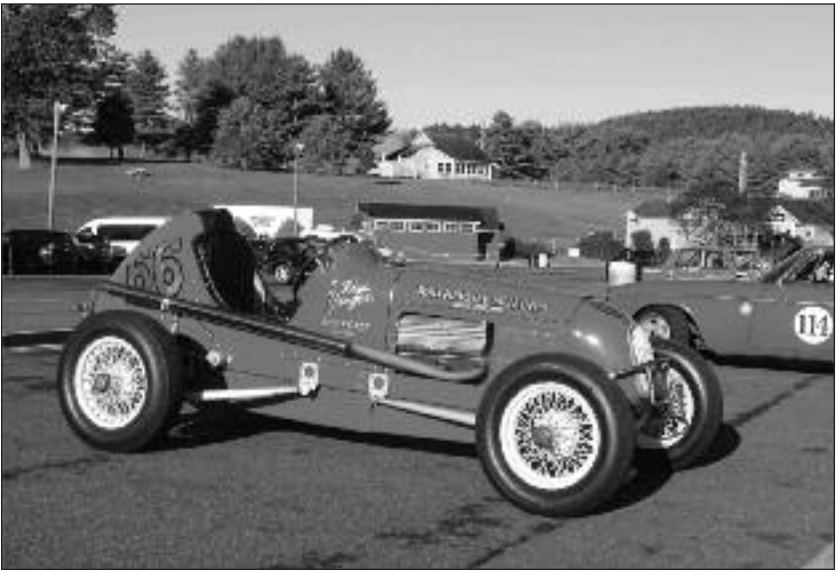
In the slower of the two classes we enjoyed the sight of the Morgans having some fun with the MG crowd. In the faster class we noted Jim Bok driving impeccably in his Lotus VII. We were also very much impressed by Mitch Eitel's spectacular '59 OSCA monoposto.

Rounding out a wonderful weekend were the many vintage cars to be found in the paddock. Some managed a few touring laps behind a pace car. At least one of the spectator cars looked breath-takenly beautiful amongst the other prewar cars. It had been driven the three hours over to Lime Rock from Boston and likely didn't miss a beat. There were Bentleys around, a couple more Rileys, and several of the most mouth-watering Bugatti road cars that one can imagine. Did we see Rob Bettigole's Lagonda as well?



Is this Lou Timolat's Indy Car?

(hyman)



Earle Tucker's Sprinter resting in the sun.

(p. maddalena)



Vogel's Bugatti on the outside with a gozzillion horsepower of Indy car nipping by on the inside.

(hyman)



Urban's MG moving nicely down the main straight.

(hyman)



Cromie's Riley has been getting some exercise of late, at least at the prewar celebrations in the autumn. Looking smooth and collected coming into the uphill.

(hyman)



Giedra's Datsun Fairlady seems to be going better every time we see it.

(hyman)



Deb Abraham leads a couple of Alfas up the hill, demonstrating her usual mastery of the car and of the situation.

(hyman)



Sandy McNeil's Alfa SZ never seems to have a wheel put wrong.

(hyman)



Vogel extending himself a bit coming through the esses.

(hyman)



Whitney in the Lotus 9 holding off Eitel's OSCA and what looks to be McKenna's Stanguellini.

(hyman)

Eitel's OSCA coming onto the "no-name straight."

(hyman)





The crowd arrived on Thursday evening but had to wait for a period of time at the top of the hill while some sort of corporate outing was finishing up down in the paddock. By the time we were allowed in the sun was going down to the west. The muzzy sort of light lent a feeling of romance to the paddock, making the wait almost worth it.

(jpd)





One of the younger cub scouts posing in Bragg's "Old Gray Mare," dreaming of adventures yet to come. A highlight of the finale these last years is sharing the facility with a large cub scout camporee at the top of the hill. The kids are perfectly behaved and love wandering the paddock, talking to drivers, and sometimes getting their photo taken in a race car. (jpd)

Adding their own measure of enthusiasm to the weekend were several hundred Connecticut Cub Scouts. For the third year running they scheduled their annual weekend camping trip to Lime Rock to coincide with the VSCCA finale. Perfectly behaved and well supervised they had the run of the paddock and enjoyed seeing the cars, talking to the owners, and, in many cases, getting their photos taken at the wheel of a race car.

The Prewar celebration at the VSCCA Fall Finale has truly come of age. From it is growing the prewar class at the upcoming Pittsburgh Vintage GP in July and a deeper prewar class at Lime Rock's 2020 Historic Festival.

We can expect even more delights in 2020.

jpd



Berteletti and Ellsworth fighting their way into Big Bend while showing off two of the most iconic prewar cars in the club. (p. maddalena)



VICTORY LANE/VSCCA

PREWAR TROPHY

(jpd)

AWARDED TO JASON URBAN

The 2019 Annual Victory Lane/VSCCA Prewar Road Racing Celebration Trophy was awarded at the VSCCA Fall Finale and Prewar Festival on the 28th of September. The winner this year is Jason Urban, who was competing in his 1935 MG P-Type Lester Special. He was chosen from a field that boasted 27 entries, including Bugattis, MGs, Hudson, Amilcar, and a number of other marques. Urban has competed in the P-type for a number of years around the VSCCA's schedule in everything from wheel-to-wheel races, hill-climbs, and rallies. The MG is always magnificently presented. In the best prewar class tradition, he maintains the car himself and is responsible for its most recent restoration.



Jason coming into the last corner on the Hershey Hillclimb course.

(hyman)



Sprinting for the finish line at Hershey this past summer.

(hyman)

The car is called a P-Type Lester Special as its genesis was in one of the prewar PB MG models that fell into the hands of the legendary Harry Lester. Lester's MG specials after the war managed to write their own chapter in MG's racing history. This prewar example is one of his earlier vehicles and contains bits from several P-type MG models, the PA and PB anyway. The special body further sets it apart.

Urban's MG is seen at any number of VSCCA events during the season and even manages to take him and his wife to dinner from time to time.



And sometimes he can even use it to take his wife, the lovely Holly, out to dinner.

(hyman)

HOCHSOLDEN OR BUST
OR—NEARLY BUST AT HOCHSOLDEN
A Please-sit-down-before-you-read-this by V. WILES

(Editor's note: This story first appeared in the July, 1970 issue of Bentley Drivers Club Review. Serving as a marvelous illustration of the theory that "God and the Chief Engineer put an engine in it for a reason," it should remind us that a vintage car is, first and foremost, a car and it's natural environment is the road. We suggest that more of our vintage motorcars should be pressed into regular service for going off on adventures.

We are grateful to the BDC for permission to share the story with the VSCCA.)

