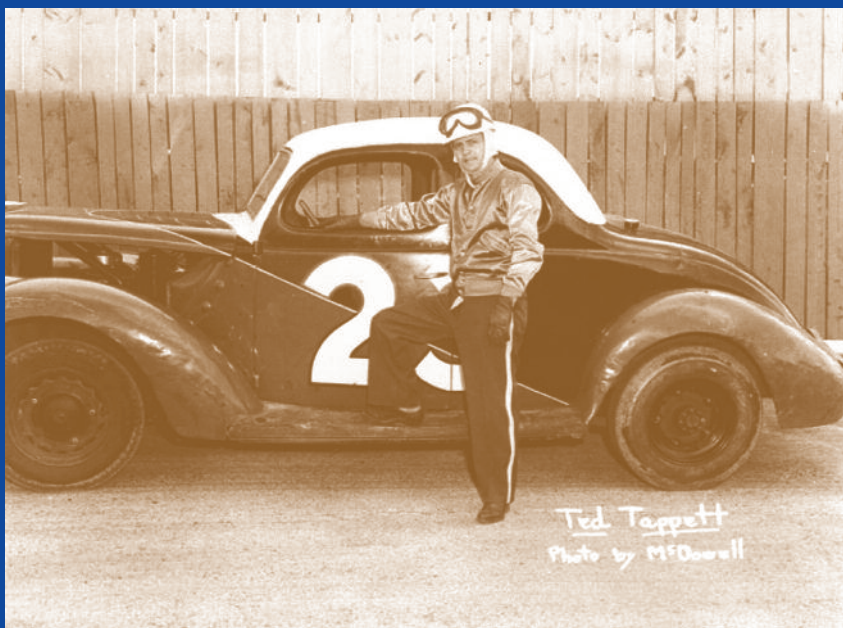


VINTAGE SPORTS CAR



NUMBER THREE 2016

VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

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Membership inquiries to the above address



Edgar L. Roy, Founder

1905 – 1995

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VINTAGE SPORTS CAR



Before there was significant sportscar racing in this country we had ovals, board tracks, fairgrounds, and even indoor racing. It was as American as Apple Pie and provided enter-

tainment and adventure across the country from the smallest Saturday night bullrings to the Indianapolis 500. One of the iconic small town bullrings was located in Rhinebeck New York and a number of later famous road racers got their start racing there and at other little rings around the northeast. Ted Tappett was one of the best at midgets and stockers but needed to keep his real name quiet. Later we all came to know him by the name his parents gave him, Phil Walters. This is Phil getting a publicity shot leaning up against one of the coupes that he raced so successfully before helping lead the Cunningham team to LeMans.

(jpd collection)

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There is a uniqueness to the VSCCA. Our club can claim to have kick-started the vintage sports car movement in the USA. We are the North American club that first developed a regular program of competitive events where those cars could be exercised pretty much as they were intended. A lot of the others who followed us have moved more to a focus on the drivers as racers and the cars as simply competitive tools, albeit older and more or less out of date ones. That's fine for them. But, is it who we want to be?

In a time when traditions and values are being questioned across the greater culture and even within the paddocks of our various events one can't help but wonder if it isn't time to take a step back and see if we can remember what it was that brought us together in the first place. Oft times - and in nearly every sort of experience - little changes begin to pile upon one another to address some small idea or another. After awhile those changes begin to redefine an organization or an effort. No one, or very few anyway, intends that to happen. It simply does. We call that the law of unintended consequences.

What were the first principals, those original ideas and goals that defined the organization? What of them might have gotten lost over time? In the case of the VSCCA that means looking at things like car classes, events, and maybe the overall approach to what it is we do.

For the Fall Finale this year the club is taking a step in that direction. The VSCCA, from its inception, provided a home for the prewar sporting car enthusiast. Over time, though, as we moved more and more into a focus on racing as an end in itself, the prewar folks began to feel less welcome and haven't come out as often. We are poorer as a result. The prewar focus at the Finale should remind everyone just how wonderful that portion of our activity can be. It brings a different dimension to what we do. More than any other class this one really is about the cars and not about the drivers.

A focus on the cars, in the case of this year's Finale, the prewar cars, is long overdue and it is already revitalizing some of our enthusiasm. How bad can that be?

Next year maybe we can do Sports Racers of the Fifties as well? Meanwhile, join us at the Finale and. . .

Enjoy!

jpd

Whiskey Hill Classic with VRG July 29-31 Palmer Motorsports Park Palmer, MA.

By Dow Smith

Palmer Motorsports Park, the newest road course on the east coast, celebrated its second birthday this year and vintage racers were on hand in late July to have another go at this roller coaster of a track.

Blasted out of a granite mountain top, the course was designed by racers so it is easy to see why so many of our number are enthusiastic when talking about the challenges of Palmer. Over the 2.3 mile course there are 14 turns and constant elevation changes. The course twists with sweeping drops and corners that seem to climb endlessly. The track climbs 190 feet from turn 2 to turn 6. Only a few turns provide banking, almost none are off camber and turn 12 has a decreasing radius into a cork screw. This is a true driver's circuit.

