

VINTAGE SPORTS CAR



NUMBER TWO 2020

VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

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1905 – 1995

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VINTAGE SPORTS CAR



Imagine leaving New York on a snowy frigid day and driving to Sebring Florida in a drafty sporty car with ill-fitting sidescreeens and nothing resembling an efficient heater. Then, upon arriving in Florida, getting to hang out and interview the most famous racing

drivers of the day. The adventure would warm one's heart for years to come. Such is the story related by former VSCCA president Robert Richer on page 39. We are- without a doubt - jealous.
(photo richer collection)

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Issue two of the year twenty-twenty arrives a little ahead of our normal schedule. With the Corona-19 Plague putting a damper on many of our activities it seemed that a reminder of happier times might be in order. We hope that is the case.

One of the promises of those happier days is the thought of motoring off on an adventure in an interesting old motor. That might mean simply wiping off the dust of too many weeks in the garage and heading out on the Nutmeg Rally. It might be even more strenuous. In this issue we get a look at an adventure from former VSCCA president Robert Richer. Back in the mid-fifties he took off from New York City in the late winter and drove the HRG all the way to Sebring. That, by any standard, is a proper adventure. These days we'd settle for even less if we could join our friends meandering through the Hudson Valley in our vintage - or nearly so - wee beasts. That time will return.

We also spend a fair bit of this issue revisiting the Lime Rock Historics of the season just past. This year's event is still on the calendar and we look forward to it.

There are a couple or three book reviews herein, any one of which may introduce the reader to a possible evening or more sitting by a fire and awaiting the end of the current quarantines.

Lastly we say farewell to a dear friend and fellow motoring enthusiast, who may be most responsible for the club's annual Nutmeg Rally. Dickie McGinnis will be sorely missed.

Regrettably, as we went to press word reached us that our long time and treasured member, Stirling Moss, was called to his reward. We shall remember him in our next issue but suffice to say that he was amongst the most skilled who ever took the wheel of a motorcar and amongst the most charming of men to chat about it afterwards. *Requiescat in Pace.*

jpd

Historic Festival 37
Lime Rock Park
Aug. 29 – Sept. 2, 2019

Lime Rock Park is known best for being surrounded by green, rolling hills. This past Labor Day, though, the celebrated track had a distinct tinge of Italian racing red amidst the classic New England landscape. This year's 37th annual Historic Festival celebrated "Italian Masterpieces," particularly during the Sunday in the Park Concours, around the paddock with the Honored Collector displays and the Honored Guest, Luigi Chinetti, Jr.

Over 37 years this festival of all things automotive, particularly the sporty and racing kind, has grown to become the ultimate such event in New England and on the East Coast. Lime Rock Park owner Skip Barber and Festival Chairman Murray Smith put together an annual celebration that includes stunningly beautiful cars and fabulous on track action. The five-day schedule now ranges from a village street party to car club corrals on the course Sunday to Formula Atlantic/F3 open wheel cars setting lap times under a minute on the tight 1.5-mile track.

This year it was only fitting the Festival honored Formula Ford on the 50th anniversary of the single seater class with a special grid for early FF racers. Lime Rock Park's Skip Barber was the very first Formula Ford SCCA national champion. They also wanted to celebrate the 110th anniversary of



*Action in Group 3 as Bartell's PA-MG leads Filangeri and Leonard into the uphill.
(hyman)*

August 29 - September 2, 2019 • Lakeville, CT

LIME ROCK HISTORIC FESTIVAL 37

Sunday in the Park Concourse
Gathering of the Marques



- Italian Masterpieces
- Formula Ford Celebration
- Morgan Reunion
- 32 Vintage Races

LIME ROCK PARK
HISTORIC
FESTIVAL 37



LABOR DAY WEEKEND
AUG. 29 - SEPT. 2, 2019

Ticket Information: 860-435-5000 or Limerock.com
Lime Rock Park • 497 Lime Rock Road • Lakeville, CT 06039 USA



The Morgans were out in force and celebrating 110 years of the Marque. Wunderman's 3 Speed JAP-powered 3-wheeler was one of their crowd on the main straight for the Concours.
(jpd)

Morgan, the iconic English sports car frequently seen on track at Lime Rock Park, with special displays showcasing virtually every model of Morgan.

Under beautiful blue skies on Sunday there were some 800 cars spread across the Park covering virtually all of the track. The Sunday in the Park Concours and the Gathering of the Marques brought together an eclectic display of cars starting with the Italian Masterpieces with rare Ferraris and other Italian beauties to American rods and customs. The whole visual effect of Sunday in the Park can be nearly overwhelming even for the most jaded auto aficionado.

In keeping with the "Italian Masterpieces" theme two Ferraris won the best in show awards with Ralph Lauren's 1961 Ferrari 250 Testa Rosa winning in Sports and Peter Kalikow's 1958 Ferrari 250 GT PF Cabriolet named Best in Show for touring cars. Fittingly the People's Choice award went to the VSCCA's Jim and Sandra McNeil's 1963 Ferrari GTO, once raced at LeMans by owner John Surtees, Sandy McNeil still competes with the GTO in VSCCA events doing great honor to their beloved car and her superb driving.

The traditional swap meet with some 50 venders took up a good part of B Paddock with an interesting array of parts, automobilia and sports cars in need of restoration, lots of restoration. As spectators head from the parking area on the top of the hill to the most popular spot for viewing the action, on the hill overlooking "Big Bend" and the left hander, they walk the midway, lined with tents vending everything auto related from books and art to Porsches plus drink and food. At the bottom of the hill, by the steps leading to A Paddock, the Lime Rock shop was busy selling Historic Festival 37 t-shirts while authors like the great David Hobbs and The Open Road's B.S.



Tony Wang's ever immaculate driving complements the ever immaculate presentation of his Ferrari. Here leading Wagner's MGB.
(hyman)



Always a contender in the prewar class, Ben Bragg exercises the Old Grey Mare with gusto.
(hyman)



As is usual, there were a few very welcome honored guests around the paddock, signing books and other memorabilia. Our friend David Hobbs (above) was signing copies of his delightful autobiography as well as sharing stories of his legendary career. Luigi Chinetti, jr. (below) was also present as Grand Marshal, adding his own graciousness to the proceedings. He was relating stories of his father's racing team, NART, and the years at LeMans as well as countless Ferrari recollections.

(jpd)



Levy were signing their books while Gordon Kirby along with most of the other contributors signed copies of the Lime Rock Park history. All weekend, at the entrance to the A Paddock, two large tents showed off the cars and motorcycles of the "Honored Collectors," the Italian gems of B.Z. and Michael Schwartz from New York City and nearby Sharon, and the motorcycles of Gregory Rathe who brought his famous Vincent Rapide, the first Vincent built after WWII. Rathe's amazing collection of two wheelers includes treasures from a variety of manufacturers but he is known for his encyclopedic knowledge of hand built Ducatis and for his Italian motorcycles.

It is now traditional for the five-day event to kick off with a tour by both



Greller's Elva Mk V is always a welcome sight in the VSCCA paddock. He had it running rather well this weekend. (hyman)



Rosenberg's Peerless GT is a fairly rare bird. TR-3 powered but with a much more sophisticated chassis, they are quick and relatively nimble. (hyman)



Peter Greenfield's Alfa running smoothly.

(hyman)



Frank Mount's TB special, "Babe," punches well above its weight any time it's on the circuit.

(hyman)



Holman's Stutz looks to be a proper handful but goes wonderfully.

(hyman)

competitors and concours entrants through the beautiful countryside of Litchfield County Connecticut. Some 100 cars left the Sam Posey Straight at Lime Rock and headed for a street party in nearby Falls Village. On the way they passed through classic New England villages like Salisbury complete with village green, colonial era homes and the iconic village church complete with white wooden steeple. All along the windy roads people came out to watch the parade and take photos.

Then on Friday the vintage racing schedule took over with some 212 drivers from 21 states and two countries entered for nine different racing groups. In other words, both paddocks were packed with cars that mark the nature of the Historic Festival with the earliest entry a 1925 Bentley and the latest a 1986 Porsche. The paddocks are a great show with a mix of “do it yourself” drivers and their one car-open trailers parked among the 18 wheelers of the professional vintage racing support firms like GMT Racing and KTR.

The racing continues to be sanctioned by the VSCCA. Many of the tech inspectors and course marshals, as well as the paddock guides and even the team leading the entrants to their paddock spots upon arrival are VSCCA volunteers, who help make this event safe. J.R. Mitchell from the VSCCA and GMT Racing oversees tech.

For the Festival this year there were eight different vintage race groups plus a ninth group for decidedly more current Mazda Miata sports cars. Each group is given four 20-minute races on Saturday and Monday, Labor Day.

Usually the fans show up in droves on Saturday and fill the hillside while the racing is often the most competitive. This being vintage racing there is usually some attrition by Monday and, thus, smaller grids as old cars tend to develop problems. Also, this year, racing on Monday afternoon was canceled after a heavy deluge of rain at mid-day flooded the track making continued racing unsafe.

Skip Barber and Murray Smith like to give each racing group a “cute” name hopefully relating to the types of cars in that grid. It usually makes sense.

The first group were “A Sporting Mixture” for small bore sports cars and sports racers with some eight Lotus cars entered to compete with Ginettas, Triumphs, Porsche 914 and a variety of other quick sports cars.

Next up were the Formula Fords celebrating the 50th anniversary of the this hugely successful class created to help develop race drivers. Relatively low cost and powered by the same English Ford engines these small racers launched the careers of many F1, Indy car and sports car racers from Michael Schumacher and Ayrton Senna to Danica Patrick and Michael Andretti. Lime Rock Park’s Skip Barber won the first SCCA national FF Championship in 1969 in a Caldwell D-9. He won the next year’s championship in an Italian Tecno. Barber said, “It was the first class where you could buy a competitive car at a reasonable price, the cars were inexpensive to run.” One of the highlights of the 50th Anniversary Celebration was a Friday night tribute to Formula Ford featuring a reunion of drivers from the early days of FF and a

panel including Steve Nickless, author of “The Anatomy and Development of the Formula Ford Race Car,” the definitive book on these incredible single seaters.

Some 14 historic FF made up the grid for the Group 2 races and provided some intense competition. On Monday afternoon the historic FF were the last group to take to the track under extremely wet conditions. The spray flew as five Formula Ford stalwarts provided a ten-lap swim around the increasingly flooded track. All deserve praise for tackling the tough weather and thankfully all five cars came through safely.

The third race group was titled “The VSCCA Challenge” and here were the most mature vintage racers representing the VSCCA and featuring the cars that normally compete in VSCCA events. The oldest was a 1925 Bentley 3 Liter driven by Richard Morrison from Salina, Kansas but there a number of pre-War cars including Ben Bragg’s “Old Grey Mare” Reuter Special and at least two Bugattis. MG T series were out in force with 12 examples entered.



Carol Bragg wiping some grease from her hero's chin before sending him off to do battle.
(jpd)

There are always some wonderful bolides entered in this group with the Holman's bringing their two pre-war Stutz specials, Tom Clifford with his 1929 Bugatti 37A and Dan Ghose in his 1933 Maserati 4CM just to name a few and not to ignore some pretty fabulous race cars with great history.

Normally this race group is dominated by Peter Greenfield and his 1933 Alfa Romeo 8C 2600 Monza grand prix car. He laps Lime Rock consistently in the 1:08s. For unknown reasons Greenfield failed to finish the first race handing the win to his frequent rival Jim Bok in his 1961 Lotus 7. It should be noted that Bok raced an MG TC for many years. Michael Barstow from

Napa, California made the trek east to good effect placing his MG TD in second in the first race and third Saturday afternoon and in the Monday race. Bok ran second behind Greenfield on Saturday afternoon and Monday morning. Five cars including a brave Richard Morrison in his 1925 Bentley went to the pre-grid for their 4th race but had to return to the paddock thanks to the flooding.

The clever name for Group 4 was “East Meets West” for production-based racers. It might actually have been called the Donovan E-types meet Chris Homer and his Corvette. The racing was spirited, to say the least, and the lead changed hands with some regularity.

With Group 5, “Speedy & Agile”, we went from fast production sports cars to even faster formula cars and super slick sports racers like Ralts, Chevrons and Lolos. Frequent Lime Rock competitor Rick Bell, from nearby Salisbury, won all three races in his 1978 Ralt RT1 Formula Atlantic single seater.

The biggest excitement in this race featured Peter Greenfield and his Ralt RT4. From the pole, Greenfield took off only to be passed on the second lap by Bell but then things got even more difficult when his Ralt caught fire and he was forced out on lap 8. Course marshals reported that at first Greenfield didn't get out of his stopped car until he saw the 4ft flames from the rear of his racer. The marshals came to his aid and he was fine but the Ralt was out for the weekend.

A strong grid of 22 cars made up Group 6 for “Morgan Meets Modena” with the subtitle of “A classic but unlikely confrontation.” Actually, English makes, but not Morgans, dominated this group that did include three Alfas and Tony Wang in his beautiful yellow Ferrari 250 Testa Rosa with the iconic pontoon fenders. In the first race on Saturday morning David Porter's '65 Lotus



The Historic Festival often has some pretty eclectic fields. This gang going into the left hander is no exception. JR Mitchell's Lotus 18 leading a couple of Alfas, a few Formula Juniors, and even some MGAs. Hm m m m m ... (jpd)



A new one to the event this year, Garrett Van Camp's 1954 Davis Special just exudes mid-fifties charm. Van Camp came all the way from Bingham Farms, Mi. That's quite a tow. (jpd)

Cortina led from start to finish but behind Porter, Bill Thumel and his '59 Elva Courier and Simon Kirby racing a '63 Hillman Imp survived a bit of chaos in the first couple of laps to finish second and third respectively. Then on Monday morning Thumel came out on top again but this time after winning a battle with the very accomplished Simon Kirby's Imp and Peter Lombardo in third driving an Alfa GTV. Chris Towner, 1951 Morgan +4, held up Morgan honor with a fourth in this race.