The purchase of 4¹/₄ EVW 547 towards the end of last year coincided rather predictably with the start of winter, so that preparing the car for a long tour abroad was accomplished with a more-than-usual degree of discomfort.

The Bentley had been out of use for some years and required re-wiring, a new exhaust system and the replacement of numerous reliability-demanding items like the fan belt, the water pump and the coil. I changed the oil, set the tappets and turned a blind eye to a little pool of anti-freeze that had mysteriously found its way on to the top of the cylinder head. At 4.30 the next morning, two friends and my sister and I set out for Dover.

The car was somewhat new to me, as it had only achieved M.o.T. status two days before, but it was mechanically quiet, with an oil pressure that I thought would probably just suffice.



EVW 547 parked comfortably in the snow. The old girl doesn't look stuck so we conclude that it's in a parking area at a ski resort.

The Channel crossing was smooth and we reached Luxembourg by road that evening. The P - 100 headlights had rather annoyed the French and we found it necessary to buy five pounds of assorted nuts (edible!) from a super-market in Charleville Mezieres, so that we could use the transparent yellow wrapping paper! We reached Munich after a couple of days and the next morning I discovered, to my intense concern, that the anti-freeze arrangements I had made were inadequate, to say the least, and the radiator was solid. I began mentally to devise a means of roping a new Mercedes-Benz radiator on to the front, but fortunately no damage was done and we were able to thaw out the whole system with a hastily purchased blow-torch.

Perhaps the greatest inconvenience was the lack of a heater and the car suffered from a rather serious degree of internal icing up, which reduced visibility to a distance which was entirely out of proportion to the Bentley's ability to stop! The windscreen wipers proved totally inadequate, but partially made up for this inconvenience by maintaining a comedy show of indecision and erratic operation.

After a morning's run, we crossed the border into Austria and soon arrived at Westendorf, where we were to stay for a few weeks for skiing. The car was behaving unquestionably well and was great to have with us, but as the mechanical history was completely unknown to me, I kept a constantly nervous eye open to spot the slightest change in oil pressure and water temperature and listened every week via my ski stick for any signs of unwelcome mechanical noises.

Undoubtedly the most memorable episode in the whole holiday occurred when poor snow at Westendorf forced us to move to another resort and we set out for the Otztal Valley in the hopes of finding good snow at one of the high-altitude resorts near the Italian border. We took a round-about route, via the rather dramatic Fera Pass and the Zugspitze Mountain, and arrived at Sölden at about 9.30 that evening. The snow was poor, however, and we decided to press on up the mountain to Hochsölden. The road was not marked on the map, but nevertheless the Bentley had proved itself a reasonably competent



Changing a tyre along one of the Routes Nationale.

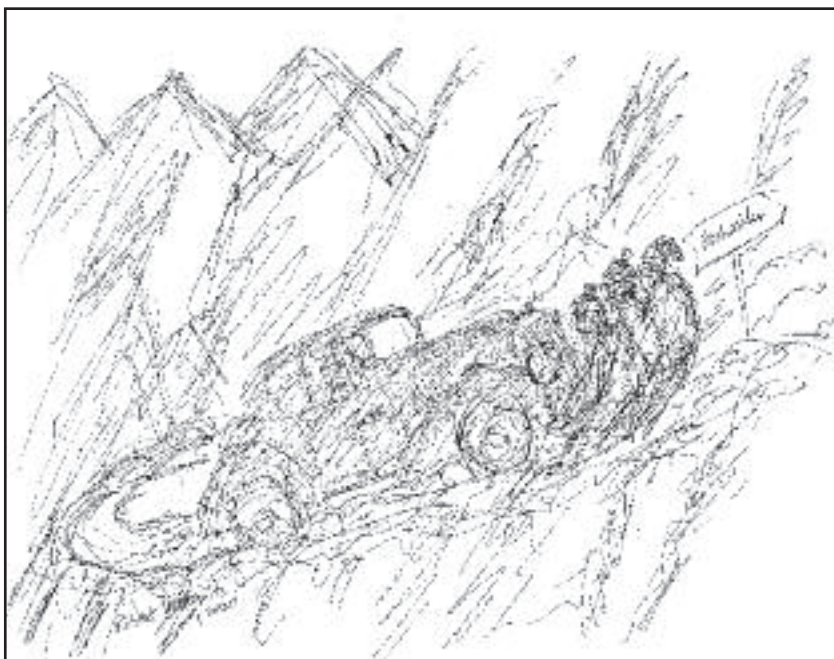
mountain climber, despite the fact that we had not been able to find chains for it. We set off in total confidence, the car being very heavily laden. First gear was called for right from the start, for the road was both rough and steep and after only two hundred yards it degenerated into nothing more than a track, very little wider than the car itself, with a sheer drop on the right and a cliff face on the left. We pressed on for roughly two miles, climbing very steeply and maintaining a grip by very modest use of engine revs—200 r.p.m. at one stage. Ruts and ice were everywhere and we knew that if the car stopped, restarting on the ice would be quite impossible. Of course it was pitch dark and we didn't know how far we still had to go.

We had negotiated a rather dramatic hair-pin bend and then saw in our headlights ahead that the gradient increased to an unbelievable extent and it was quite clear that we could not make it. Predictably, half-way up this section the car stopped, with wheels spinning gently and I hit the clutch and brake simultaneously. This was when the situation suddenly changed from the amusing to the positively unpleasant, because the wheels didn't grip—the engine stalled and the car began a slow, silent, backward slide, which soon became faster and faster. All we could hear was the creaking of the woodwork. Within seconds it became alarmingly clear that unless fairly drastic measures were taken, we would carry on sliding right over the hairpin bend some fifty yards behind us and invisible in the darkness.

I swung the steering wheel, hoping to reverse into the bank. However, as the back wheels were firmly held in the ruts made by other vehicles, the result of this action was to swing the front of the car towards the edge of the precipice—embedding a front wheel in the soft snow over the edge, but bringing the car to a slow, if reluctant, stop.

We scrambled for a torch with the minimum of movement, as all we could see was blackness and we didn't know how far we had gone over. We climbed out on to the road side, all four of us in a state of advanced nervous tension, and cigarettes were hungrily inhaled by even the most dedicated non-smokers in the party. As we were still deliberating (the female division having already disassociated themselves vehemently from any attempt to try to extricate the car under its own power), a chained Taunus arrived up the hill. We explained the predicament to the Austrian driver, who, by his sympathetic nodding, indicated his tolerance of the strange rituals of the motoring English.