In its first year facilities were a bit primitive but track owner Fred Ferguson has continued to actively upgrade track safety and the paddock facilities. Since last year, they have installed apex curbing on several corners, relocated and built proper flag stations with LED safety/signaling lights and continue to expand tire walls around the circuit. In the paddock area the track has built a 26 bay garage and 10-car carport near start finish, a bathroom/shower building, more paddock lighting and added a food concession tent. At start/finish the track has built an elevated timing and scoring booth with a deck for the starter and his or her flags.

To take advantage of this progress at Palmer the VSCCA and our friends at VRG once again came together for three days of great racing. The two clubs have learned to share the circuit quite nicely.

For the 3-day Whiskey Hill Classic the event chairs, Jeff Daigle for the VSCCA and Mike Lawton for VRG divided some 70 cars into five different race groups. VSCCA had two groups with the faster cars in Group One including sports racers, a FJ Lotus and three Alfas while Group Two included at least nine MGs, two Formcar FVs and two sedans.

The schedule for the Whiskey Hill Classic called for practice on Friday with VRG qualifying races in the afternoon and two 25 minute races for each group on Saturday afternoon. Thanks to rain over night and a forecast for



The circuit at Whiskey Hill is carved from the top of a mountain. They left enough of it, though, to provide a stunningly beautiful venue. (dsmith)

more rain Sunday afternoon the event chairs and chief steward Bob Melhado changed Sunday's schedule to two races in the morning with combined grids and an all comers race to wrap up the weekend.

On Friday night the track hosted an ice cream social for the entrants. There was also a Saturday evening's dinner the excellent fare. It was cooked largely by track owner, Fred Ferguson, himself. That's certainly hospitality.

The faster VSCCA cars were in Group One and in Saturday's races Will Herman in his '59 Lola Mk I won both races but had to pass the always quick Dick Fryberger ('58 Lotus XI) in the second race to win. Fryberger was second in both races while David Zavetsky's beautiful Devin Healey was third in race one but third went to Dudley Cunningham ('59 Lotus XV) in the second race. He started 5th on the grid and had to get around Zavetsky and Paul Glynn's '57 Alfa Veloce Spider.

VSCCA Group Two featured 18 entrees, the largest group, with a good number of T-series MGs. Event chair Jeff Daigle in his '62 Austin Healey Sprite took the first race ahead of Chris Towner's 1951 Morgan Plus 4 and Frank Filengeri's '51 MG TD in a very tight race that saw a tough battle between Daigle, Towner and Filengeri. Towner passed Daigle to win the second race for this group and Daigle had to fight off Filengeri to take second from the TD.

With the threat of rain and happy but tired racers already heading home the Sunday schedule was changed to feature a 6 lap race with cars from VRG Group One and VSCCA Group Two. Roger Cassin in his '56 Alfa Romeo Giulietta Spider edged out Nial McCabe's '67 MG Spridget. They were trailed home by Alain Raymond's 1965 Fiat 1000TC. The always hard charging Cassin won the race coming from 8th on the grid.



That looks to be Jim Warren's MGA leading a couple of his confreres out of the corner. Sienkiewetz may be next in line and Jim Shelly looks to be third. (dsmith)



Mark O'Day's TC leading Pardee's TF by the end of the race Mark had finished 7th and George was a few places further down. (dsmith)



This would seem to be the VRG mob tip-toeing through the rain drops.

(dsmith)

Jim Shelly making progress in learning his new MGA.

(dsmith)

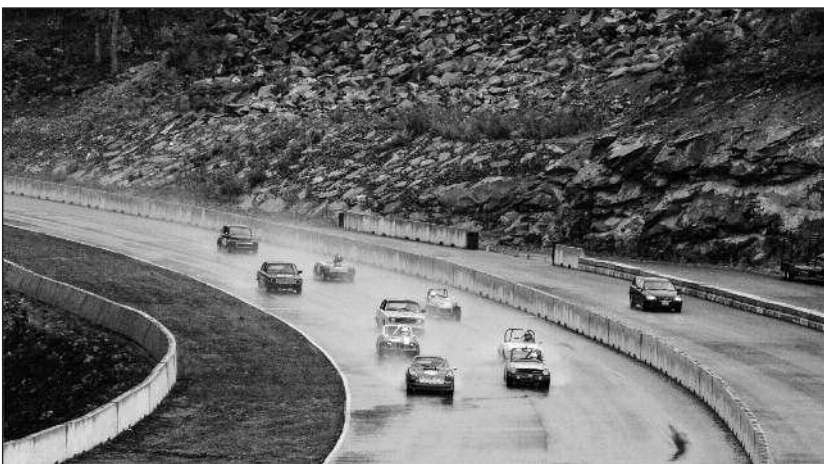


Zavetsky's Devin, looking lovely in front 3/4 view, was running very well for the entire weekend.