Group 7 was an interesting mix of Formula Juniors and very fast Alfas, "Cut and Thrust" was the accurate theme. The Saturday races were dominated by Lotus master J.R. Mitchell who led from start to finish ahead of Phil Lamont, both in Lotus 18 FJs. Mark Hansen from Casper, Wyoming, inserted his Sprite into the FJs, finishing third in this event. Monday morning's race was a much more competitive affair with Mitchell and Lamont both having to fight off some tough competitors to repeat in first and second.

The Porsche 911s and sports racers were featured in the final historic race group, Group 8. The sports racers just edged out the 911s for the honors.

The final race Group was for far more modern Mazda Miatas featuring some spirited driving.

After a great weekend of generally superb weather and brilliant cars, the 37th annual Historic Festival finished the 5-days with happy but slightly damp fans headed home and looking forward to next year's Historic Festival. The VSCCA will certainly be back in its usual role.

dow smith



A “sweet young thing” welcoming the gang into Falls Village with an appropriate flag. Elegantly dressed

and coifed, she added a touch of class, (admittedly rather TALL class) to the arrival proceedings.

(hyman)

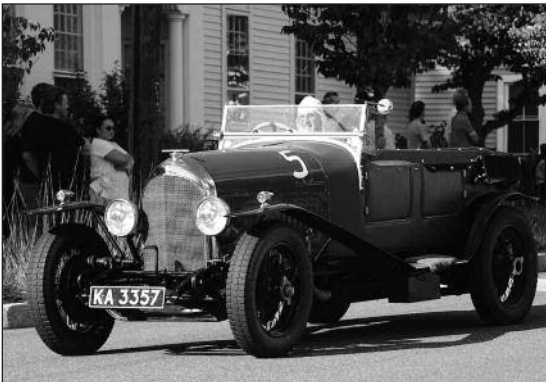
Festivities in Falls Village

The annual tour to the Falls Village Street Party that opens the Historic Festival Weekend simply gets bigger and bigger every year. The crowd in their vintage beasts of every description enjoyed the tour of the area’s back roads. This included motoring past at least one nursing home to the delight of the residents, who watched from doorways and porch.

Arriving in the village they were met by a winsome young lass flagging them into town with a smile and a checker flag. Several drivers and navigators remarked later upon her extraordinary height. She wasn’t only attractive and happy looking. She towered above the arriving cars.

Such is the adventure of attending the Historics.

jpd



Richard Morrison’s 3 Liter Bentley had come from Salina, Kansas, to take part in the weekend. We doubt if it had ever been in Falls Village, Connecticut before.

(hyman)



How often do we see a TC with hood erected on a sunny afternoon? We rather like the lines of it, though.

(hyman)

A couple of Healey Hundreds being guided into the festivities.

(hyman)



We know that high heels are thought to enhance a young woman's appeal. Think "statuesque;" but those may be the highest heels we've ever encountered.

(hyman)

37th Lime Rock Historic Festival: From the American Bugatti Club

(Focus on Prewar)

by Tom Clifford

The 37th Lime Rock Historic Festival was held on Labor Day Weekend, August 29 to September 2. It began with more than one hundred race cars on the Thursday afternoon 17-mile drive through the surrounding towns and ended up at a street fair in nearby Falls Village. There were twenty-nine races with 217 race cars and over 800 cars on display at the Sunday-in-the-Park Concours. The Grand Marshal this year was Luigi Chinetti, Jr., while B. Z. and Michael Schwartz were the honored collectors who displayed their collection of Italian masterpieces including a Maserati, Lamborghini, Siata, Moretti, Cisitalia, Alfa Romeo, Duetto, and Stanguellini. The honored motorcycle collector was Gregory Rathe who brought an Indian, Vincent, Triumph, Matchless, BMW, and Ducati. This year Formula Ford celebrated their 50th Anniversary, and Morgan celebrated their 110th.



Sandy Leith's T-37 Special getting a lap of the paddock.

(hyman)



Bugatti made a proper touring car. Joe Freeman's T-30 looks ready for a run to the Dieppe from Paris for a weekend on the coast.
(jpd)

The VSCCA cars ran in group 3 and included Peter Greenfield's 1933 Alfa Romeo 8C 2600 Monza and 1935 8C35, George R. Holman's 1930 Stutz Brisson Le Mans Blackhawk, William Holman's 1929 Stutz Pike's Peak Special, Dan Ghose's 1933 Maserati 4CM, Richard Morrison's 1925 Bentley 3-liter, Ben Bragg's 1935 Reuter V-8 "Old Grey Mare," Scott Ebert's 1939 Dreyer Ford Special, your editor's 1929 T37A, Louis Timolat's 1950 Indy Watson Roadster, ten MGs, and seven others to make up the twenty-six-car field. The winner with an FTD at 1.08 was Peter Greenfield's Alfa that had a hard-fought battle with a 1961 Lotus 7.



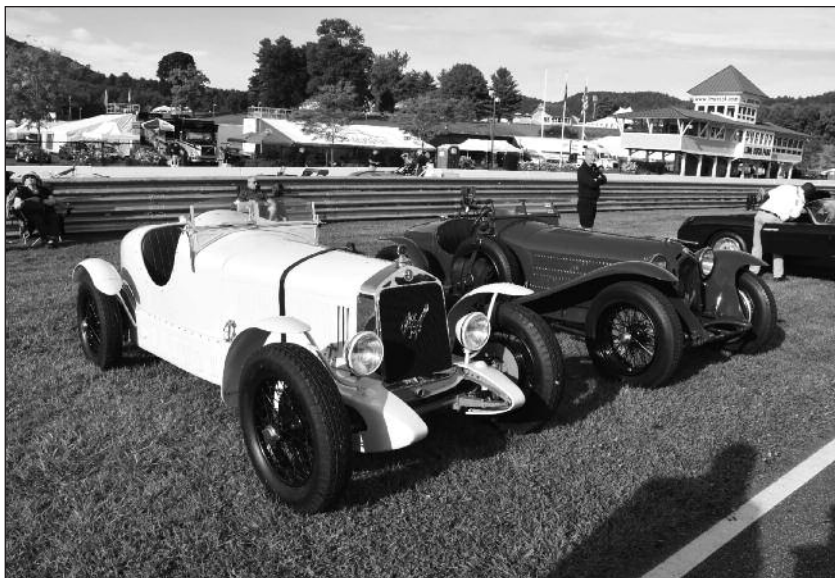
Ebert's Dreyer Ford Sprinter has been a regular visitor for many years.
(hyman)



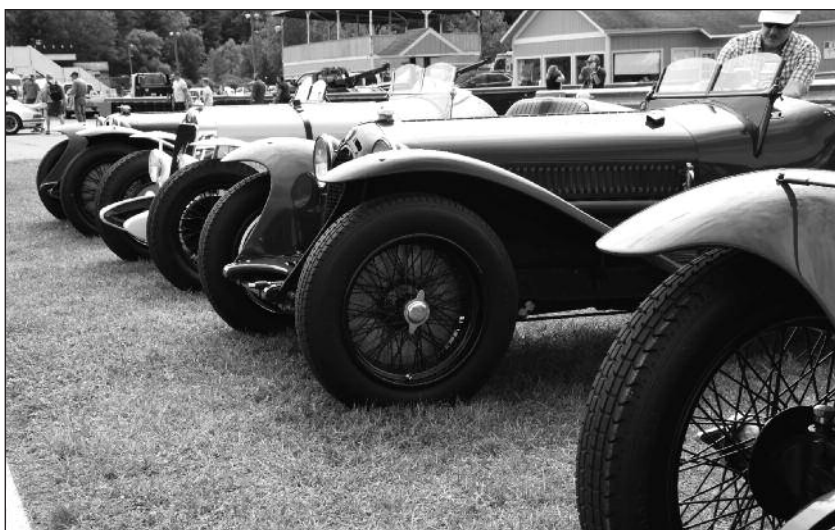
Lou Timolat's Watson Indy Car was making all the right noises. (hyman)



Morrison's 3 Liter Bentley having a go in the uphill with the Holman's OTHER Stutz, the Pike's Peak Special. (hyman)



A focus of the “Sunday in the Park” Concours was Italian cars. There were examples of great renown and, likely even a few of lesser renown. Prewar Italian coachwork doesn’t come a lot better than these two Alfas. (jpd)



Even more beauties from Milano. (jpd)



Ghose in the Maser topping the uphill. (hyman)

The Sunday-in-the-Park Concours had a tremendous display of cars including two Bugattis, Joe Freeman's and Peter Charlap's 1925 T30's. The following ABC members also entered their cars: Oscar Davis 1937 Alfa Romeo 2.9 Touring Spider and 1955 Lancia B24 Spider America, Joe Freeman's 1923 Duesenberg, Richard King's 1923 Alfa Romeo RL Targa Florio and 1932 Alfa Romeo 2300 8C Monza, Ralph Lauren's 1961 Ferrari 250 Testa Rossa and 1964 250 LM, Miles Collier's 1954 OSCA MT4 and 1970 Fiat Abarth TC12, also Doug and Karen Cushnie's 1967 330GTS Ferrari.

Other notables included a 1935 Alfa Romeo 8C 35, 1956 Maserati 250F, 1962 Ferrari 250P, 1963 Ferrari GTO, and a 1949 Ferrari 159 Spyder Corsa. The Best in Show-Sport winner was Ralph Lauren's 1961 Ferrari 250 Testa Rossa and Best in Show-Touring was Peter Kalikow's 1958 Ferrari 250 GT PF Cabriolet. Murray Smith and Kent Bain put on another spectacular weekend of racing and concours.



Bill Holman in the Stutz Pike's Peak Special cornering quickly. (hyman)

DON'T TAKE CHANCES

—by asking just for 'oil'

Your garage man can't guess what you want. That is why you should ask for Castrol by name. Always insist on Castrol, the Masterpiece in Oils, both on the forecourt and in the service bay.

ask for
CASTROL
by name





The largest gathering of Morgans the main straight at Lime Rock has ever accommodated.
(Shawn Pierce Lime Rock Park)

Morgans Meet the Fall Festival (again)

We had planned on prefacing this with a photo of the LRP Fall Festival poster from 1984 which featured a vintage Morgan Super Sports 3 wheeler but, faced with a filing system which resembles that of the Collier Brothers, we shall ask that the reader content themselves with a mind's-eye picture of the aforementioned poster. (*FOUND IT! That's why the editor is paid the big bucks. See opposite page. jpd*)

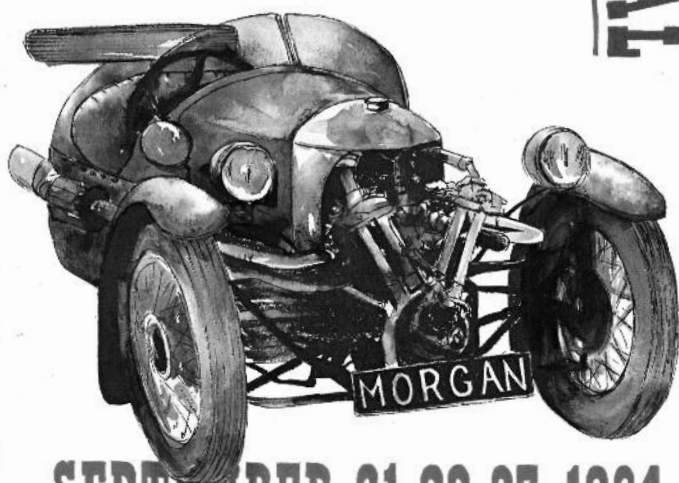
From there we would launch into a Morgan's view of the most recent Fall Festival, number 37, beginning with Friday and the fabulous Midway display put on by our favorite Morgan vendors, Linda and Larry Eckler's Morgan Motors of New England. Under their event tent they organized a lineup of ten Morgans ranging from both a Flat Rad cycle-fendered 4/4 and an early '30s JAP engined 3 speeder Super Sports to a 2010 Aero Super Sports and a new 3 Wheeler 5 speeder.

As Morganeers arrived from around the Northeast, they organized for the now mandatory start/finish group photo which was accomplished before sunset...barely.

Saturday dawned as one would hope, bright and sunny, and Morgans seemed to be everywhere. With two races including Morgans scheduled and a full paddock, there were a number of the products of Malvern Link to be watched, all being the four wheeled variety.

On the track we saw Louis Chris Towner's '51 +4, Chip Brown's '57 +4, Louis Timolat's '59 +4, and Mike Virr's '59 4/4, along with Joe Fuller's '58 +4 and Dick Odger's '57 +4 ailing in the paddock. The four to make the races all added to the competition with the Timolat and Towner +4s appearing in all

2nd VINTAGE FALL FESTIVAL



SEPTEMBER 21-22-23, 1984

RACING • CONCOURS • FLEA MARKET

LIME ROCK PARK

LIME ROCK, CONN.