We were therefore obliged to reverse the car down to the hairpin where we could turn and the Taunus backed some way down the hill, so as to be out of the way if things went wrong. Having extricated the car, we began an inch-by-inch reversal, with my three companions trying to restrain the car by holding on to the front bumper. An hour or so after the incident began, we had turned the car round and we travelled down to Sölden, where we stayed at the best hotel we could find. The slide was, to a large extent, a result of the fact that unless the rear wheels rotate, the servo motor does not bring the front brakes into operation; so we were sliding with locked back wheels and rolling front ones.



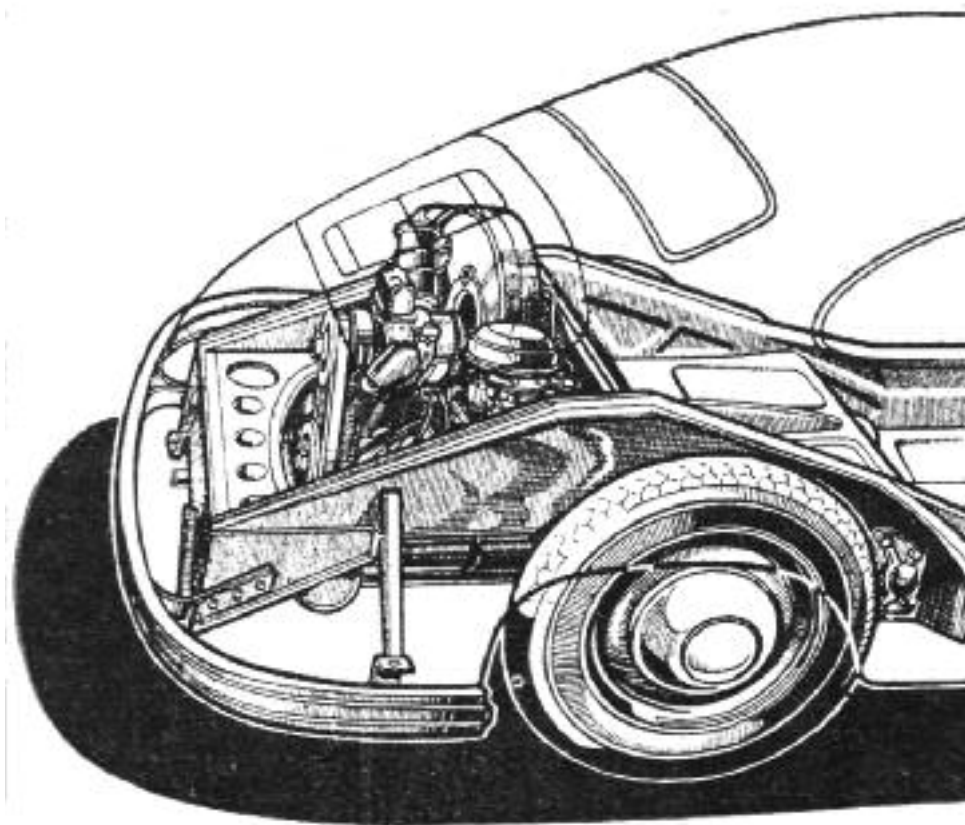
"Having extricated the car, we began an inch-by-inch reversal, with my three companions trying to restrain the car by holding on to the front bumper."

The next day, we found our snow at Obergurgl—reputedly the highest parish in Europe—and had a fantastic week of skiing.

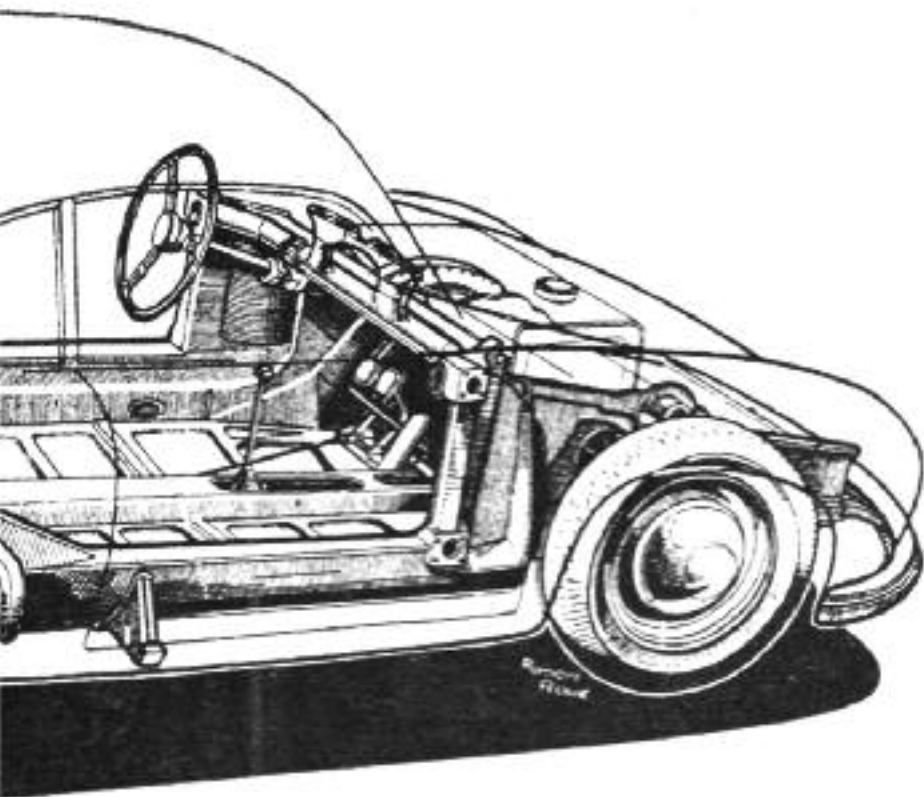
The journey back was marred only by a handbrake cable jamming-on in Germany, engulfing the car in smoke. We spent a few days touring in France and had an incredibly funny oil-change in a small French garage. Cries of "conservative" could be heard as the mechanics noted the 1937 suspension and braking arrangements. We reached Dieppe and made the crossing to Newhaven without further incident, the car having done some three-and-a-half thousand miles and, apart from a couple of badly split wings (after a difference of opinion with a tree), none the worse for wear.

(Phew !—Ed.)

1952 Porsche Type



e 356



VSCCA Annual General Meeting November 9, 2019

Once again members of the VSCCA gathered at the White Hart Inn in Salisbury, Connecticut, in early November for the club's annual general meeting. The annual meeting was packed with solid information on the health of the club, news of an exciting new season and a celebration of members who have passed away.

At the end of the meeting winners of the Goodchild and Koshland awards were announced, always a major acknowledgment of two members who make a significant contribution to the club.

President Sandy Leith paid tribute to three members no longer with us who made a major impact on the VSCCA over the decades including Bob Valpey, Peter Giddings and Dick Waite while Jim Donick delivered a tribute to Jerry Greaves, the longtime head of the car classification committee and keeper of the VSCCA flame. The presentation included photos of Jerry with some of his interesting and small race cars including the front engined Emeryson 500.