(dsmith)



Yes, it most certainly rained a bit. This trio of MGAs look to be fairly stable coming out of the corner, though. (dsmith)



An all-comers race of mostly VRG guys begins the first lap as the pace car exits down the escape road. (dsmith)

The VSCCA's Jeff Daigle had special praise for VSCCA workers Bob Melhado, Jim Bottomley, Desiree Faulkner and Mark Ragsdale as well as all the VRG members who pitched in to run the event. Palmer Motorsports owner Fred Ferguson plans further improvements to the track such as a better PA system and video cameras to provide real-time video streaming of on track activity. Also in the works a fuel station with racing fuel and a tire service with basic service options.

Given the success of this weekend a number of the drivers are looking forward to challenging the Whiskey Hill "roller coaster" again next year.

The Missing Mile: *An Equinox Adventure.*

In researching a book on the Mount Equinox Hillclimb it became clear that the first runnings - when it was still unpaved - followed a partially different course than did subsequent events. Those first runnings took place in 1950, '51, and '52.

The course was then listed as being over six miles long. These days we measure it as closer to five point two. Where did it go? The difference is just a shade under a mile. Hm m m, a mile is pretty significant and warranted study. But, the story just sort of bubbled away on a back burner of my mind.

Standing on the balcony of the summit's new visitor center at the Friday night reception for the 2014 running of the hillclimb and looking out across the vistas it was easy to see the remains of the well known roadbed coming down toward the saddle from Little Equinox. It had been used twenty or thirty years ago when there were experimental wind mills up there.

Looking up at it in the evening glow that roadway seemed to say "this was it, you know. Come look."



Bill Rutan and Frank Dyer evaluating the situation near the top of Little Equinox. Looking down the hill toward the saddle, Frank was wondering about the sanity of those involved in the race, while Rutan was recalling the adventure with a smile. (jpd)

At the same reception was the Dean of American Hillclimbing, Bill Rutan. Rutan has set more records in more hillclimbs over the last sixty years than any other human being in the northeastern United States. Notes indicated that he had actually been there back in '51 or '52. Bringing him out onto

the terrace a quick conversation elicited the facts that he had, indeed, been there. He'd been a spectator in '51 but in '52 he'd been an assistant to the event chairman, one Bob Smith. Bill's role was to act as Smith's chauffeur up and down the mountain during the day. "He was always wanting to go up or down." Bill related. "I had a VW and I'll bet I got more miles on the hill that year than anybody who was actually competing." Further conversation brought the admission from Bill that he had been looking for where the old course diverged from the paved one for years now and without any luck. He'd love to find it, he said. Thus a plan began to take shape.

The next day a conversation with the manager of the mountain, Frank Dyer, was productive. Frank said, "sure, there's the remains of a road up there but nobody could have been crazy enough to race on it." Reminding him that there were many of us crazy enough to race on the current course, it seemed logical that our forebears just might have been as crazy as we are. He quickly and very graciously volunteered to help and we agreed to meet in a couple of weeks for the excursion.

In the interim weeks some digging through the research files for the book produced a primitive looking map published with an early race report. It shows clearly that the road went to the top of Little Equinox and then over to Big Equinox. What happened?



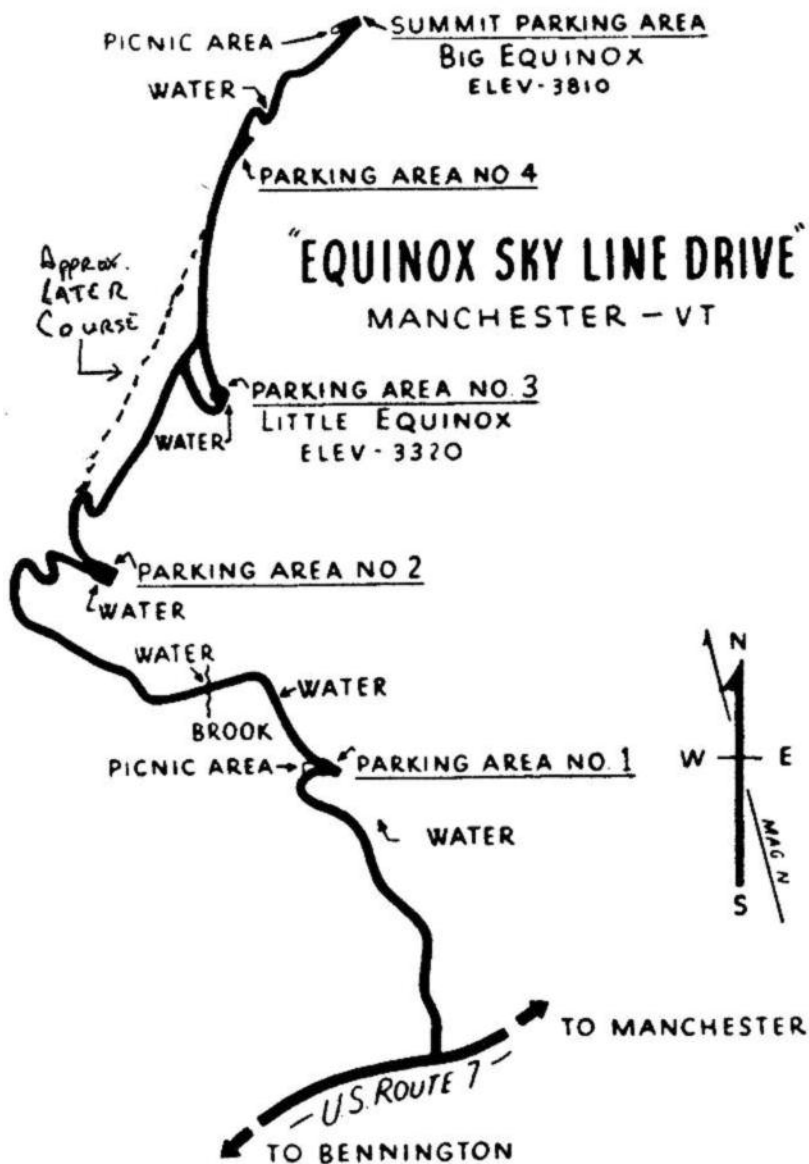
That looked to be the spot where the old circuit doubles back and then headed up toward Little Equinox. These days it's but a small break in the tree line along the road.