Webb's ultra rare 1967 Morgan +4+ illustrates a time when the Morgan family thought they should update their look. Stunning from some angles, it never won over the dyed in the wool Morganeers. (toj)



This may be the cleanest 3 wheeler we've ever encountered. Marc Wunderman's JAP-powered example is stunning. (toj)





Towner's Flat-Rad leading Timolot's +4 into the left hander, while a Porsche holds back to admire the view.

(jpd)

... and one to get ready for next time - - a fairly complete looking Flat-rad Moggie in the flea market awaiting a new home.

(toj)



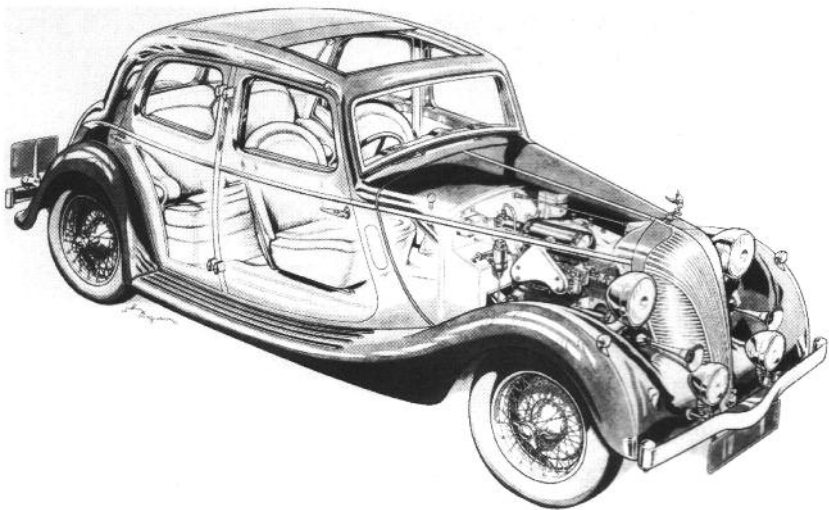
three competition events. Saturday ended with some rainy laps for any of the Morgans so interested.

Sunday in the Park included over a score of Morgans shoulder to shoulder along the main straight with Chairman's Choice awards going to David Webb and his rare '67 +4+, Russ Deveso's '53 DHC, Morgan Malone's '80 4/4 4 seater, John Peden's '63 +4, and Ann and Brent Follweiler and their '69 +8.

The Sports Car Market Crystal Award went to Murray Smith's '38 4/4 LeMans Flat Rad.

Monday was marred by yet more English type liquid sunshine and an abbreviated raceday. 'Nuff said.

toj



The VSC Issue 4-19 center cutaway that got us thinking about Triumph Dolomites.

We offer thanks to the editor and publisher of Automobile Magazine for permission to reprint Karl's story. jpd

Triumphal Procession

From its first car production in 1923 Britain's Triumph steadily accelerated to an apogee of attractive and sporting cars at the end of the 1930s. Triumph's final pre-war head-turners, the Dolomites, were advanced for the time—perhaps too much.

by Karl Ludvigsen

Throughout the 61 years of Triumph's auto-making history its sports and sporting cars earned affection for the marque. Already well established, Triumph's appeal to the driving enthusiast was enhanced by Cornishman Donald Healey, who became Triumph's experimental manager in September 1933 at the age of 35. Behind him was a decade of competitions that made him by far Britain's best-known and most-successful rally entrant and driver.

To Triumph Healey brought an apprenticeship with Sopwith Aviation, wartime aeronautical inspection, completion of the International Correspondence School's course in automobile engineering and ownership of a garage in Perranporth. One reason for the last, he said in his autobiography, was 'to learn the sort of things that went wrong with rally cars and how to put them right by the roadside without skilled professional help.' The ambitious Healey sold his garage and moved to the Midlands to be near Triumph's factories.

Thus Triumph acquired a keen business-minded and car-minded ‘practical engineer’, as Healey styled himself, instead of one of ‘the highly qualified men, though first-class engineers and able to produce a superbly designed job, who have still been unable to produce a particularly good car.’ He was promoted to engineering director in 1934 under Triumph vice-chairman Claude Holbrook and new managing director Maurice Newnham, whom Healey called ‘a magnificent salesman but a man who knew practically nothing about making motor cars.

‘We were fortunate at Triumph in having what was possibly the finest tool-room in the Midlands,’ said Healey. ‘They could, and did, make everything, including motorcycles, various one-offs and, of course, all the machining involved in our car production. We had, too, some outstanding draughtsmen.’ Chassis engineers on board were Peter Cowley and Albert Ludgate. Healey arrived just as the new Gloria range had been launched, styled by Frank Warner. This represented an upscale move by Triumph’s new management, following the retirement of founder Bettmann in 1933. After sorting out a Gloria range that he considered undercooked, Donald Healey succumbed to the craving of Claude Holbrook for ‘truly competitive sports cars’ in the Triumph range to lift the company’s offerings from the profitable but down-market ‘buzz-boxes’ that had been its stock in trade. To achieve this speedily Healey arranged with Alfa Romeo to use its 2.3-litre supercharged straight-eight sports car as a basis for a new 2.0-litre Triumph. The latter was a work of art that occupied much of Healey’s time into early 1935 when the prototype was ready.



(mick walsh)

Borrowing the ‘Dolomite’ name from a 1934 Gloria variant, the first Triumph straight-eight lost a battle with a train in Denmark during the 1935 Monte Carlo Rally. Enlarged to 2.6 litres and unblown, the repaired Dolomite placed eighth in the 1935 Monte and highest British entry. ‘This encouraging performance, however, came too late,’ Healey related. ‘Triumph’s fortunes were at a very low ebb.’ In April 1935 the ambitious project—costly in time and Sterling—was aborted.



(ludvigsen)

Between rallying and exotic sports-car building Donald Healey was tasked by his MD Maurice Newnham to transform 1935's Gloria/Vitesse/Southern Cross range into something ‘which would attract the public eye in the biggest possible way, both as to styling and specification. He particularly wanted us to think up something really striking in frontal treatments. He had, I think, been to some extent influenced by the American Hudson-Essex people, who had brought over a car with a curious radiator cowl made up of vertical slats and curved horizontal ribs—a sort of bulbous, glorified stone guard.’ He was referencing the 1936 models, introduced in the autumn of 1935 with completely new designs by Hudson’s Frank Spring.

This would be the responsibility of Walter Belgrove, who had been with Triumph since 1927, initially working in the experimental body department. His was the handsome design of the Alfa-derived Dolomite, leading to his appointment as chief of body engineering and styling in 1935.

‘In all we did not muster more than perhaps twenty in engine, chassis and body,’ Belgrove recalled, ‘including the tool drawing office. It was almost a family. Reporting to Healey, he found ‘a great enthusiast—he had the personality to get the best out of a very good engineering team.’ With such meagre assets, he needed to.

Belgrove did the bulk of his own full-scale body drawings, subtly mas-



saging the handsome lines inherited from Frank Warner. The new styles included a 'double swept-back'. 'I accentuated this feature by increasing the overhang,' the designer said, 'lofting the waist at the elbow and in general enlarging the boot capacity, which was the object of the exercise. We retained the split backlight.' So appealing were the changes that

Triumph was accused of aping the lines of the acclaimed SS-Jaguar, but this was denied by both parties.

'We were badly handicapped by not having enough capital to tool up for body production,' Healey related. 'Our bodies were made in the Dawson Car Company's coachbuilding works, which we had bought. They were coachbuilt in the traditional manner, with timber frames clad in shaped aluminium panels—the most expensive and, for that matter, the most time-consuming way to build a body. Also we possessed no sound body-production engineers.'

In fact the wings, bonnet, spare-wheel cover and cowl were made of steel, while the rest was a 16 SWG grade of Birmabright, aluminium alloyed to discourage corrosion with less than 1 per cent of manganese and up to 7 per cent of magnesium. The two metals were joined at the base of the A-pillars.

No small task for Healey's engineering family—of whom engine man Middleton was a member—was the design of a new suite of power units for the 1936 range. Hitherto Triumph sourced its engines from Coventry Climax, which from the 1920s made motors for more than a dozen marques. A distinctive feature was a so-called F-head with overhead inlet valves and side-valve exhausts. These, said Healey, 'were hard to cool properly and tended to cause service problems from overheating and burning valves.'

The transition in engines was aided by Triumph's progressive increase in their manufacture in its own workshops. Accordingly such critical main dimensions as cylinder distances and main bearing sizes were carried over to the new four and six. While the six-cylinder kept the 65 x 110 mm dimensions of its predecessor at 1,991 cc, the four was expanded to 69 x 100 mm for 1,496 cc. In time for the 1937 models its bore was enlarged to 75 mm to give 1,767 cc. Both fours retained three-bearing crankshafts.

New iron cylinder heads for both engines had vertical overhead valves operated by rocker arms and long pushrods from the original camshaft locations. Compression ratio was 6.5:1 for the four and 6.6:1 for the six in bathtub-shaped combustion chambers. An unusual feature for the era was cross-flow porting with exhausts on the left and inlets on the right, usually avoided so that exhaust heat is readily available to help vaporisation of the incoming mixture. In the Triumph engines—noteworthy for having twin SU carburetors on all models—this function was provided by a hot-water jacket around the inlet manifold.

Their new top ends were credited with making the refreshed engines much quieter. Output of the two fours was 50 and 62 bhp respectively at 4,500 rpm. At the same moderate speed the new six provided 75 bhp. Their tuning was for torque rather than power. Rubber mounting of the engines was still novel enough to be remarked upon.



(ludvigsen)

Coupled with the new power units was an all-new four-speed gearbox with the desirable feature of synchromesh on the top three speeds. Substantial cone-type clutches did the synchronising of constant-mesh gears with her-ringbone teeth for the ultimate in silent running. Austin supplied the gears for installation in an aluminium housing at Triumph. Other suppliers to the Coventry works were Rubery Owen for frames and ENV for axles. Forward Radiator made the steel wings, cowls and bonnets.

On wheelbases of 108, 110 and 116 inches, frames of the new series were improved versions of those already in production, with an X-braced central section and underslinging at the rear. Worm and nut steering by Burman gave two turns from lock to lock for a 36-foot turning circle. Springing was by semi-elliptic leafs controlled by Luvax rotary hydraulic dampers. A new and upmarket feature was a Bijur system that used engine vacuum to deliver lubricant automatically to numerous chassis points. Brakes were hydraulic with 12-inch drums inside 17-inch wire wheels with Rudge hubs.

As concerns the suspension, Donald Healey avowed that he ‘was not averse to the unreasonably frowned-upon practice of copying—or let’s say seeking inspiration from—someone else’s design.’ He saw merit in ‘the ability to select the best features from the individual designs of each of one’s main rivals and embody them in a winning whole.’ Here however he failed to endow his new range with an attribute already in wide use: independent front suspension. This would have been just the right ‘copied’ feature to bring his new Triumphs abreast of the best and ahead of the rest.

To meet the demands of Maurice Newnham it was up to Walter Belgrove to provide visible distinction to the Triumph models that were the flagships of the new range—the Dolomites. ‘It was felt that we should rethink a front end and get away from the strictly traditional,’ said the engineer-designer. ‘I was responsible for the die-cast radiator shell—indeed the first to be produced in this country. It was a gravity casting as we could not afford a pressure die casting.

‘I prepared several airbrush drawings of different schemes,’ Belgrove told Graham Robson, ‘and one was chosen for a mockup following a full-size layout of the component parts. It was accepted and the design frozen for production—I did not have to sell it.’ The complex grille was actually cast in three parts, a central down-flowing ‘waterfall’ between two horizontally vented side pieces. The pioneering castings came from the maker of Triumph’s mascots, R. E. Ormerod Ltd. Of Bromsgrove.

Triumph pulled no punches in its launching of the new front end, flanking it by dual-tone horns on most models and fitting driving lamps as well. The combination was striking and distinctive, just as Newnham desired. His hand was visible behind catalogue descriptions such as:

‘These superbly beautiful cars are completely distinctive from all others. The magnificent die-cast radiator grille is an exclusive Triumph feature which imparts an air of character and superiority which is adequately supported by the car’s performance and its appointments and finish.’

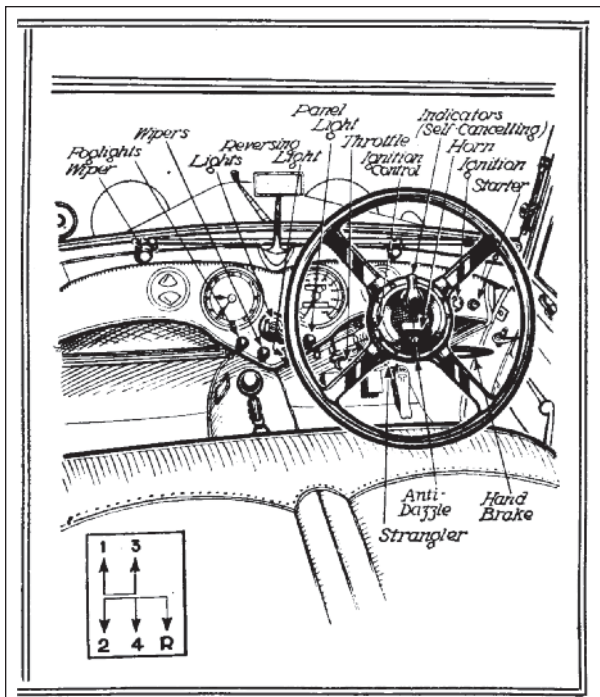
‘The magnificent die-cast radiator grille, the clean swept wings and valances blend in complete harmony with the body line, producing a car as conspicuously beautiful in appearance as it is practical in accommodation and performance.’