The president, Mr. Leith, commenting on the state of the club. His transcript can be found on page 47.

(d.smith)



Mr. Brown, Mr. Spadaro, and Mr. O'Day listen in rapt attention.

(d.smith)



Mr. Morici makes his most welcome appearance.

(d.smith)

Sandy opened his remarks by thanking all those event chairs who work so hard to make this club work. He thanked activity chairs Joseph DeLucia and Mark O'Day and announced that VSCCA stalwart Bob Melhado is now the official VSCCA Chief Steward. Bob in turn thanked our band of dedicated and hardworking volunteers without whom there would be no track events!

Secretary Scott Fenley followed with his report on the state of the membership. In an encouraging sign we added 29 new members, the highest increase in some time. At this point we have 654 members. This year we lost some 18 members who failed to pay their dues, 17 resignations and 5 deaths so we finished the year with a net loss of 11 members from 2018.

Scott also announced a new family membership available to households with an active or honorary member. The family membership will cost \$130 as opposed to the individual membership fee of \$100. The additional family members will be required to submit individual applications for membership. They will be listed separately in the roster.



*The Secretary, Mr. Fenley,
straining for a question.*

(d.smith)

That roster will be mailed out sometime in April and Scott urged members to be prompt in returning dues and reviewing your roster information. He also thanked those who donate additional funds when paying their dues.

Mark O'Day, the Activities Chair, delivered a detailed 2019 Activities Review and the Plan for 2020. He had a comprehensive presentation prepared with help from Deb O'Day. Based on a P&L statement on each event over the year we lost some \$12,701 but that doesn't include a credit of \$12,200 from the Historics. He broke out revenue and expenses from the popular and well supported Fall Finale which lost \$3,696 even though there were 84 entrants but with special fees and a few cancellations we had only the equivalent of 70 entrants. Next year for the Fall Finale we need 73 entrants at a \$475 fee to break even.



Mark O'Day, the Activities Director reviewing the 2019 schedule of events and previewing the upcoming 2020 season. (d. Smith)

A real high point this year was the number of entrants in the drivers' school at 18 with all but one passing the two-day program. Eleven of those students participated in subsequent events.

Mark then went on to detail the new event schedule for 2020. The big news is a return to the Pittsburgh Vintage Grand Prix with two grids of VSCCA qualified cars, one for prewar and MG TCs with the second grid for Sports Racers including pre-1963 cars like Lotus 7s and pre-1961 Formula cars, over the years Pittsburgh has been extremely popular and a challenging event. He announced the two Tech Sessions with one on March 24th a JR's GMT Racing in Connecticut and one on April 11 (tentatively) at the Collings Foundation, in Stowe, Massachusetts. In a new development, the Spring Sprints will honor Alfa Romeo on the marques 110th anniversary. In coming years, the plan is to honor other popular marques like MG and Lotus. The full schedule will be found online at VSCCA.org.

A major and important part of Mark's presentation was taken up with a new online registration process using Motorsportreg.com. There was a general feeling that the current registration system on our web site had reached its limit and would be expensive to update. Another factor in the decision was that help support was limited to Mark Sherman, the volunteer webmaster who already has his hands full. Owned by Hagerty, MSR is already used by over 1300 clubs including most of the vintage racing clubs in the US and Canada. It comes with seamless integration into our web site and expanded customer service. This new web service will allow both entrants and event chairs to easier track participation and the money. Included in Mark's presentation was a PowerPoint done by Deb O'Day that explained the registration process.

Event fees for 2020 events were announced. Early bird will expire one month before the event and nonmembers will be charged an additional fee of \$50 unless they want to become members. Then the \$50 would be applied to their annual membership.



Charles Bordin, the chair of the driver qualification committee, talked about the drivers school as well as reporting a relatively incident free season.

(d.smith)



The newly formalized Chief Steward of the club, Bob Melhado, thanked all for their cooperation during the season and looked forward to a great 2020.

(d.smith)



Vice-president, JR Mitchell educated us on some new safety equipment possibilities.

(d.smith)



Santo Spadaro, Bill Gelles, and Sandy Leith taking questions and discussion from the floor. (d.smith)

Marketing mailings will be changed for 2020 with four informative newsletters replacing the postcards now used to promote events. The plan includes increased use of e-mail and Facebook on the “VSCCA Events” page. Plans include five ads this year in Victory Lane with one full page ad with the event schedule in December and four half page ads.

According to Treasurer Chip Brown the club’s net revenue and gross revenue were down 27% against all of 2018 while expenses were up nearly 30% which meant a decline of -\$9,128 in net event revenue. At the end of October, the club had \$150,903 in the bank but it is anticipated that there will be a nearly \$50,000 payment to Lime Rock before the end of this year to secure our dates for 2020 and receive modest savings for early payment. Financially, there are some bright spots printing costs sharply reduced, dues collection improved and more income from logbooks.

Ben Bragg delivered the car classification report. As has been the rule in the past, cars from the early 60s will be considered on a case by case basis. After some discussion on allowing replicas with FIA paper, Ben said these cars would not be accepted for VSCCA events.

Driver Qualification Committee chair Charles Bordin reported that there were few driving incidents this year and only 5 drivers placed on probation. He urged drivers to get their medical forms updated

The report on the Vintage Motorsports Council indicated helmets will be placed on a five-year limit and are said to be greatly improved. The safety of belts and suits is also under review with tougher requirements on age and quality expected.

Santo Spadaro reported on membership and with JR Mitchell announced a new five-member Ad-Hoc committee to solicit ideas on increasing membership by some 10%. That committee includes Santo Spadaro, JR Mitchell, Whit Smith, Scott Klion, and Bradley Price. All VSCCA members were invited to submit their ideas to this committee.

There are two major and long-standing club awards made most years at the end of the annual general meeting.

The first of these awards is the Tony Goodchild Award, named after the late Tony Goodchild, it honors a member who is known mostly as a competent and enthusiastic driver, who is also always available to assist at events and mentor newer drivers. President Sandy Leith presented the Goodchild Award this year to Richard Campbell. Rich is known for his competitive spirit and love of small racers like his H-Mod Bunce Buck Special and his 1953 Effyh Formula III.

Goodchild Award



Presenting the Goodchild Award to Richard Campbell. (jpd)



One of Richard's favourite mounts, the H-modified Bunce-Buck Special. It is one of the few of its era that was Renault-powered.

(hyman)



A recent addition to his racing activities is this Effyh Formula III car. It has a long history in the club from many years ago when Jack Mayes ran it.