(jpd)

The difference goes back to the fall of 1952 when the road was paved for the first time. That's when the change took place. The loop to Little Equinox was never paved. Instead they cut a new road way directly from the bottom of that loop, a tight right hand hairpin, more or less straight to the bottom of the saddle. It's possible that much of this road bed already existed and just needed paved but a better guess is that it was little more than a hiking trail. Saving a mile or more of paving would have also saved a lot of money. This new section is what we now refer to as "the long pull to the saddle." It's where drivers with serious horsepower make up a great deal of time.

Over the years that original road bed has become grown over. BUT, IT'S STILL THERE!

1950 Course



An early map of the course with the approximate path of the new road sketched in.

The map, studied with the eyes of one who only knows the paved course, is confusing. It looks like most of the long pull to the saddle is shown and then just a little loop to the right to go up to the top of Little Equinox. It's easy to conclude that it isn't even close to scale and to assume the departure from the current course is a lot closer to the saddle. It isn't. The map shows a place just above the second parking with almost a switchback. That turn doesn't exist on the current course but it is easily dismissed as an error. It isn't. There is a widening in the road bed there and the guard rails' path bulges toward the forest and out of line with the main path they had been following. Imagination can see that the road might have swung wide there just a little to allow for a right turn. That is where the old course turned up to the now lost loop. The opening in the forest wall is nearly invisible unless one knows what to look for. It's followed by a hard left that puts one on a pretty steep long pull up towards Little Equinox. This nearly parallels the current road but is significantly higher on the hillside. That accounts for the confusion in first looking at the map. The road bed is impressive, nicely raised and wide

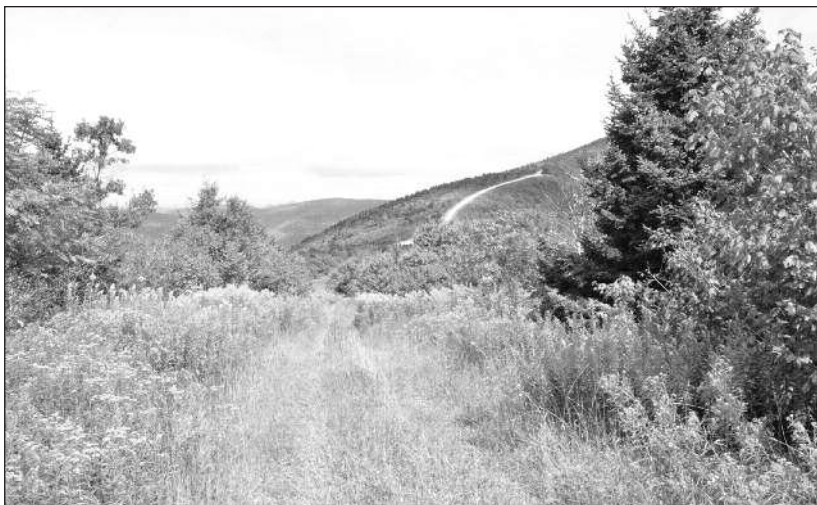


The very first race up the mountain was a most amazing adventure. Bill Spear brought this brand new XK-120 and managed to beat Cunningham in a similar car by less than a second. In this photo he is just executing the turn that left what is now the current course and headed up the mountain a bit higher up from today's road.