The world first saw the new-look Triumphs in the autumn of 1936 when the six-cylinder Dolomites were launched. ‘From the public it had a mixed reception,’ Walter Belgrove recalled. ‘As I remember it was both liked and loathed—no half-measures. The diehards, however, felt that it was a break with tradition.’ One letter writer chaffed that ‘an achievement of mechanical construction is not necessarily an achievement of mechanical beauty.’

By March of 1938, when the new Triumphs had been available for a year and a half, The Motor averred that ‘the rather modernistic radiator design, which seemed a little ahead of its time when first produced, is now generally accepted as being attractively distinctive, which is in itself a commendable feature these days.’ This verdict was borne out by sales, which showed rising



The “office” in Karl’s Dolomite. (mick walsh)



The Autocar road test from the period identifies most of the controls. We note the drawing is from the drop head version so there are a couple of minor differences.

numbers of Dolomites and fewer of the 'Continentials', Dolomites cravenly offered by Newnham with a conventional grille.

A model 14/60 Dolomite Sports Saloon similar to the car driven for this month's The Automobile was summed up by Motor Sport as 'an excellent all-round car of outstanding appeal to the sportsman who wishes to purchase dependable, comfortable transport as well as entertainment, and who has an eye for modern though dignified lines in keeping with efficient performance.'

Judging these attributes to be embodied in the attractive car pictured, I bought it at auction on 20 August 2016. At the time it had the Ace wheel discs fitted when Fred R. Richardson of Ripon acquired it on 16 December 1937. I recently removed these in the interest of reduced unsprung weight, better brake cooling, easier servicing and a more sporty presentation. Other changes include an unobtrusive tachometer, a lighter socket for satnav, brighter external lamps, fitting of a missing thermostat and radial tyres.



(mick walsh)

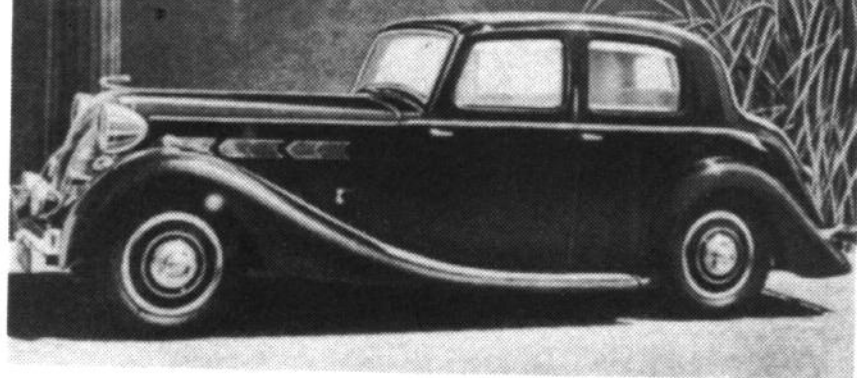
Rescued from the Richardson garage in 1980 with 28,000 miles showing, the Dolomite was ultimately restored from derelict condition by pre-war Triumph guru Rob Green of Gloria Coachworks in South Stoke. Originally a 1½-litre, it was upgraded to a 1¾-litre by Green with a suitably higher axle ratio.

Subsequent work has been carried out by Chris Whitehead at the Chevington Garage. Signs that the car had not been driven much included a complete lack of oil in the dampers! We also found that the engine preferred to have the coil mounted on the frame instead of its crankcase. Chris even found a colour-matched set of sun visors among his souvenirs.

Whitehead modified the driver's seat to give me a more relaxed position. I enjoy driving the Dolomite, frequently marvelling at the remarkable mid-range torque its four delivers. It feels like a much bigger engine. I found the synchromesh effective after I got used to the shift lever's long move through neutral across the gate. The ride is improved by the radials and the cornering leech-like. Maybe keeping the solid axle in front was a good idea.

The Smartest Cars in the Land

**TRIUMPH
DOLOMITE**





(mick walsh)

I haven't yet driven the Dolomite as the men from The Motor did, after finding an open concrete expanse on which to experiment. 'A series of high-speed swerves coupled with a certain amount of crash braking and other gymkhana tactics,' they reported, 'revealed that this Triumph is at all times the complete servant of the man behind the wheel. We found this a car eminently suitable for the enthusiast.' Sounds to me like the Donald Healey touch.

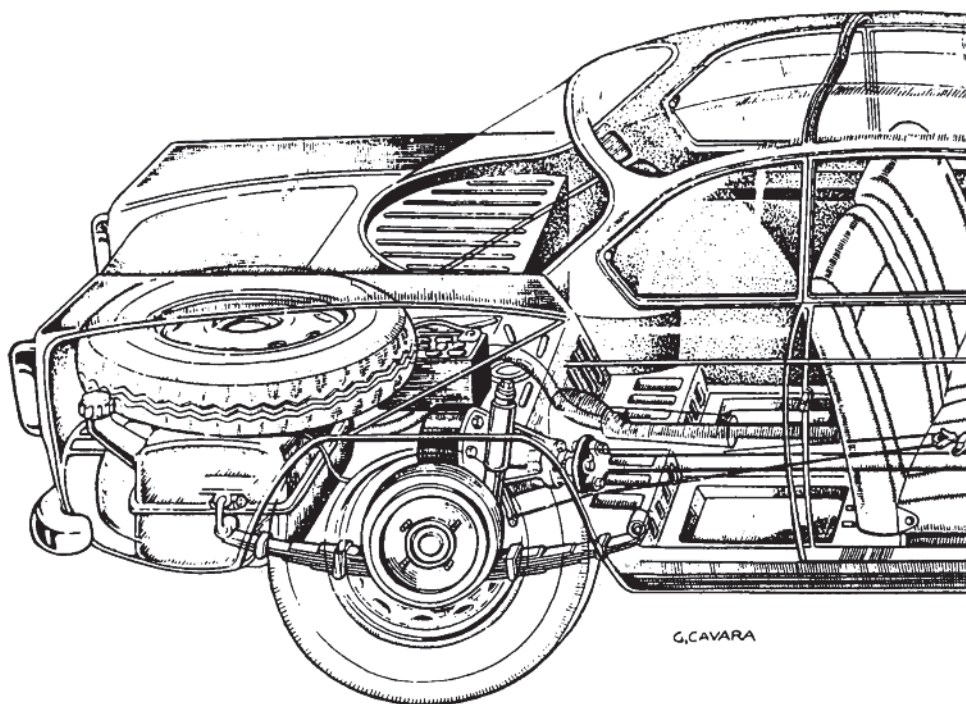
Wrote David Scott-Moncrieff of Triumph, 'The company had never made better cars than they did in 1938 and 1939. In 1938 the coachworks of most models was restyled so as to be more handsome than ever. There were also many detailed improvements.'

Although the Healey-Belgrove years brought spurts of profitability, when added to heavy debts the cost of building its hand-made cars brought in the receivers in mid-1939. In a deal led by its chief John Black, his Standard Motor Company acquired the Triumph marque—but not its assets—at the end of 1944. Fortunately it acquired Belgrove as well. Good years for Triumph were still ahead.

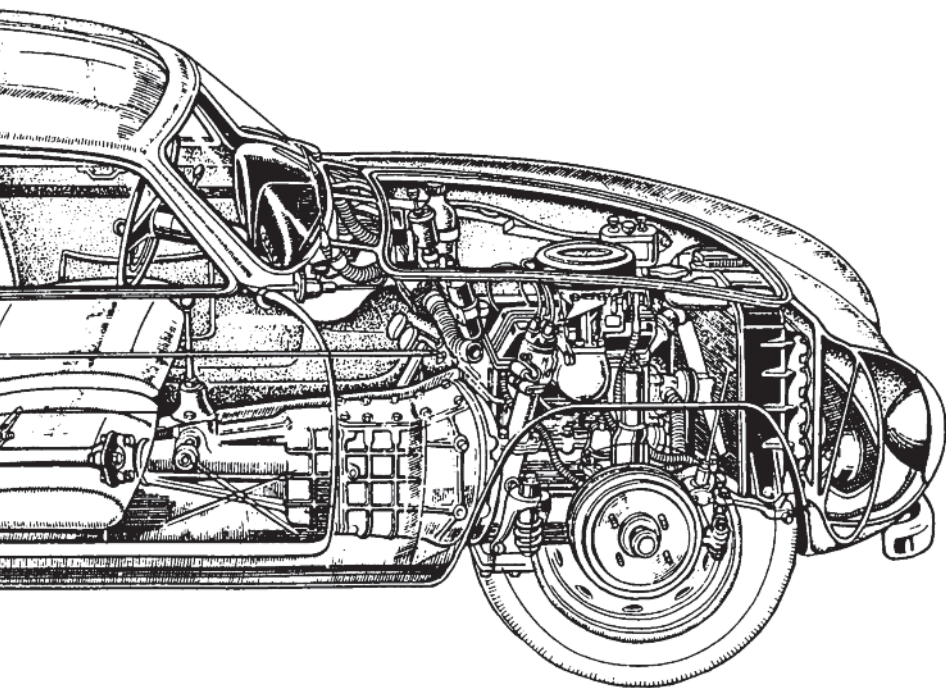


Our friend with the Dolly. (mick walsh)

1957 Lancia App



ia GT Zagato





SOUNDS OF SEBRING **SOME MEMORIES**

Editor's note: In keeping with our 2020 season fondness for motoring adventures in glorious motorcars we thought to share with you Robert Richer's adventure in creating the Sounds of Sebring" records and motoring from New York to Sebring in his HRG 1500 at a less than opportune time of year. The year would have been 1956.

jpd

In 1956, I joined Riverside Records as its sales manager

There might be a few folks out there who remember Riverside as one of the great Jazz labels, featuring artists such as Thelonious Monk, Wes Montgomery, the Adderly brothers, Chet Baker, Max Roach, Abbey Lincoln and many other Jazz luminaries.

But Bill Grauer, the president of Riverside, also was a sports car nut. Cars that today are considered vintage then were state-of-the-art, mind-blowing engineering masterpieces.

I owned an HRG SM1500, and Grauer owned a Maserati coupe that was in very sad shape. It might have had the performance of one of my first cars, a Model A Ford.

Of course, we had heard about the pending twelve-hour race being held on an old military air base in Florida, and Grauer decided we should record it in its entirety. He contacted Alec Ullman, the race promoter, and arranged for Alec to provide us with unrestricted press passes in exchange for a couple of cases of records.

Thus, "Sounds of Sebring" was born.

At that time on Manhattan's West Side was the Greyhound bus terminal, along with a massive maintenance facility tied in with a Greyhound graveyard. Greyhound's policy was to retire and sell any bus that made it to one-million miles. Tires were extra, priced on their condition. My recollection is that the total cost of the tires exceeded the cost of the bus.

We took the bus (*with decent tires*) and promptly gutted it by removing most of the seats, and installing a 110 Volt gas generator and wiring sufficient to handle a variety of Ampex tape recorders, lighting and even a hot plate.

I'm not sure what rules existed for licensing bus drivers back then, but suffice it to say that none of the Riverside team ever had anything other than their standard car licenses. Who knew?

The Riverside Sebring team consisted of Grauer, me, an engineer, an overall producer (and narrator) and Grauer's wife Jane ("Official Photographer").

I drove the HRG with an artist friend from NYC, while the rest of the group made the trip in the Greyhound recording studio. Driving an HRG

more than a couple of hundred miles is hard work under the best of circumstances, but driving more than 1,000 miles in March through ice, snow and slush with a less-than tight top and flapping side curtains really was memorable. Running true to form, the Lucas ("Prince of Darkness") windshield motor gave out after about a hundred miles, and consequently, my passenger operated the wipers with a string attached to the blades and running into the passenger compartment.