(hyman)

The prestigious Tony Koshland award for an individual who typifies the spirit and values of the club and a dedication to its principles. The recipient of the Koshland award for 2019 was Phil Roettjer who has long service as an event chair and keeps being called upon to help with events like Thompson and the Fall Finale along with providing entertainment thanks to his trusty banjo - truly a VSCCA stalwart.

On Facebook, Phil posted, "I want to send out my appreciation to the VSCCA for the honor of receiving the Anthony Koshland award at this year's AGM. The VSCCA is a great club with many wonderful members who I call friends. Membership has been one of the great pleasures of my life!"



Presenting the Club's most prestigious award, the Koshland, to a well deserving Phil Roettjer.

(jpd)

With the end of the Annual General Meeting the business and event year of the club ended. We were, though, promised two holiday parties to finish out 2019. Of those, more anon.

dow smith



XVI^e RALLYE INTERNATIONAL DE

MONTÉ CARLO



PREMIER

DU CLASSEMENT GENERAL.
à ce véritable championnat
du monde de grand tourisme

PREMIER

de l'épreuve d'accélération, de
freinage et de maniabilité.

LE TYPE 135 SPORT

DELAHAYE

confirme une fois de plus ses
qualités incontestables de
VITESSE - MANIABILITÉ
SOUPLESSE - ROBUSTESSE

DELAHAYE

The Comments of the President at the Annual General Meeting of the Club

THANK YOU ALL FOR COMING TO THE 2019 ANNUAL GENERAL MEETING OF YOUR VSCCA. YOU WILL BE HEARING FROM ALL OF OUR COMMITTEE CHAIRS AND OFFICERS IN CHARGE OF ALL ASPECTS OF THE CLUB AFTER A FEW BRIEF REMARKS BY ME.

WE WILL HAVE A BETTER HANDLE ON THE FINANCIALS OF 2019 IN JANUARY, BUT IT DOES APPEAR THAT WE WILL HAVE LOST A SMALL AMOUNT ON OUR EVENTS BY THE TIME ALL OF OUR EXPENSES ARE FINALIZED. KEEP IN MIND, OUR EVENTS ARE DESIGNED TO SUPPORT THEMSELVES...THE ENTRY FEE YOU PAY IS DESIGNED TO COVER THE RENT OF OUR COMPETITION FACILITIES, BE IT TRACK OR HILL, INSURANCE AND ALL INCIDENTAL EXPENSES. NONE OF THESE COSTS EVER GO DOWN...AND PLANNING ON MEMBER PARTICIPATION HAS BECOME A CRITICAL PART OF WHAT ALL OF US, IN PARTICULAR OUR ACTIVITIES AND EVENT CHAIRS DO ON A CONSTANT BASIS. THEIRS IS NOT AN EASY JOB WITH A GREAT DEAL OF JUGGLING REQUIRED BY GRID SETTING, LATE ENTRIES, CANCELLATIONS AND SPECIAL REQUESTS. I WOULD LIKE TO URGE ALL OF YOU WHO ENTER OUR EVENTS TO PLEASE TRY TO ENTER EARLY, NOT ONLY TO SAVE A LITTLE MONEY, BUT TO ALSO MAKE LIFE A LITTLE EASIER ON OUR EVENTS CHAIRS...

AND SPEAKING OF WHICH...I WOULD LIKE TO ACKNOWLEDGE AND THANK ALL OF OUR EC'S FOR THIS PAST YEAR;

DOW SMITH for the Northern Tech Meet at Saratoga

MARK SHERMAN for the Southern Tech Meet at the Simeone Museum

BEN TARLOW for chairing the Spring Sprints

CHARLES BORDIN for the Empire Cup, the Drivers School at the SS and his Chairing of the Drivers Qualification Committee

STEFAN VAPAA for the Grand Ascent at Hershey

STEVE MORICI with help from Phil Roettjer at Thompson

MARK O'DAY for the White Mountain Vintage Grand Prix at Tamworth

BILL GELLES and Charles again for their hard work behind the scenes at the Lime Rock Historic Festival 37

JIM DONICK for the Nutmeg Rally and

coming this December, JOAN HARMER for the Righetti Holiday

Luncheon and STEVE SILVERSTEIN for the Boston Holiday Luncheon.

A ROUND OF APPLAUSE FOR ALL, PLEASE.

THANK YOU ALSO TO MARK LEFFERTS FOR HIS WORK AS CHIEF SCRUTINEER, AS WELL AS THOSE THAT SUPPORT HIM, MANY OF WHOM ARE AT THIS TABLE AND IN THE ROOM.

OUR DEEPEST GRATITUDE ALSO GOES TO OUR INTREPID VOLUNTEER CREW LED BY JIM BOTTOMLEY, DESIREE FAULKNER, JEAN PETRYSHUN AND STEVE CHISHOLM AND MANY OTHERS WHO MAKE IT POSSIBLE FOR US TO SAFELY ENJOY OUR VINTAGE SPORTS CARS ON TRACK AND HILL...a big round of thankful applause, please.

I INTENTIONALLY DID NOT MENTION BOB MELHADO BECAUSE WHILE WE ARE ALSO GRATEFUL FOR WHAT HE DOES AS CHIEF STEWARD, HE DESERVES SPECIAL MENTION. THE BOARD AT OUR MOST RECENT MEETING LAST MONTH, VOTED TO MAKE BOB THE OFFICIAL CHIEF STEWARD OF THE VSCCA, A POSITION THAT HAS BEEN VACANT SINCE MALCOLM LABATT-SIMON'S PASSING IN 1999. THIS WILL PERMANENTLY END THE CONFUSION OF MULTIPLE CHIEF STEWARDS AND STREAMLINE OUR TRACK PROCESSES GOING FORWARD. CONGRATULATIONS, BOB.

AS WE INEVITABLY DO EVERY YEAR, WE LOST SOME DEAR OLD FRIENDS IN 2019.

ANDRE GARNIER, SMALL-BORE, POSTWAR FRENCH CAR ENTHUSIAST AND FORMER BUGATTI OWNER;

GUY FROST, ARDENT BRIDGEHAMPTON AND LONG ISLAND MOTORSPORT HISTORIAN.

BOB VALPEY; CLASSIC AND RACE CAR COLLECTOR AND FORMER COMPETITOR AND AS FINE A GENTLEMAN AS YOU'LL EVER MEET...BOB WAS CUT FROM THE SAME CLOTH AS OUR ESTEEMED FORMER PRESIDENT GIL STEWARD AND SHARED MANY OF THE SAME AUTOMOTIVE INTERESTS AS GIL.