(SCCA)

enough for two lanes when it was usable. These days it's almost completely overgrown. Luckily our guide, mountain manager, Frank Dyer, who was driving the four wheeler, had a pretty hefty chain saw in the back. We only needed it once but were grateful for it when we did.

That long pull is steeper than the current one and, like the current one, is close enough to straight that the curves could likely have been smoothed out with a proper racing line and a degree or two of fortitude. Bill Rutan recalls taking Bob Smith up this section multiple times that weekend. He offers the thought "I can still see it clearly now in my mind. That surface was so loose



The view today that earlier competitors would have seen just as they crested Little Equinox. Just like current hillclimbers do approaching the saddle, the drivers had to trust the road was still where they thought it was as the road was blind at this point.

(jpd)

and the road so steep that the Volkswagon was throwing gravel everywhere as those wheels spun from time to time." The guys racing must have left clouds of dust and gravel in the air behind them.

There's a glorious great sweeping right-hander up near the top at what looks like a "Y" on the map. One arm, the one to the left, is pretty much a straight shot onto the downhill. The racers weren't done climbing yet, though. From the right hand leg it was still a pretty good climb of maybe a quarter of a mile to the top. Then comes a broad left hand switchback in front of what was called Parking Area No. 3 at the top of Little Equinox. It's much like today's arrival at the saddle, which is heralded by the driver seeing nothing but sky before the little jink to the left that puts them onto the saddle. Exiting this hairpin gave the drivers a similar view of nothingness until cresting the summit. At that point they were rewarded with the sight of the down hill and of the saddle waiting in the distance that began the final climb to the finish line. But first they had to get there.



This is where the old course would have met the saddle at the bottom of the half mile downhill run from Little Equinox. Note that the approach is, for all practical purposes, straight so little or no course correction was needed. This solves the mystery of how Fitch survived having the steering wheel come off in his hands at this point in the July 1950 running. He had that split second or so to get it back on because the car would have been going fairly straight at the time.

(jpd)



In those earliest days the romance of the mountain was capturing the imagination of motoring enthusiasts in the Northeast. The cover of the American Magazine, "Motorsport," for September, 1950 featured photos from the July 1950 running on the dirt. The top photo is the winner, Sam Collier in the Ardent Alligator. The next two Jags are likely Spear in the middle and Cunningham in the lower photo.

(jpd collection)



This aerial photo was taken shortly after the paving was complete and gives the best view of the relation between the old course (the road on the right) and the new, more direct route to the saddle.
(Mount Equinox Toll Road Archive)

Getting there required a half mile or so of downhill at high speed on gravel to a little jink to the right putting one onto the saddle. In those days it's not clear that there were guard rails along the saddle as there are today. Rutan doesn't remember any being there, though there were clearly some on other parts of the hill. The saddle, that ridge that links the two peaks, falls off on either side for hundreds of feet. Hitting it after a long down hill run would have to have been daunting. Hitting it wrong could have been painful.

For the slower cars it likely wasn't that difficult. For the faster cars, though, it must have been an adventure.



This photo clearly shows what the course looked like just above the corner that diverged it from what is today's road. The corner was a hairpin that caused the road to double back on itself for a short stretch before entering the left hand hairpin above that began the long pull up towards the turns bringing the drivers onto Little Equinox. (SCCA)

Bill Milliken in that very first run in May of '50 had his seat belt come loose at the top of Little Equinox so was bouncing around pretty good in the Four Wheel Drive (FWD) Special. Additionally his gearbox was getting tired and he had to hold the shift lever in second gear so as not to pop out. This forced him to drive often with only one hand on the wheel. Think about it - a long and rough down hill straight on the gravel without a belt holding him in the seat and one hand often holding the car in gear. It could not have been easy. He actually won the event that day. His time was 6'59.8" which is an average of 53.85 MPH. By way of comparison, today's runs, when really flying up the paved course can, on occasion, break five minutes and give an average just over sixty miles per hour. Milliken's speed on a much more primitive course, even with the advantage of Four-Wheel Drive, still shows up well in that light.

VERMONT





The four-wheeler working its way through the remains of the left hand hair pin turn that can just be seen in the period photo on page 15. The forest has reclaimed much of what was there but the brave (or simply adventurous) can still find what's left.

(jpd)



Rutan at the bottom of the old part of the course pointing out the turns hidden by today's vegetation. He was sure we were in the right place and he proved correct.

(jpd)



One needs the right tools to take on the forest that has overrun the old course. Fortunately, Frank Dyer had brought a long a chain saw or we might have gotten the opportunity to spend the night on the mountain. Actually, considering the ghosts of days gone by that may still be there, that might not have been a bad idea.

(jpd)



'I always pour ready-mix concrete into the boot of my car'



In the first running, May the 20th of 1950, George Weaver only got in one run with Poison Lil. He cut a tyre on the way back down and, lacking a suitable spare, he was out for the day. The photo shows just how difficult the road surface must have been that day. Cutting a tyre is further proof of that difficulty.