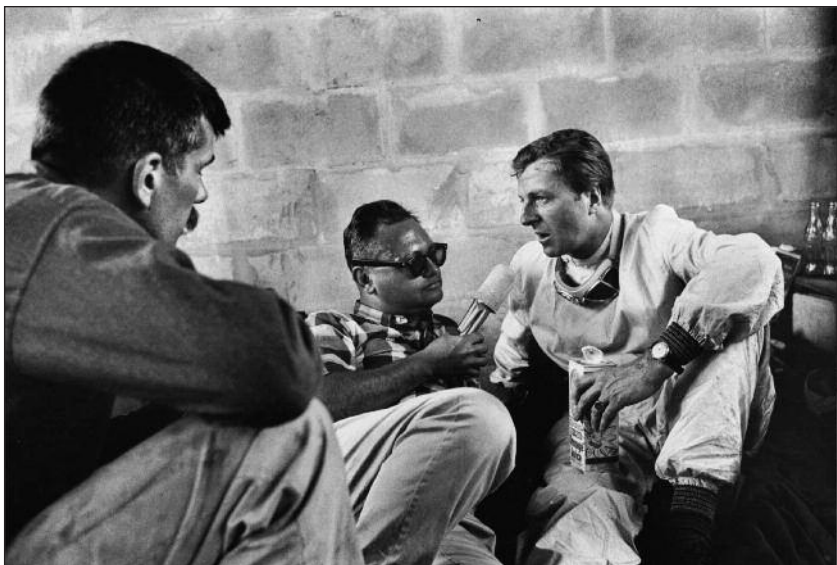


To Sebring in '55 via an HRG 1500. Only the maddest of the mad would drive that many miles in a HURG in February or March. Actually, come to think of it, the editor would love to give it a shot in the editorial HRG 1500. Anybody game to join him? (richer collection)

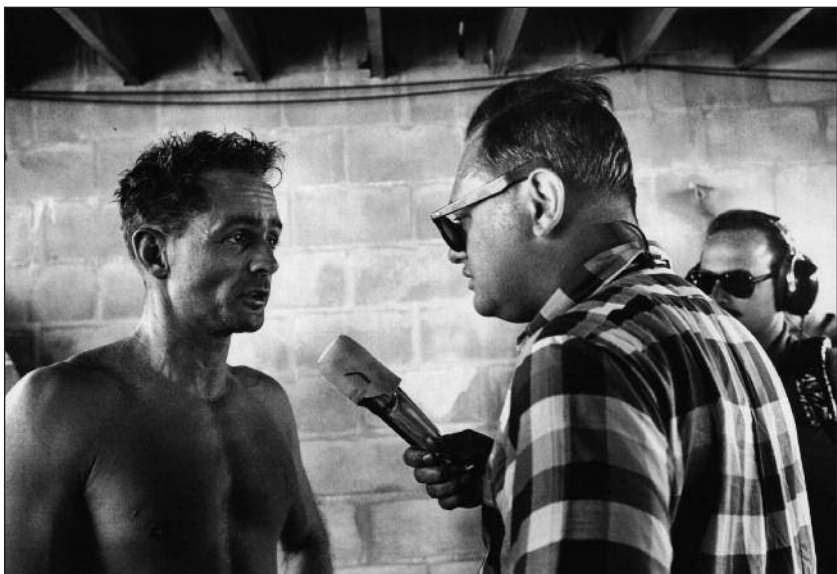
On our final leg to Sebring, driving at night across the barren wastes of Florida in wonderful summer-like weather, we started to overtake a station wagon hauling a trailer with a Ferrari on it. As we got closer, we could see someone sitting in the Ferrari, obviously enjoying the splendid weather. Without warning, the trailer broke loose from the tow car and we watched in amazement as the Ferrari brake lights flashed on and off as the panic-stricken driver instinctively tried to stop the runaway rig. The good news was that the terrain was totally flat, and the trailer gradually drifted to a stop by the side of the road. No damage done, and that was my introduction to Boris "Bobby" Said.

For the first race in 1956, Riverside rented a run down, really dreadful cinder block house at the edge of a swamp about ten miles from the track. A daily event at our location was a massive migration of thousands of black snakes slithering out of the swamp, crossing the state road, and sliding down into the swamp on the other side. They paid no attention to us whatever.

The first "Grand Prix of Endurance (sic)" was casual, at best. The most basic of wooden pits, hay bales everywhere and security notable for its



*Bill Grauer interviewing Wolfgang Alexander Albert Eduard Maximilian Reichsgraf Berghe von Trips. It's no wonder he was known to his pals as "Taffy."
(richer collection)*



*Grauer getting the low down from Phil Hill. Hill was particularly well spoken and gracious his entire life.
(richer collection)*

absence. Most car maintenance and prep was done in the leftover WW II hangers. But everyone was friendly and access to any and all of the teams was a given.

One year, Porfirio Rubirosa had entered a Ferrari, with Jim Pauley as his co-driver. Ruby showed up for the start, resplendent in a tailored, white racing suit. The press was in full attendance, snapping pictures of this handsome playboy strutting his stuff. At the Le Mans start, Rubirosa ran to his car, did one lap, and pulled into the pits. He jumped out, shouted "OK Jeem, you take it," and had Pauley drive the remaining eleven-plus hours.

The envy of every young Latin American male of his day (and many young males from North America as well), Porfirio Rubirosa. He was an ok Ferrari driver but a world class polo player and bobsledder. He was also guilty of serial monogamy, having been married at one time or another to some of the most beautiful women of the age. "Rubi" shared the car with Jim Pauley one year at Sebring. They finished 10th with Pauley driving almost the entire race.



Something wonderful occurred at lunchtime during the 1956 race. I was hanging out in the Ferrari pits, noticing sturdy wooden crates, each marked in bold letters in English and Italian with words like, "Transmissions," "Electrical," "Wheels," etc. Around lunchtime, the Ferrari mechanics started to pry open various crates, hauling out Parma hams, salamis, jugs of wine, wheels of cheese and even carefully wrapped loaves of bread. Certainly better fare than they could purchase at the local Piggly Wiggly in Sebring.

1956 was the first year of racing for Corvettes, the team being headed by John Fitch, a wonderful guy who became a close friend until he left us in 2012.

In the early years of the Sebring event, there was a Ferris wheel operating deep in the infield. As dusk was falling one year, I watched Fangio walk over to the operator of the Ferris wheel. Some money changed hands, and Fangio had rented the wheel for about a half-hour. The operator took him up to the top, and Fangio had a perfect view of the race, where he carefully watched all of his competitors, where they shut down and how they took the various corners.

We made a series of wonderful "Sounds of Sebring" recordings which sold far better than we had ever anticipated. Turns out that not only did car people buy them, but they also went in large numbers to audio enthusiasts who

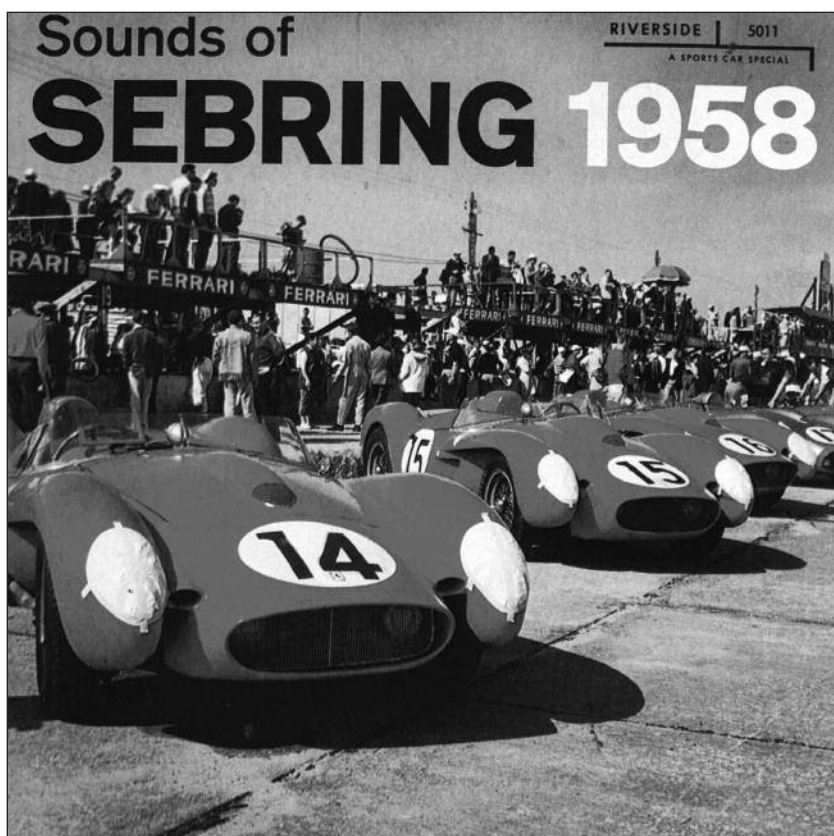
used these very high quality discs to wring the best out of their high-end audio equipment.

It was a memorable period for me, and every March, I can't help but wax nostalgic all over again.

Robert Richer

Note: Robert has gotten the Sounds of Sebring remastered and available as a CD. The cost is 19.95 plus 4.00 shipping. They can be had with a note to Robert at Sounds of Sebring, Box 44, Farmington, CT. 06034-0044. We recommend moving quickly.

jpd



The Art of Robert Selkowitz

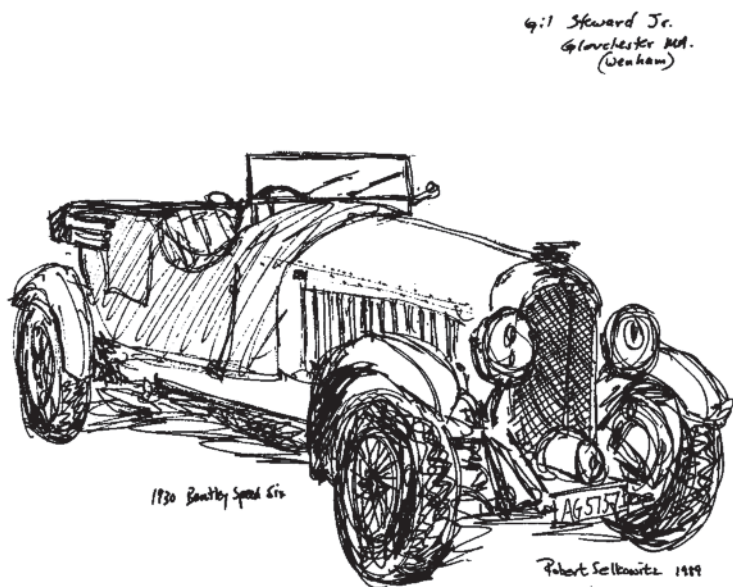
A long time friend of the VSCCA, Robert Selkowitz, has been doing sketches of our cars at any number of events over the years. He can usually be found at the Fall Finale but he has also come along on a number of Nutmeg Rallies. He was even sketching the VSCCA cars in the VSCCA Exhibition at Saratoga a year or so ago.

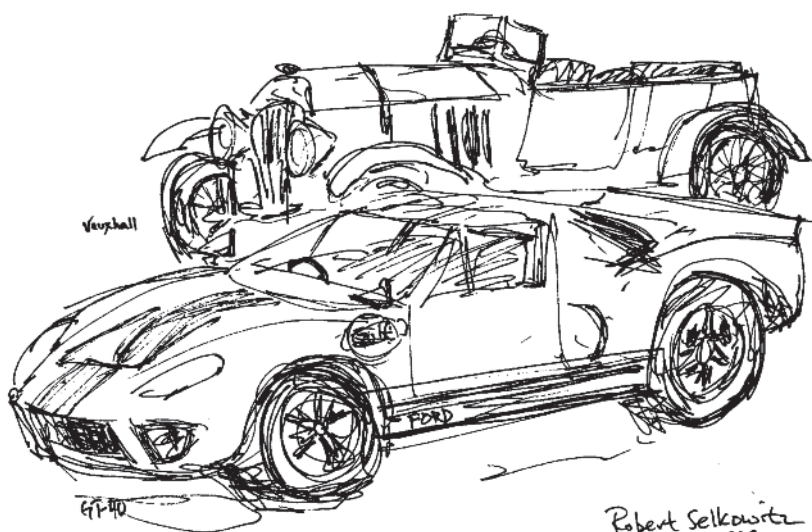
Another of his projects is organizing the now-annual Catskill Conquest Rally that recreates part of the route of long ago's 1903 Automobile Endurance Run. This event went from New York to Cleveland (*or was it Pittsburgh by way of Cleveland?*) over roads that barely existed.

Robert keeps his annual tour within the Catskill portion of the old route so it is a marvelous opportunity to see some beautiful roads and villages at a glorious time of year. He has invited the VSCCA to take part and offers a deal to go with it in terms of cost. He's offering the first VSCCA entry a complimentary pass to the upcoming Lime Rock Historic Festival over Labor Day. We have a copy of the entry reproduced on page 51.

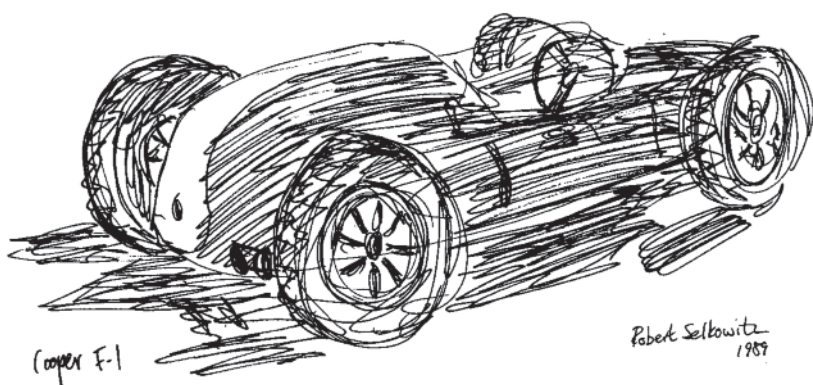
Meanwhile, we share here some of his art that reflects a number of VSCCA entries over the years. We note below, the Bentley of our beloved late president, Gil Steward. There is also a Maserati drawing with Stirling Moss' autograph in the corner and quite a few more. Enjoy them. One might even recognize an old favourite amongst the collection.