DICK WAITE WAS A WELL-KNOWN, PREWAR STALWART OF LONG-STANDING WHO GRACED OUR GRIDS FOR MOST OF THE LAST 25 YEARS IN VARIOUS FORD-POWERED CONVEYANCES, FREQUENTLY TRAVELING ALONGSIDE HIS OLD FRIEND TOM ELLSWORTH AS THEY SOUGHT THE CHEAPEST AND SEEDIEST HOTELS WITHIN AN HOUR OR SO OF LIME ROCK PARK.

AND JUST LAST MONTH, WE LOST JERRY GREAVES...JERRY TOUCHED MANY OF OUR LIVES AND WAS TOWERING FIGURE IN OUR CLUB FOR SEVERAL DECADES.

KNOWING MY WORDS WOULD NEVER DO JUSTICE TO HIS RICH LEGACY, I HAVE ASKED OUR EDITOR-FOR-LIFE AND CHIEF VSCCA HISTORIAN, JIM DONICK TO COME UP HERE AND SHARE SOME OF HIS THOUGHTS AND MEMORIES OF JERRY.

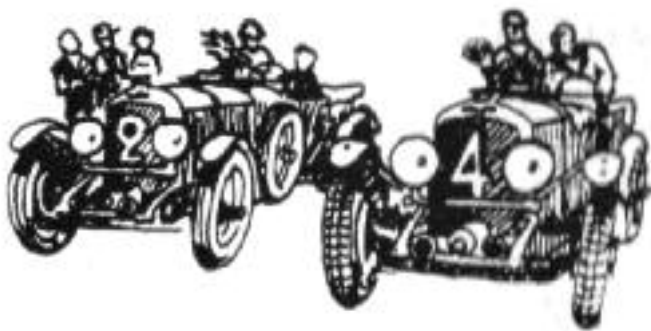
(Here Mr. Donick spoke about Jerry Greaves and showed a number of photographs.)

THANK YOU VERY MUCH.

BEFORE I TURN THE PROGRAM OVER TO OUR CLUB SECRETARY, SOME BOARD HOUSEKEEPING ITEMS. WE MET VIA TELECONFERENCE 4 TIMES DURING THE YEAR AND IN PERSON AT JR'S SHOP TWICE, IN MARCH AND IN MID-OCTOBER IN PREPARATION FOR THIS MEETING. AT THIS LAST MEETING, WE DISCUSSED MANY INITIATIVES TO IMPROVE OUR CLUB, ITS MISSION AND OUR OUTREACH. SANTO AND JR WILL ADDRESS TWO SUCH INITIATIVES A LITTLE LATER IN THE PROGRAM.

I HAVE TO SAY THAT I CAME AWAY FROM THIS MOST RECENT MEETING MORE IMPRESSED THAN EVER ABOUT THE DEDICATION AND CARE FOR THIS CLUB BY THIS BOARD. WHILE WE MAY NOT ALWAYS AGREE ON OUR BEST PATH FORWARD, ALL OF US ARE COMMITTED TO PRESERVING THE 35-YEAR OLD MESSAGE OF THEN-PRESIDENT, BILL O'DONNELL WHICH APPEARS AT THE FRONT OF OUR CLUB ROSTER EACH TIME IT IS PRINTED. I WOULD URGE THOSE OF YOU WHO ARE UNFAMILIAR WITH IT OR WHO HAVE NOT READ OR RE-READ IT IN RECENT YEARS TO MAKE A POINT OF READING IT AT YOUR NEXT AVAILABLE MOMENT.

LASTLY, WHEN OUR PREVIOUS ACTIVITIES CHAIRMAN, JOSEPH DELUCIA, STEPPED DOWN IN MAY, IT DEPRIVED US OF THE OPPORTUNITY TO EXTEND OUR THANKS AND APPRECIATION FOR ALL HE DID FOR US, IN MANY CASES BEHIND THE SCENES DURING HIS TENURE. WE WERE VERY FORTUNATE THAT LAST YEAR'S GOODCHILD AWARD WINNER, MARK O'DAY HAD RECENTLY RETIRED AND WAS WILLING TO STEP INTO THE ROLE WITHOUT SKIPPING A BEAT. MARK HAS ALSO DONE AN OUTSTANDING JOB AND AT THIS TIME, I WOULD ASK FOR A ROUND OF APPLAUSE FOR BOTH JOSEPH AND MARK.
AND NOW...THE REPORT OF THE SECRETARY. . .



WHOOPS!

We published this photo in our last issue (4-2019) amongst the outtakes of the 2020 calendar. We also published it earlier with the obituary for Peter Giddings. In both cases we noted that it was Peter with Bill Wonder's Taraschi, that he raced for Bill in the sixties. The caption that came on the back of the photo indicated as much.



(Giddings Collection)

This time, Mike DiCola spotted it and called with the news “that’s no Taraschi. I worked on DuBrul’s for years and I know what they look like. The exhaust is on the wrong side, the shape of the lower body is way off and the Taraschi’s front wheels were smaller in diameter than the rears.”

“OK,” says the editor. “What is it?”

“I don’t even think it’s a Formula Junior,” was DiCola’s reply.

Thus began a fairly serious research. Remember, please, that the editor knows his way around Sports Cars but Formula Cars are generally outside of his personal experience.

It turns out the car is a Connaught and it isn’t listed amongst the cars that Giddings ever drove or owned. He did do a race in Europe, though where he mentions a Connaught. This photo is a Connaught Type A, with a Lea Francis engine. The Type B had the exhausts on the other side as it ran an Alta engine.

Peter was born in 1940 and the Type A Connaughts were replaced by the

Type B for the 1955 season. So, we doubt that he was racing the car at the age of 14. The background shows a Land Rover as well as some sort of smaller delivery style van. This must have been a club race and is not likely the USA.

HOWEVER: In his own writing he has offered us a solid clue.

The Brands Hatch Trophy Race for Historic Racing Cars took place on March 30, 1964. Peter drove his own 1928 Frazer Nash. He writes: "Bloody slippery! Typical British weather. Six cars spun out...out of contention. I finished fifth ahead of Donald Day in his ERA, Danny Margulies in the Connaught "A" Type, Ellis in the FWD Derby-Maserati, Le Sage in the 175 Alfa, Sid Day in an ERA, etc.,so not bad." We think we shall conclude this was taken that weekend and he was posing with the Margulies Connaught. The wire wheels are a little out of place for that model, though. . . . Hm m mm.

Does anyone out there have something to add to the story?

jpd



This photo is the Taraschi.



The 24th Nutmeg Rally

5 October, 2019

It's hard to imagine that we have done twenty-four of these, most of them with Dickie and Beth McGinnis to keep us on track. Still, it's been that many. Time flies.