(SCCA)

John Fitch had run the first event in an MG-TD and had done quite well. He won his class. Understandably, though, his time was nearly two minutes slower than Milliken's in the much more powerful FWD Special.

On the second running of 1950, the National Event in July, Fitch was driving the Mercury Lagonda, a much more powerful and less forgiving car. He remembers one run particularly. He was getting down almost to the saddle when the steering wheel came off in his hands. That would be hardly anyone's idea of a good time. He managed to get things back together quickly and got across. Over sixty years later he still remembered the incident with relief.

The old course, or at least what's left of it, is still clinging to the side of the mountain. It's hard to imagine any reason that would allow it to be reopened. One of these days, though, we'll hike from the saddle up to the top of Little Equinox and have a picnic in the clearing that used to be Parking Area No. 3. Maybe we'll spend an hour imagining that we're watching that left hand hairpin as the cars come out of the forest to climb the summit before disappearing onto that long downhill run. Who knows? We might even catch a whiff of Castrol R.

jpd

VERMONT



Recent Acquisitions, Restorations, Repairs and assorted Mechanical Minutia



(dicola)

The editorial Bentley is now re-shod for the first time in . . . entirely too many years. The tyres on it had reached the age where they were entitled to vote in the upcoming presidential election so it was clearly time for them to go to their reward. The new ones are radials for the first time in the old girl's sixty-nine years of existence. We are looking forward to putting some miles on and seeing what sort of difference they make.

★ ★ ★

The president, Mr. Leith, has gotten his BMW 328 back and ready for its next event. He is planning for the Vintage Festival, he says, as well as for the Fall Finale. What other prewar cars are going to be there? Rumour has it there will be LOTS! Don't miss it.

★ ★ ★

First photos from the annual June Rally in the Berkshires indicate that a great time was had by all. Expect a story in an upcoming issue.

★ ★ ★

The "Energizer Bunny" of Formcar Drivers, Eric Logan, had a bit of a coming together with the underbrush on the Hershey Hillclimb in June and seems to have rearranged the front suspension. Fortunately he had a spare unit in the garage and managed to have the old girl back in shape to take to Thompson. That outing went just fine so it was off to Equinox. We expect his Formcar may get more racing miles in its vintage configuration than it ever did when it was competitive and relatively state of the art. Admittedly it wasn't exactly "state of the art" all that long.



(jpd)

In the last issue we reported having stumbled across the grave of the great Jean-Pierre Wimille in Paris in the spring and we lamented not having any flowers to leave there. We promised to rectify this situation when we returned in June for the 24 Hours of LeMans.

Wimille, as most should know, was likely the greatest Bugatti driver of them all and a friend of our own René Dreyfus. They had shared a hospital room at Comminges in 1932 and the two of them had been the protagonists in the great “Million Franc Challenge” of 1937. As we all know, René was the winner and Wimille’s Bugatti broke its engine. At the end of the day Wimille came up to his friend René and shook his hand saying “The best man one today. “à bientôt la revanche” (roughly translated “until our re-match)

When we returned on Thursday of the LeMans weekend the timing could not have been better as Wimille had won the race in 1937 and in 1939. On his tombstone we left a small potted rose bush with two cards in French attached. One signed “à bientôt la revanche,” un ami de René Dreyfus.” The second was signed “with great respect, the Vintage Sports Car Club of America.”

After that small pilgrimage we went off to dinner. In the morning we caught the train to LeMans with thoughts of those great drivers still fresh in our mind.

N° 173

5 FÉVRIER 1949

100 FRANCS

France ILLUSTRATION

LE MONDE ILLUSTRÉ



JEAN-PIERRE WIMILLE SE TUE EN ARGENTINE

Le célèbre coureur automobile Jean-Pierre Wimille, vainqueur de tant d'épreuves françaises et étrangères, s'est tué à l'entraînement à Buenos-Aires, où il devait participer au Grand Prix du Président Peron. Une récente photographie du champion s'entretenant avec Charles Faroux. (Voir l'article, page 140)

The cover of "France Illustration" from 5 February, 1949 reporting the death of Wimille. He's shown here talking to the French motor racing legend, Charles Faroux.
(jpd collection)

Equinox was a lovely event again in 2016 and brought with it some wonderful news. There is a commitment on the part of the Carthusian Foundation to PAVE MORE OF THE HILL! It looks like they will do the first section this autumn and a plan is being put in place to have the entire hill repaved a bit at a time over the next five years.

★ ★ ★

Speaking of Equinox we're also happy to report that Mr. Fenley's new Sadler F-Jr made its debut. He was still putting finishing preparing it on Saturday morning but it made the run. He found it a bit bumpy on Equinox and was whacking the back of his helmet pretty good on the unpadded headrest area. We expect to see substantial padding there the next time we see it or else Scott will be taping padding to the back of his helmet.