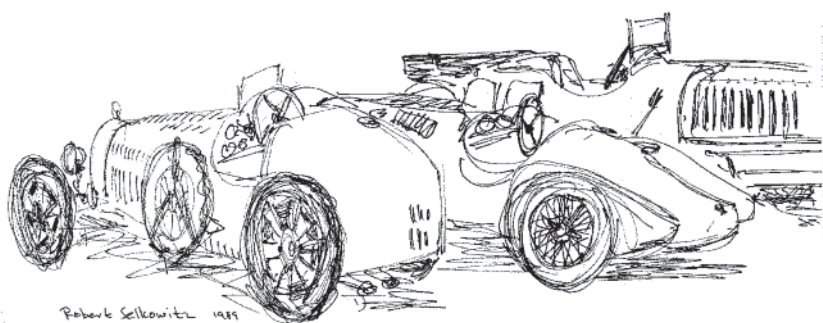
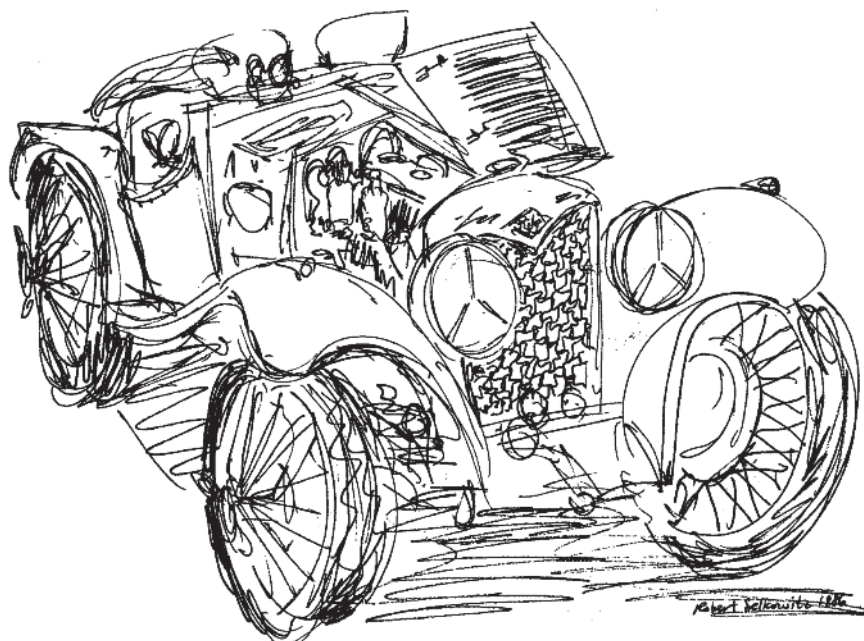
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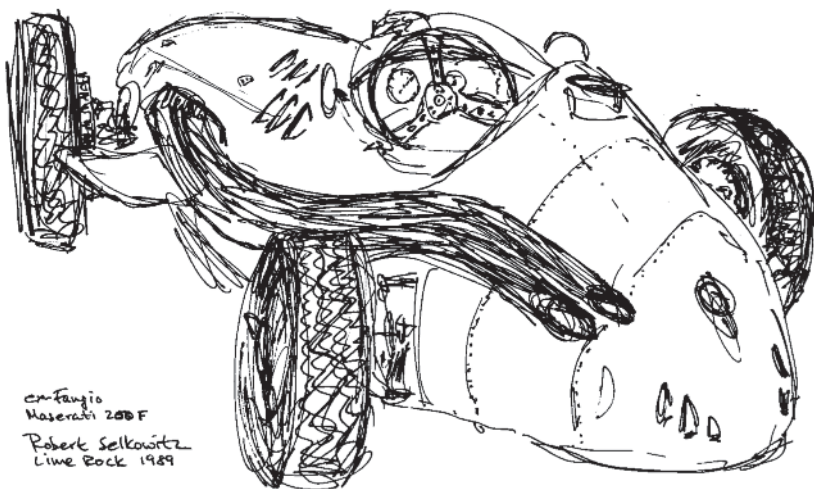


THE FORD GT-40 RACE CAR



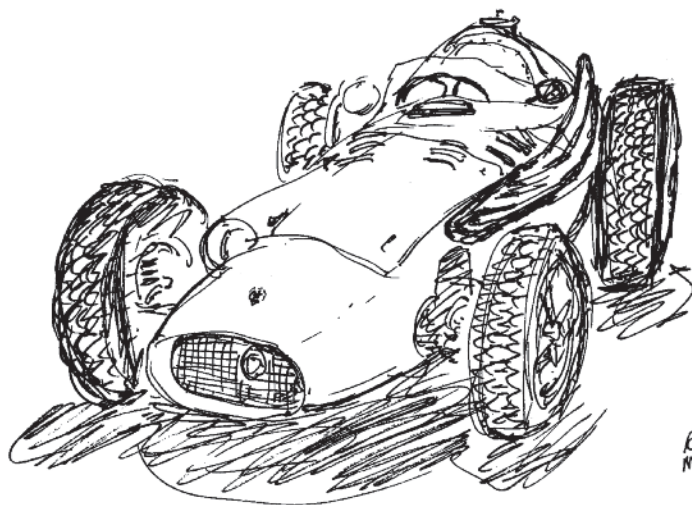


Bugatti, Alfa Romeo, Bentley

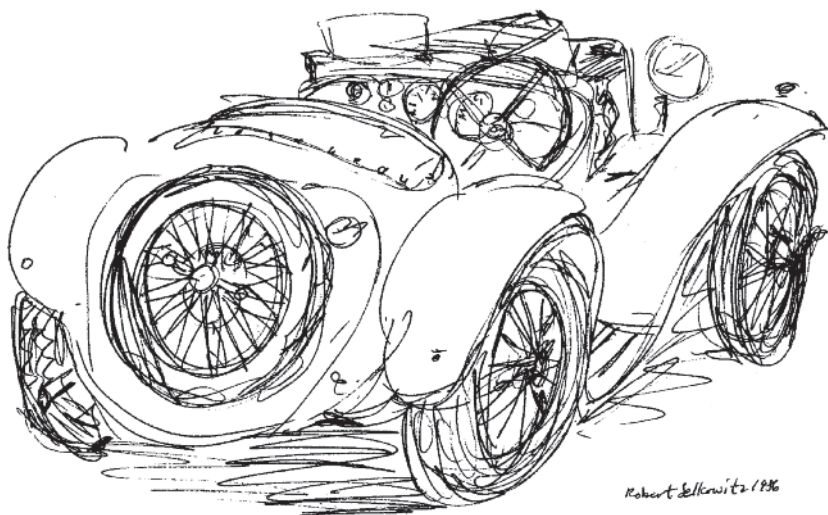


en-fangio
Maserati 250F
Robert Selkowitz
Lime Rock 1989

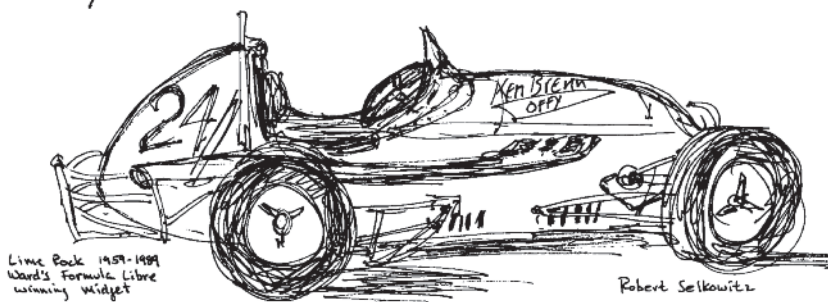
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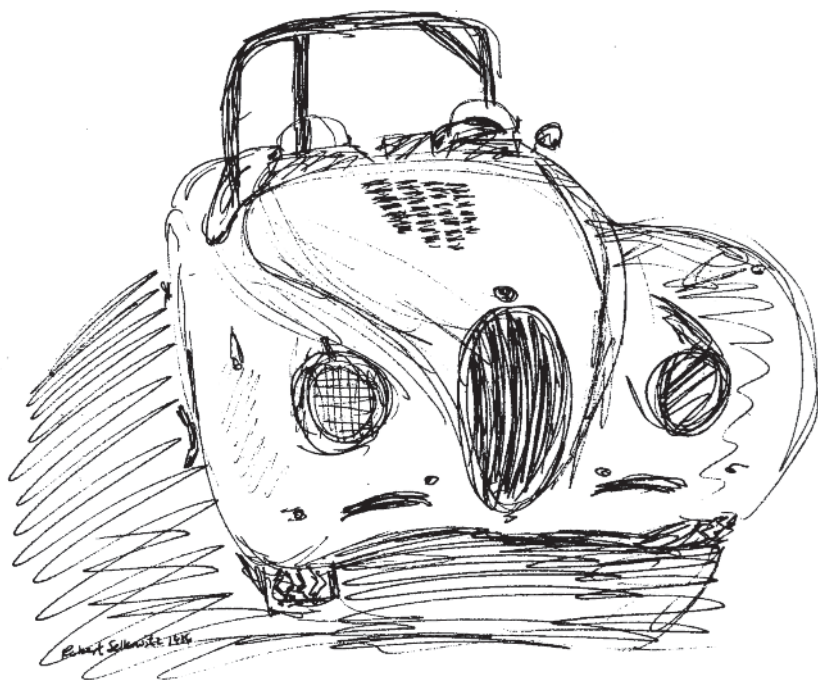
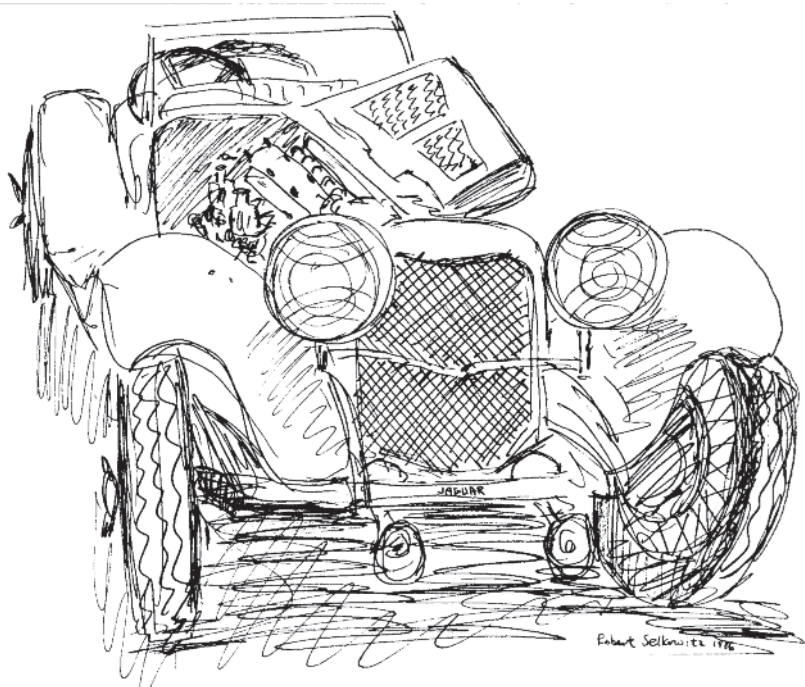


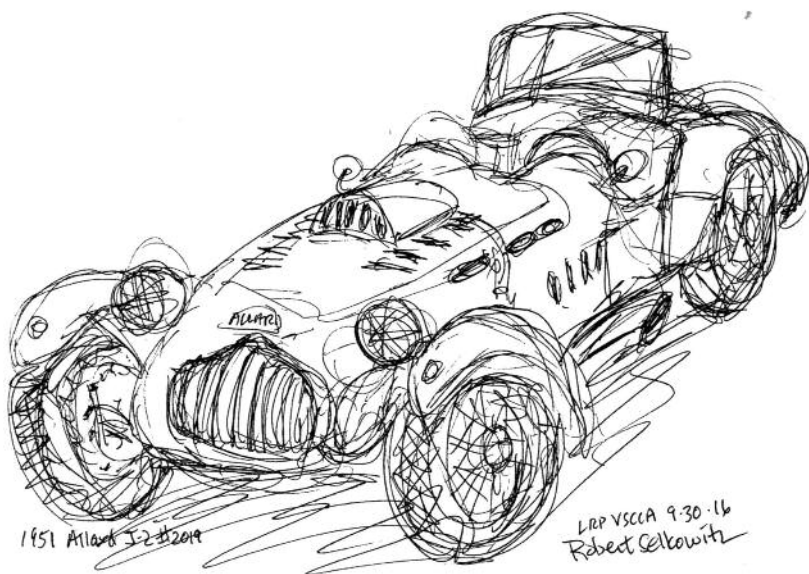
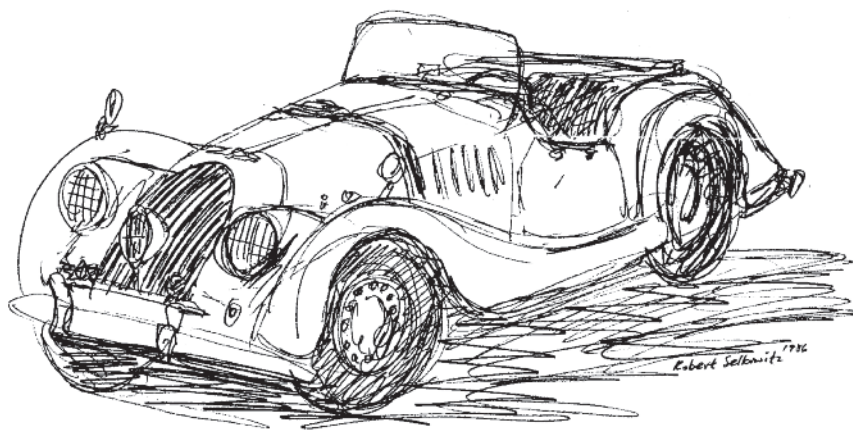
Robert Selkowitz
Moss' Maserati 250F
Lime Rock Sept. 2, 1989



Robert Ward







ANNOUNCING THE
4TH
ANNUAL

CATSKILL CONQUEST



RALLY

COMMEMORATING

THE 1903 AUTOMOBILE
ENDURANCE RUN

**ALL VINTAGES
WELCOME!**

**IF YOU LOVE YOUR CAR
COME AND DRIVE
IT ON THIS ROUTE!**

SATURDAY, SEPT. 26, 2020

Follow the historic 1903 Endurance Run route over the Catskill Mountains to the Susquehanna River along a 75 mile course with six host/checkpoints, festivals and attractions. We travel from Mount Tremper to Unadilla, following one of the most beautiful drives in New York State. We will start with a breakfast and orientation at 9am at the Maurice D. Hinchey Catskill Visitor Center, 5069 State Route 28, Mt Tremper, NY 12457. We follow the Catskill Mountains Scenic Byway and beyond on historic turnpikes. The road crests four hills over 2000 feet elevation along the way. Your car should have good brakes and good power to run the Catskill Conquest.