For 2019 the Nutmeg returned to the Nutmeg State and to the Heritage Inn in Southbury, home to the rally on a number of occasions over the years. The Heritage is a great location, with our rally roads coming right up to its doorstep. Their banquet facility isn't too bad, either.

The turnout was good, though a few more would have made it even better, particularly as the weather turned out to be magnificent. The entry was much as we have come to expect. There were a few modern sporty cars along with the earlier examples that could have fit nicely into one or more of our racing groups. We had:

- ❖ Porsches - both old and new
- ❖ A Flat-Rad Morgan
- ❖ One of the world's most delectable Aston Martin DB4GTs
- ❖ MG models of a couple variants
- ❖ Alfa
- ❖ Citroen (*Yup, and a lovely one, it was*)
- ❖ Ferrari
- ❖ Chrysler Hemi (*What a lovely noise the old girl made!*)
- ❖ Even a Cadillac
- ❖ Plus a few others of varying parentage. . . .

The day began with a brief drivers and navigators meeting and the handing out of the rally plates and the route books. Rules were reviewed briefly and the crowd disbursed to their cars to mount the rally plates and head off into the unknown.





The most often seen road sign encountered on the rally route. We had a glorious collection of twisties to enjoy for most of the day.

(jpd)

The Ipps brought the Alfa from Jersey and enjoyed a day of open motoring.

(jpd)



... and it makes a wonderful noise - the well traveled and hemi-powered Chrysler of Chuck Schoendorf.

(jpd)



The Clark's 356 Coupe approaching the afternoon stop on Lake Waramaug.
(jpd)



Molly and Santo smiling (do they ever do anything else?) for the camera.
(jpd)



Andy Greenberg's Aston DB4GT had an uneventful run. He keeps it in impeccable condition. Here it is at the first morning stop, the Hopkins Winery.
(jpd)



The Spadaros came out today in a Ferrari, a rather attractive Ferrari.

(jpd)

Beginning in west-central Connecticut, the route wandered through forests, past lakes, and over hills and dales. By the time we were approaching the lunch stop we had crossed the state line and entered Dutchess County, New York. The route up to the restaurant offered a great hillclimb course and the return back down had such beautiful views we actually ran that portion twice.



The eventual winners, Rob and Barb Bettigole arriving at the Lake Waramaug stop in the Citroen.

(jpd)

The Spadaros not only arrived in the Ferrari, but Molly was driving.

(jpd)



Marc Evans' Flat-Rad Moggie displaying the rally plate along with an appropriate light bar.

(jpd)



Anne McCann and Kate Liba getting set to head back to their cars and take off from lunch on the afternoon portion of the rally.

(jpd)



Chuck Schoendorf waving good-bye, preparing to depart the luncheon stop.

(jpd)



Seen along the route. Regrettably, it didn't appear to be for sale.

(jpd)

The luncheon took place at the Amenia Steak House, a welcoming place that also happens to be the legendary Gordie MacKenzie's favourite restaurant, bar none. The food was served buffet style and ranged from sandwiches and wraps to warmer versions of traditional "comfort" foods. It was tasty and proved a welcome interlude before strapping back in for further adventures along the highways.

The afternoon traversed a course marked by narrow twisties in the back woods of Connecticut. When the roads finally opened up we found ourselves on the shores of Lake Waramaug where a stop was provided to enjoy fresh cider and cookies and to share tales of the previous miles of motoring.

The motoring portion of the event concluded back at the Heritage Inn, where the crowd gathered for a delicious repast. The answers to the questions were shared (*and some debated - but to no avail*) and the prizes were awarded.

This year the overall winners, for the second year in a row, were Rob and Barb Bettigole, who left the open Lagonda at home in favour of a very warm Citroen.

Barb and Rob Bettigole accepting the now-legendary and coveted VSCCA Nutmeg Rally First Place Trophy for the second year in a row. Barb noted that she has no interest in dusting it and that Rob would be keeping it in his office. . .

..
(chd)



Other awards went to the Porsche Club Team, who had joined us and to the Ipps, who put in a great run in their Alfa and seemed to be smiling the entire day. They have become most welcome regulars on the event. The award for coming the farthest distance to join the rally went to the club's long time printer, Ed Nelson. He and Julie had driven all the way down from Rockport, Maine.



All the way from Maine to join the fun, Ed Nelson and Julie Alley had a good time and we expect to see them at future rallies. Ed has been printing this magazine for more years than either he or the editor is willing to admit to.

(jpd)

Enjoying the after rally party, Molly and Santo Spadaro along with Kate Liba and Eric Logan.

(jpd)



One of the gala hand-crafted trophies; this went to the team having come the farthest to join the rally.

(jpd)

The Ipps, the Clarks, and the Bettigoles sharing tales of the open road.

(jpd)



The Porsche team were one of two teams with four members. (They had a back seat.) They did exceptionally well, coming home a solid second.

(jpd)



The Rally Master presenting the trophy for farthest distance to attend the rally to Ed Nelson, who had driven down from the wilds of the Maine coast.

(chd)

The rally master closed the evening with thanks to all for a most jolly day. He promised that there would be another Nutmeg in the autumn of 2020.

The 2020 Nutmeg will be the 25th running and should be memorable. It will be headquartered near to Kingston, New York, and take place on the 24th of October. To add to the celebration, dinner and prize giving will take place on the cruise ship Rip van Winkle II, while cruising the Hudson River. There will be Monte Carlo Rally style plates for the entries, gala (?) prizes, and roads that will visit a few places we have seen over the last 25 Nutmeg Rallies. Watch for details soon to follow.

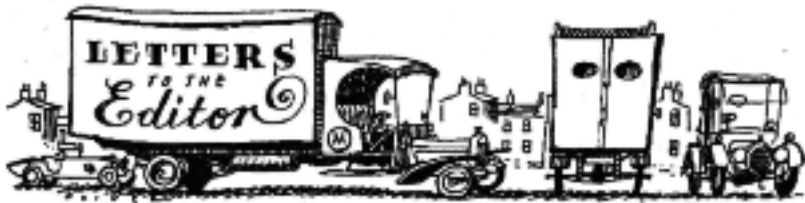
Meanwhile, as this was being written, Dick McGinnis, arguably the father of the Nutmeg Rallies, passed away after a long illness. His obit will appear in the next issue. We are announcing here that the upcoming rally will be the “Dick McGinnis Memorial 25th Nutmeg Rally.” Don’t miss it.

jpd



The now legendary VSCCA Nutmeg Rally Trophy and Dust Catcher.

(jpd)



Dear Jim:

Be still my beating heart...

Imagine opening my latest 'Vintage Sports Car' to find a centre spread on the Triumph Dolomite. It's my car exactly!

Mine is an identical 1937 that has the slightly later 1.75 litre four-cylinder engine. Also it has twin air filters instead of the more cumbrous one pictured.