★ ★ ★

(jpd)





Judy Stropus recently posted this facebook shot from her racing days with the VSCCA. She writes: "I had to share this. My friend and SCCA champion Ray Stone unearthed this great old photo from the '70s, via his friend Frank Cornell. I was racing Tony Koshland's 1954 OSCA Maserati at Lime Rock, and my "crew" that day consisted of Jennifer and Peter Gregg (note clipboards in their hands). You can also see Tony Koshland on the right, and there's Brian Fuerstenau walking in the back of the car. Such wonderful memories of great friends who have passed. What a magical time that was. Thank you, Ray and Frank, for sharing this with me. And, now, I share it with you. Somewhere in my archives I have a photo of Hurley Haywood riding in the passenger seat of the OSCA with me as we left the pit area for the paddock. BTW, that was one beautiful car - timeless elegance." She and Tony Koshland made quite a stir the year they went racing together. (Their press photo below)



We have it on good authority that our friend, Doctor DeLucia, has acquired a prewar car. The new addition is a Riley 9 IMP that he found at the Bonhams Auction over the Greenwich Concours weekend. We look forward to seeing it soon and to it taking a role in the Prewar Focus at our upcoming Fall Finale at Lime Rock Park. It is getting some serious attention first, including work on the fuel system and the suspension. We can't wait to see it up close.



★ ★ ★

Ben Bragg is promising to have an engine back in the Old Gray Mare in time to join the prewar festivities at the Fall Finale. He's rebuilding the engine for Sandy Leith's Ford Bugatti as well. Sandy is hoping to have both the Bugatti and the BMW together at the event.



BULLETIN!



★ At the start of this race the car used had been driven 279 miles . . . a testimonial to the great German engineering and precision built into all these cars . . . literally a car off the showroom floor.

GOLIATH SENSATIONAL IN CALIFORNIA'S 500 MILER

In the recent gruelling 500 mile stock car race at Riverside, Calif., the Goliath 1100 series sedan, driven by the famous racing driver, Dan Eames, distinguished itself with its outstanding performance in the long race.

Out of the 48 cars that started only 18 were able to finish . . . among all cars entered Goliath finished first in its class.

Of particular interest to American imported car drivers will be the fact that the Goliath made only one stop in this 6½ hour race and then only for gas . . . interesting too is the fact that during the entire race the hood of the Goliath was never raised once . . . a testimonial to a truly great engine and great performing car.

HIGHLIGHTS OF GOLIATH PERFORMANCE

1. ONE PIT STOP
2. HOOD NOT LIFTED
3. TOTAL AVERAGE SPEED 64.37
4. 28.66 MILES PER GAL.
5. OIL CONSUMPTION 1/2 PINT

GOLIATH

IMPORTS U. S. A.

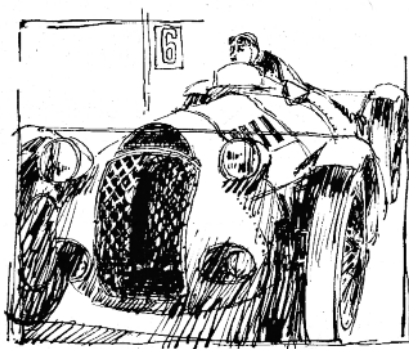
1047 Broadway Ave., Burlingame, Calif.

... IF YOU WANT TO GO ... REALLY GO ... GO GOLIATH!

The editorial Allard J2 had a bit of engine bother (a couple or three errant push rods.) at the Spring Sprints but the issues didn't prove to be severe. Thanks to Mr. DiCola it was back together in no time at all and made it to Mt. Equinox. Of course then it was something else. This time the pick-up in the fuel cell. Oh, well. There's always the Fall Finale...



Speaking of the editor: It appears the editorial Morgan +4 Four Seater is for sale to fund a new project. It's a joy to drive. We'd like to keep it in the club if possible.



RICHARD CORSON

Thompson Motorsports Park with VRG

By Dow Smith

Now in its third year the Thompson Motorsports Festival has become an annual fixture on the vintage racing calendar in the Northeast.

Now called the Thompson Speedway Motorsports Park, this historic track dates back to before World War II when John Hoenig decided to build a race track while cleaning up his farm land after the devastating and deadly New England hurricane of 1938. The 5/8 mile oval was the first asphalt paved track in the United States. Over the years the oval has continued to host NASCAR and IMSA sanctioned stock and modified races.

After the war, the arrival of those sporty little MGs and the Sports Car Club of America, the father of American Club Racing, George Weaver, arranged the extension of the oval to include a road circuit. Many of the great names in racing came to Thompson as it hosted SCCA national and regional road races. The road course remained active until 1967. For many years it was the home circuit for the VSCCA and it actually hosted the very first VSCCA track event in 1959.

In 2013 the second and third generations of the Hoenig family decided to add a 1.7 mile road course based on the original course with a state of the art paddock including a garage for the racers and new control tower. The next year Thompson hosted its first Vintage Motorsports Festival.

This year Thompson scheduled the festival for June 23-25 with no racing on Sunday thanks to Fathers Day.