A substantial rally book features a route guide with historic documents and photographs, along with a portfolio of enthusiast drivers' personal favorite drives in the Catskills for extended touring.

Robert Selkowitz, Director and Rally Master

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✉ 1903autorun@gmail.com

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REGISTER NOW TO HOLD YOUR PLACE

- ☐ Individual Entry: \$60 per car, 50% refundable to August 1
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Address: _____

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Liability release to be signed at check in

CAR INFORMATION

Year: _____ Make: _____ Model: _____

Club Name: _____
(if applicable)

Send checks to:
Historic Automobile Endurance Runs, LLC
3024 State Route 28
Shokan, NY 12481

Obituary:

Dick with his beloved Aceca as he prepared to pass it on to its new home.

(jpd)



Richard A. McGinnis

14 March, 1929 - 1 February, 2020

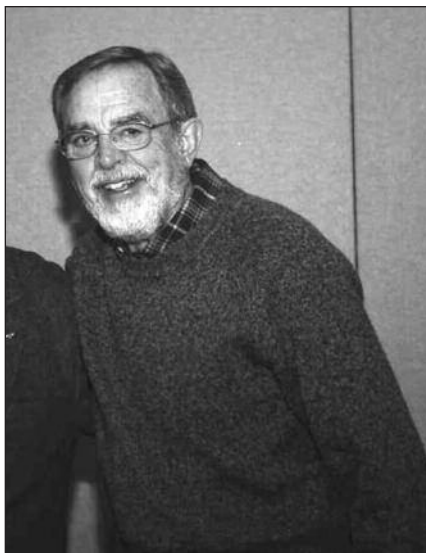
Dickie McGinnis passed from this life on the first of February. To suggest that he will be missed is a sad understatement. Dick was born in Hartford, son of the late Frank L. and Dorothy (Campbell) McGinnis and lived in that area most of his life.

He graduated from Hartford Public High School, Class of 1949, after which he enlisted in the US Navy. He served on the CV108 Kula Gulf in the HS Simon Helicopter Squadron (first Navy helicopter unit).

After the navy he worked as a Technical Writer for Pratt and Whitney Aircraft for 35 years. Those writing skills were often put at the service of "Vintage Sports Car" and his style was a welcome addition to this magazine.

Dickie enjoyed the heck out of acting as a corner marshal at many of our events, often sharing a corner with his buddy Bob Webber or helping out Jean and Steve with other marshaling activities. His smile from station one at the entrance to Big Bend was always a welcome sight to his friends in the paddock between active on-track sessions.





Dickie smiling at various Nutmeg Rallies over the years.

(jpd)



For one of the early Nutmeg Rallies he authorized the labeling of a special vintage of Nutmeg Rally Wine for each of the entrants. The wine wasn't great, but the label, drawn by Jerry Storch, was memorable.

Ever a team, Dick and Beth made the Nutmeg Rallies (and anything else they took part in) always warm and memorable.



(jpd)

More than the simple outline above, though, Dick McGinnis was my pal. He and Beth, nearly inseparable in their relationship, pretty much created the Nutmeg Rally out of the remains of the earlier “Rainbeck” Rallies and allowed this writer to join them as co-rally master with Dick. Bethie always played the role of “weather goddess” and seldom let us down. Perfecting the course the two of them had laid out and then finding an appropriate set of questions to entertain the rallyists usually fell to two or three full day sessions on the course with just yrs trly and Dick in the car. Those hours in the car were a delight as we discussed everything from a mutual love of jazz to fly fishing, theology, and - as is no surprise - vintage motoring topics. Dick McGinnis was exceptionally good company.

When the rally finally came off he would delight in running the course with Beth in his much loved Buick-powered AC Aceca.

The upcoming 25th Nutmeg Rally has been designated the Dick McGinnis Memorial 25th Nutmeg Rally. We think he would have liked that.

Dick was buried in Cedar Hill Cemetery on the 7th of February with full military honors and in the presence of a delegation of his VSCCA friends.

Dick is survived by his devoted wife, Beth, two daughters and a son, as well as six grandchildren. We offer them and all of his friends our heartfelt condolences. The Nutmeg Rally will continue in his honor and we shall miss him.

Requiescat in Pace, old friend.
jpd

g o s s i p

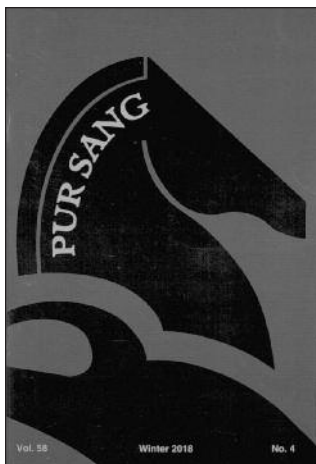
**Recent Acquisitions, Restorations, Repairs
and assorted Mechanical Minutia**

Gordie MacKenzie’s 94th birthday celebration in early February was an absolute delight. Himself was holding court all afternoon while friends came and went. The cake was delicious and the company was outstanding. Here are just a few of the folks who made it over a long afternoon’s open house party at his retirement home.



(hyman)

Tom Clifford has recently stepped down as editor of “Pur Sang,” the magazine of the American Bugatti Club. After nearly twenty years at the helm of “Pur Sang,” he has passed the editor’s blue pencil to Matthew Baran . We wish Tom happy retirement from the ongoing efforts and we wish his successor every good thing.



Shaun Henderson has proven that it is difficult for a Morganeer (*That's a Morgan guy*) to be without a Morgan for any extended period of time. He has just gotten this one, which is very very special. Larry Ekler got a body and chassis from Morgans as a “replacement” +4 chassis and then married it to an appropriate engine. Shawn is over the moon. We can’t blame him. Enjoy it!!



(henderson)

The editorial HRG is finally getting new weather equipment. That sort of thing has gotten pretty pricey, even with a pattern and decent sidescreen frames only needing recovered. Still, it will be great to be able to take it for a weekend and not worry about the weather. Photos to follow after the deed is done. Watch this space.

★ ★ ★



(m.o'brien)

Richard Campbell has acquired the famous Hank Rudkin Crosley from the Greaves family. It has a glorious history in the northeast - including runs up Mount Equinox in the early days. We look forward to seeing it back on the road.

A few years caring for an aging relative nearly full time has put much of the editor's motoring activity on the back burner. That responsibility has now been fulfilled. Thus, the editor is now making noises about recommissioning the editorial collection. We have missed motoring off on adventures in them.

Here's hoping the period of abandonment hasn't left us with too horrible a situation. Time will tell. Wish us luck.



Early in the recent COVID-19 mess the secretary, Mr. Fenley, decided to acquire a new trailer and to use some of his down time for preparing it. It's a twenty-footer and looks to be exactly what his rather eclectic collection requires.



(fenley)



Todd Daniel has just begun the restoration of a most marvelous bit of Italian beauty. It's a Viotti FIAT. Officially it was a '52 or '53 called "La 1000 sur FIAT 1900." That's the Viotti 1000 on a FIAT 1900 Chassis.

The Carrozzeria Viotti was an Italian coachbuilding company active between 1921 and 1964. The company was founded in Turin, Italy by Vittorio Viotti. Designers like Frua and Mario Revelli worked for the company.

It was said to be the first coachbuilding company in Italy to set up a proper production line.

This example reminds one of a Lancia B20. Viotti built some of those for Lancia.



(t.daniel)



(t.daniel)

It was brought into the country by way of the Rome US Air base in 1957 or 1958.

The car was designed by Michelotti. Viotti was a large production shop and also a custom shop for Fiat. Viotti produced the first 80 Lancia B20GT Aurelias. With the stunning 2nd Place of Bracco in a B20GT in the 1951 Mille Miglia. Most likely Fiat or Viotti wanted their own model at this point.

On the badge are little parentheses, before and after the La 1000. The sur Fiat 1900, meaning on or on top of a Fiat 1900. The Fiat 1900 production running gear, floor pan and firewall are used.

We can't wait to see it completed.

Book Reviews:

Panic in the Pits

A Thomas Ballard Mystery

By D.G. Stern

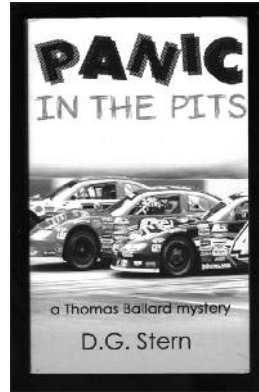
Neptune Press

2019

Available from Neptune Press

www.neptuneexpress.org

Also available from Amazon



Let's cut right to the chase. Stern's third Thomas Ballard novel, **Panic in the Pits**, is even better than his first two - and we loved the first two.

This one builds on the troupe of characters we've met in those first Ballard novels: Automotive writer and part time Special Deputy, Thomas Ballard; the stunning and absolutely brilliant Detective Olivia Nederfield, his partner in investigations as well as the love of his life; the county Sheriff, Josh McCarthy, Ballard's lifelong best friend, who may have originally made Ballard a Special Deputy mostly to give him a badge to get him out of speeding tickets; and the "Bentley Seven," a well-to-do and exceptionally accomplished group of best friends who spend some part of their lives together at automotive events with their collection of vintage Bentleys. With this installment we get a more detailed view of their "real" lives. Clearly there is even more to them than we could have imagined in the first two novels.

Described like that one can't help but wonder if this might be too "cutesy." It's not. The characters - admittedly the Bentley crowd could push credibility just a tad - all work and work in a most entertaining manner. By the end of this novel we can't help but anxiously await the opportunity to meet up with all of them again. We feel we now count them amongst our friends.

The plot to **Panic in the Pits** is a fair bit more complex than in Stern's first two Ballard novels, making this one even harder to put down. Set at Daytona Speedway, we have NASCAR for a background and Stern gives us some thoughtful and accurate observations on the sport of our roundy-round brethren. We get an insight into the dark world of drug smuggling and even a major (and accurate) side story on Korean tire manufacturers making major inroads into the US market. **Panic in the Pits** has several different story lines fighting for the readers' attention and keeping one wondering. Just one surprise is when the retiring head of the French Sûreté arrives as a guest in the Bentley gang's paddock, joining a representative of the UK's MI6. Not only do they all know each other, they've apparently worked together for years. Yup, these folks are connected more than the average group of gear heads.

Stern's breezy style is as entertaining as ever. He makes no pretension of being Tolstoy or Doestoevsky. Rather, he is the sort of story teller who can

keep readers and, quite likely, listeners, enthralled for hours. If Thomas Ballard and Olivia were not available Stern would be a perfect addition to any cocktail party.

We should note that his last Ballard novel, **Chaos at the Concours**, won the 2018 First Place in the fiction category of the American Auto Racing Writers and Broadcasters Association, Inc. We hope they have an even higher award for **Panic in the Pits**. Buy it as soon as possible and then join us in anxiously awaiting the next installment. We have it on good authority that it is in the works and is likely to be called **Critical Corner**. Expect it in time for Christmas.

jpd

The First Half:

A Memoir of the First Half (More or Less)
Of the Life of William I. Lightfoot

by William I. Lightfoot

Paperback

2019

Available from Amazon



Our good friend, and long-time VSCC A competitor, Bill Lightfoot, has penned a most interesting and - shall we say- intriguing memoir. Bill's friends know that his professional life has sometimes had a hint of mystery to it so this memoir is most welcome.

It is billed as the true story of the trials and tribulations of the first half of the life of a man growing up in Massachusetts, and being trained to be an international defense industry executive. He spends time in Viet Nam as a contractor then ends up living in Europe where he is in the challenging and adventurous profession of selling fighter aircraft to various and sundry countries.

His adventures in the Middle East and North Africa are particularly fascinating.

As one might expect a life of this sort often crosses paths with those in the intelligence community. We get a look at some of that as well. Enough time has passed that he is comfortable sharing parts of it.

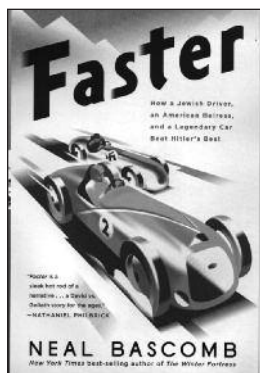
Bill is known to us as a car guy, first. So fear not, the cars manage to get into the tale as well.