Photos attached as proof! One at our local pub where the regional VSCC meets monthly. We've had it for a couple of years now and have brought it up to an excellent road-running standard with radial tires no less. Removed the wheel discs for easier maintenance and less unsprung weight.

I've always been meaning to write to report on this but now I just had to! I've written about the car in the latest issue of the British "The Automobile".

Thanks too for your recognition of my Maserati.

*Best wishes to all,
Karl Ludvigsen*





Photo on the right, a good view of the propeller shaft drive from the twin crankshafts. Being hollow it would have been possible to fire a machine gun or a cannon of some sort through it when mounted on a fighter plane.

Hi Jim:

I noticed your little article in the Vintage Sports Car on the King-Bugatti Aero Engine. I thought you might be interested in these photos I took at The Bugatti Trust at Prescott a year or so ago,

It's a very interesting engine being essentially two straight eight Bugatti engines mounted on the same block.

Although designed and claimed to be 500 bhp by Bugatti the US versions only developed 420 bhp when tested by the US licensee Duesenberg and even then after only after some considerable modifications to the oil system (conversion to pressure) and cooling system.

Unfortunately the contract with the US Army was cancelled after the WWI armistice but not before some 40 were made by Duesenberg.

One interesting feature was that a machine gun could be fired through the hollow propellor shaft which was not the crankshafts which were under each pair of eight cylinders and geared to the prop shaft. (One of many Bugatti patents)

*Kind regards,
Mike Virr*

To the Editor:

Over a cup of hot coffee on a fairly cold Sunday morning I was enjoying the latest issue of *Vintage Sports Car* magazine, when I encountered the book review by Dow Smith of Ken Purdy's *Kings of the Road*. Considering its age, it's not surprising that a book by the same author was also my first automotive book, and from a bookshelf steps away from where I was sitting I retrieved my hardcover copy of *Ken Purdy's Book of Automobiles* (©1972) for a look at one of my favorite pieces. Apparently many of the same articles and short stories of the 75 that were originally written by Purdy for "Playboy" were in both books, but I can't say for certain.

For me the most evocative single piece of Purdy's excellent writing in the book is the opening of his 1964 article about Ferrari and the Factory team's appearance at the Sebring races. Short of innumerable visits to Chinetti's 54th St. NYC shop (simply looking in the window, of course), nothing encapsulated for me the Ferrari mystique more than his opening paragraph.

As I looked through it, I realized that it is nearly 60 years since my old Long Island rally mate, Walt Eisenstark so kindly nominated me for membership in the club, and that this book actually pre-dated that event.

Thanks to jpd and Dow Smith for bringing this book to the attention of younger enthusiasts, and thanks to the editor for his continued good work.

Richard Roth

Amagansett, New York

PS While I was never fortunate enough to know Jerry Greaves personally, I would see him from a distance at the track occasionally, and read with sadness of his passing.

RR



CLASSIFIED:



2013 Morgan 3 Wheeler,

1990 cc S & S Vee-Twin, 5 speed Mazda gearbox Tonneau cover, new battery,
Factory photo build book, Upgrades: Comfort Kit and Chassis upgrade.

Approx. 6500 miles

\$39,500 (New M3W is about \$55,000)

845 518-5453 or jhalfdime@mac.com



Nicolas Watts Print Collection framed and matted: I have the following:
“Victorious Debut,” “Carrera Panamerica 1952,” “Targa Florio 1970,”
“Sicilian Magic,” “The Final Targa,” “Victory for Porsche Le Mans 1970.”
All are signed limited editions, beautifully framed and in excellent condition.
Would prefer to sell as a collection rather than break them up, (but willing to
do so if needed). Asking \$3,500 obo. Contact Ed Preusser, jr.
epreusser@gmail.com



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1949 MG TC

20 year old frame off restoration by Chris Leydon, of Leydon Restorations. Service history spans 51 years, with last 35 in great detail. Equipped with two discreet hand controls to accommodate a driver in a wheelchair, and upgraded rear end ratio to handle highway speeds. Long term ownership, with largely known history. A very well appointed example ready for touring. Asking: \$42,500 USD



1968 Alfa Romeo GT Junior:

Engine built by Keith Goring of Alfa's Unlimited, rebuilt transmission with many upgrades to GTA specifications. Built as a race car, but perhaps best summed up at a

GTA tribute, with: GTA flares, fiberglass doors and dashboard, mesh grill and more. Cosmetically stunning, this Alfa is very a sharp example completing LRP in the 1.07 range, and also frequents Thompson. 2 sets of wheels included. Asking \$67,500



1922 Sunbeam 24/60:

Superbly original Brewster bodied coachwork, with ownership history including Alex Ulman and D. Cameron Peck, prior to other known New England collectors. This powerful 6 cylinder runs and drives well. Recent Blockley tires on freshly powder coated black rims. Rarely seen, a very impressive prewar touring car! Asking \$116,500 USD



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1916 Pierce-Arrow Model 48 Touring

A "big horsepower Pierce" 7 passenger touring car done in striking colors. Restored to a very high caliber by Pierce collector Rex Hadley, this restoration shows very well, despite being nearly 15 years old. Powered by a massive inline 6 cylinder, 48 h.p. T head engine, the rear end has been recently rebuilt and fitted with a slightly higher gear set it - making it an ideal touring candidate. Fitted with distinctive Westinghouse shocks, this example is fully sorted and ready to enjoy. A rare opportunity to acquire a well respected, drive anywhere example. Asking \$175,000 USD.



1952 Bentley Mk VI

A veteran of many VSCCA events, B456NZ is "big bore" Mk VI showing well in its original Moss green color. Sporting a largely original interior this example oozes class while offering just the right amount of patina. B456NZ comes equipped with it's complete tool kit, as well as factory tools located in the boot. Having underwent a complete engine rebuild 7,000 miles ago by a marque specialist, this Mk VI drives wonderfully and is a reliable addition to any collection. Asking \$30,500 USD.

1951 Cooper MG

A regular at Silverstone, and Prescott, this Cooper MG was re-bodied very early in life. NTO 650 comes with a very well documented history, including photographs of its first body. This Cooper MG continued its racing life throughout the world, (FIA papers included) having run at the Monterey Historics, Laguna Saca, Watkins Glen, while also participating in the 1984 and 1990 Mille Miglia. A turn key example, ready for the track! Asking \$132,500 USD.



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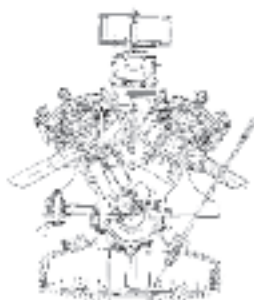
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