We loved it and expect many of Bill's friends and acquaintances in the VSCCA will enjoy it as well. Get it from Amazon.

jpd

FASTER

By Neal Bascomb
Houghton Mifflin Harcourt
Boston and New York
2020
Available from Amazon



Imagine a new book about the career of our old friend and hero René Dreyfus. The thought was exciting. Regrettably, the reality leaves me uneasy.

The early marketing blurbs we saw and the cover of the book, itself, promise a tale of a “Jewish Driver, an American Heiress, and a Legendary Car” taking on the might of Hitler’s Nazi-funded motor-racing colossus.

I confess that I’m generally put off by the current fashion of “identity politics.” Besides that, René didn’t personally identify as Jewish. By traditional Jewish law he technically wasn’t exactly Jewish.. His mother was a Catholic and his father a Jew. The question of Jewish identity would have followed the line of the mother. René Dreyfus identified as French. The thought of a Frenchman taking on the Germans was much more likely what would have inspired him than anything else. It is also just as compelling of a story line. It is true that he bore a famous Jewish surname and that many at the time would have thought of him in that way. The point is, though, that there is little or no evidence that he, himself, did. At the end of his book Bascomb acknowledges this with a wonderful reference to Dreyfus’ own memoir. He says, “Throughout his life he remained agnostic -- and downplayed the significance of his heritage in his Pau victory. ‘I am listed in the *Encyclopedia of Jews in Sports*, he modestly wrote in his memoir. ‘Were there one, I would qualify for the Catholic sports encyclopedia too.’”

That point aside, we note that Mr. Bascomb is a gifted story teller, who has written this ‘history’ more as a story, maybe even a novel, than as simply history. This aspect cuts both ways. The book will appeal to a wider audience, who may or may not wonder how he was able to reconstruct quite so many private conversations between the protagonists and to offer insight into their personal feelings.

His research sources are impressive. He offers notes, forty pages of them, in the back on nearly every page of the book as well offering a sources listing that runs nine pages. Bascomb clearly spoke to a lot of people and went a lot of places. We do wish, though, that whoever was in charge of the cover art had better advice.

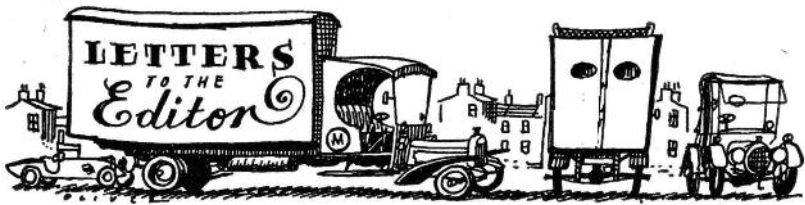


We noted earlier that this history reads more like a novel, trying to get into minds of the protagonists and making the story more intimate. For this reader that simply doesn't work. Bascomb regularly refers to people by their first names, Manfred, Tazio, Bernd, etc. That works for the two chief protagonists, Dreyfus and Caracciola. In neither of their own memoirs do they tell their story primarily using first names of their competitors. From an amateur historian's point of view this simply feels wrong. So many of the recreated conversations he provides feel a bit contrived. Some may be. On the other hand, he has a chapter on the Mercedes/Auto Union duel for the speed record that resulted in the death of Rosemeyer. Bascomb tells us in his notes that this chapter is heavily indebted to Caracciola's autobiography. A glance at the source suggests that he wasn't "heavily indebted" exactly. He recreates much of the chapter nearly verbatim. From that perspective it is clearly accurate.

Neil Bascomb is not a car guy and thus has a little difficulty with perspective. Those who lionize René Dreyfus (*and yes, his photo hangs in my living room*) will have some disappointments, though mostly with the marketing story flogging the book. All of that said, **FASTER** is a most entertaining read. We are glad to have read it.

jpd





February 8, 2020

Hi Jim,

In your last VSCCA Magazine (4-2019) writing about the New Hampshire activity, I would like to add some interesting information. The Holman family and the Reeds are long-time friends.

In New Hampshire there were two different Stutz with each car being driven by one of George's sons, Bill and George Ralf. One Stutz is called the "Pikes Peak Special" and the other a Le Mans replica. Both these Stutz are 16-valve single overhead cam straight eights. Both ran well and the two sons had quite equal times. Of Course, George Senior was there as crew chief and team manager.

There is another famous Holman Stutz racer called the Safety Stutz, which runs a nice Holman prepared DV32 engine.

It is so wonderful to see a family like the Holmans, participating at a high level. Thought you might like to point that out. And, don't forget grandson Kyle who is the real hot shoe, and he will also participate when possible. Wouldn't it be great to see all 3 Stutz on the track, each driven by a Holman with the old man as the team manager.. ..three generations!

Hope to see you at Spring Sprints.

Best Regards,
Bob Reed

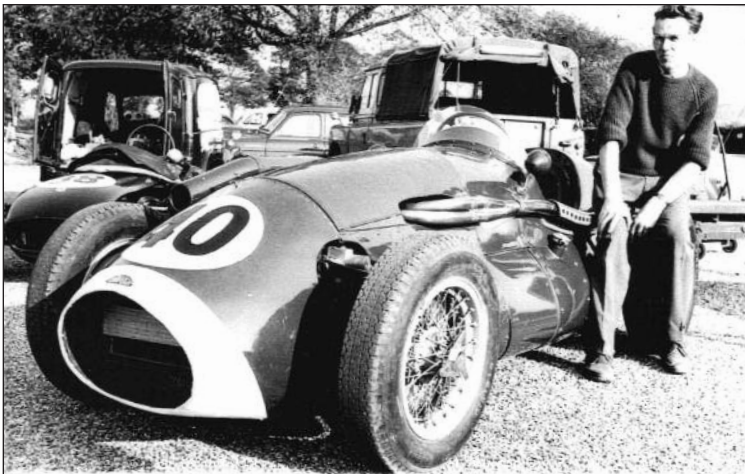
10 March

Dear Jim:

Issue 1 of 2020 arrived today. I loved it. That's an absolutely spectacular story about Bentley adventures by V. Wiles! Great fun!

Best,
Robert Richer

More on The Connaught Photo



From: Judith Giddings <jgiddings158@yahoo.com>

Subject: Contact from VSCCA form

Hello James:

With regard to "Whoops!" page 50/51 of your Number One 2020 edition, whilst this picture of Peter was taken before I knew him, I have been advised by Mike Sims, who runs website petergiddingsracing.com that he believes, based on the shape of the emblem on the nose, the exhaust pipes, and the shape of the nose, this car is a 1952 Connaught Type A formula 2. I do not recollect Peter ever mentioning to me that he once owned such a vehicle, and as he was a very close friend of Danny Margulies for many many years, it would seem that almost certainly we are talking about Danny's car.

Thanks, and best regards.

Judy Giddings

--

Dear Jim:

The latest and first issue this year of The Sports Car had this interesting letter and photo of Peter Giddings Type A Connaught.

It certainly looks like an A Type Connaught with the Leif engine but as noted the wire wheels are wrong. The works Connaught's had a magnesium disc wheel carried on a steel hub reinforced with longitudinal webs. The wheel was fastened to the hub with four bolts. They are very distinctive wheels.

The article also mentions Dan Magulies who had several lock-up garages in Queens Gate Mews in Kensington, London from which he sold me an Alfa Romeo Guilietta Sprint just after I was married. A sort of present to myself for giving up motor racing in '65.

I must mention that Peter Giddings was a very kind man who would often go out of his way to help you. For instance he spent a long time with Judy and myself suggesting great places to visit in New Zealand not long before we visited there a few years ago. He also called me up when I was running Thompson to ask me if Peter Greenfield could drive his. new to him, Lancia D50 A. He did this in such a nice apologetic way. Of course I said yes and it was the star of the event. That was Peter, he made you feel you were doing him a favor whereas he was doing us all a favor gracing our events with his beautiful cars.

Mike Virr



Hello Jim,

We have a handle on the atypical Connaught.

The attached (see next page) is a page from Graham Rabagliati's recent book on all the Connaughts. The captions are self-explanatory.

Chassis A3 first raced in 1952 with privateer Ken Downing. It later had a long spell with Rob Walker, driven by Tony Rolt and briefly by Peter Collins. In 1954-55 it was owned and raced by John Riseley-Pritchard.

In the 1956 season A3 began to be raced by Tommy Atkins. That may be he in the photo. It's likely that the wire wheels were fitted in that year. Its racing ended in 1957 with three events, all described in the captions. In the final two events the car was entered by Miss Ann Lacey, suggesting that she was the owner by then.

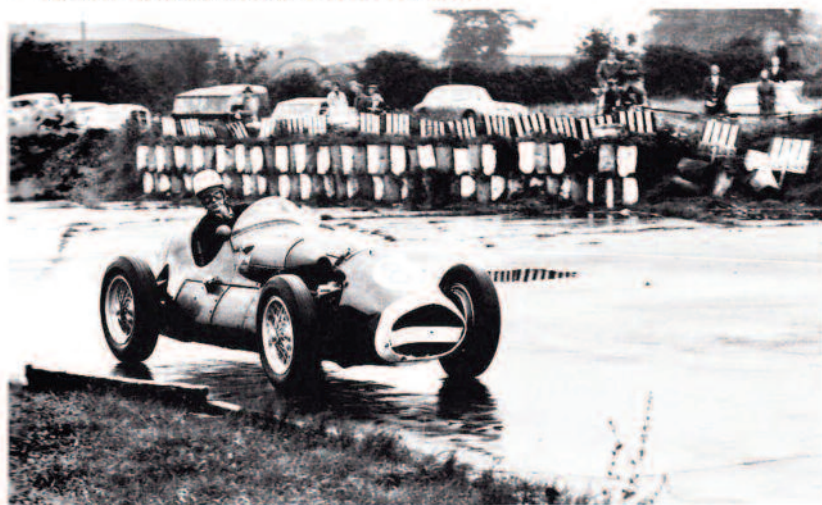
*It was a very busy Connaught!
All my best,*

Karl Ludvigsen.



Above: In 1957 Tommy Atkins fitted a 1.5 Litre Connaught engine to his ex-Rob Walker car, A3, to make it eligible for the new Formula 2 category. Graham Hill, in his familiar London Rowing Club coloured helmet, raced the car in the Lavant Cup at the 1957 Goodwood Easter meeting.

Below: Miss Ann Lacey competed in A3, fitted with the 1.5 litre Connaught engine, at Snetterton on 1st September 1957 in both the Formula 2 and Libre races.





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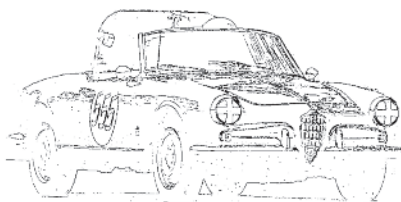
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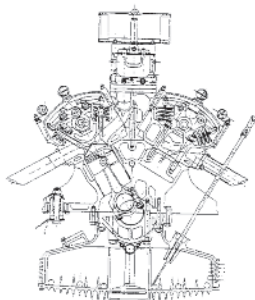
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Contact Orrie Simko.
860-782-1554.
orrie.simko@gmail.com.

1970 Mercedes-Benz 280SE: This is a desirable "low grill" sun roof coupe, repainted in a very attractive period correct color. This example runs and drives well, and has a rebuilt head on the engine. The brakes have been serviced, and calipers rebuilt when necessary. The automatic transmission has been serviced, including the rear differential (3.92). This low grill sunroof coupe has been a reliable driver, and enjoyed on day trips around Pennsylvania. A very chic yet usable vintage Mercedes-Benz! Asking \$28,500 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



Contact Orrie Simko.
860-782-1554.
orrie.simko@gmail.com.

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.

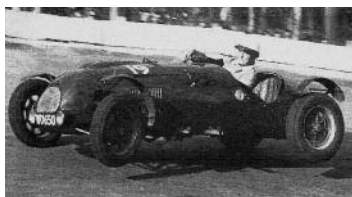


1952 Bentley Mk VI

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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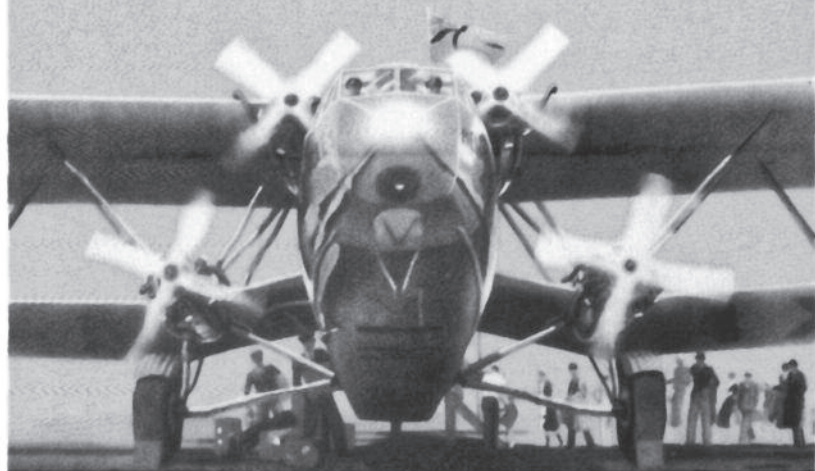
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