As happened last year, the VSCCA combined with our friends at VRG to share the circuit and the event.

The VSCCA crowd was the usual production sports cars, sports racers and formula cars built before the mid-60s with an emphasis on prewar and early post war cars. VRG includes later production cars, sports racers and formula cars built before 1980. This means VRG grids include big bore cars like Corvettes and Mustangs and Formula Fords while VSCCA includes T-series MGs, Formula Juniors and Lotus 7s.

This year's festival included special guest, former Indy Car driver Lynn St. James. The Indy Rookie of the Year in 1992, St. James delivered a well received and entertaining talk at the Friday night dinner for participants with anecdotes about her experience in sports cars with wins at tracks like Daytona, Sebring and LeMans as well as her career in Indy cars.

A car was another special guest, a unique and evocative 1954 Lancia D50A (r). The Lancia D50 created in the mid-50s as a challenger to the all-conquering Mercedes Benz W196 Grand Prix cars. It was designed by Vittorio Jano and had many revolutionary ideas. Most distinctive were the pannier fuel tanks centered between the wheels for better weight distribution and aerodynamics. He was also one of the first designers to use the engine as part of the chassis.

Unfortunately, saddened by the death of Alberto Ascari, Lancia was also unable to handle the expense of racing in the Grand Prix circuit so decided to turn the cars and design over to Ferrari for further development. Only two of the original D50s are known to exist and they are in Italian museums. This car is one of four recreations painstakingly crafted in Italy using the original drawings and some original V8 engines recovered from several sources. Since the others are locked up, it was fascinating to see this recreation of one of the truly revolutionary cars from the front engine era of Grand Prix racing.

This car is owned by Peter Giddings of California, well known for his prewar Alfas, but at Thompson it was driven by his good friend Peter Greenfield. Greenfield is often seen joining Giddings in their similar 1935 Alfa Romeo Tipo-8C and dominating the prewar class at events like Lime Rock Park's Historic Festival on Labor Day.

For this weekend, VSCCA event chair Mike Virr placed the car in the only open wheel group, the Formula Juniors which included several of the



Roger Cassin making a fair rate of knots in the Alfa. (victory lane)

front engine early Italian FJs, and gave the drivers clear instructions to respect the Lancia. The experienced Greenfield had never driven the car before this weekend and found the handling in need of adjustment so its time on track was cut short.

Thursday the track was open for orientation and practice giving the drivers a chance to learn a complex but quick track that is rapidly becoming a favorite for both clubs.

Mike Virr, event chair for the VSCCA, split some 50 entrants into three groups with the races on Saturday running 23 minutes. As always the VSCCA features interesting prewar and early post war cars. Peter Greenfield dominated the field in Group One with his 1933 Alfa Romeo 8C Monza for the first race on Saturday followed by Peter Ross and his 1949 MG TC and Mark O'Day also in a TC. O'Day won the second race for the group Saturday afternoon. Peter Ross (TC) and Mark Sherman (TD) were second and third.

As always the largest VSCCA group was Group 2 for production sports cars under 2 liters and sports racers which meant Alfa Giuliettas, MG As and Morgans mixed in with Lotus 7s and a single Lola Mk I. Todd Morici won the 2 races for this group on Saturday in his 1959 Lotus Seven. Paul Glynn's 1957 Alfa finished within a second of Morici in the first race and Roger Cassin, also in an Alfa, followed for a third. Cassin's Alfa was second in the last race followed by Jim Bok's Lotus 7.

The featured marque race was open to Alfas from both clubs which provided a grid of 11 of these beloved Italian jewels. The VRG's Jim Messenger and Stephen Fog finished one and two in Alfa Romeo GTVs while the VSCCA's Roger Cassin was third in his 1956 Alfa Romeo Giulietta Spider.

The VSCCA's final race group was for the older open wheeled formula juniors and formula V's. Of course this group also included Peter Greenfield driving the Lancia D50A. FJHNA's Nick Grewal brought his newly purchased 1959 Stanguellini and promptly won the first race for the group on Saturday morning. The veteran Bob Goeldner took his Brabham BT-2 to a victory in the second race and a second place finish behind Grewal in the morning. Ivan Long's Zink FV placed third in both races.

While the turnout was less than the kick off festival in 2014, after tight racing all weekend both clubs considered the event a success and had nothing but praise for the facility and track saying the ownership is first class. We shall see what 2017 brings.



Mark O'Day is managing to put a number of racing miles on the TC this year and is getting significantly faster as a consequence. (victory lane)

Obituaries:

Hans Dieter Holterbosch *1921 - 2016*

One of the club's longest term members, Dieter Holterbosch, died on 28 July at his Cove Neck, Long Island home at the age of ninety-five after a brief illness. Dieter had not been active in recent years but was a fixture at most of our events in the 'sixties and 'seventies with such stellar mounts as a 4.1 Mille Miglia Ferrari, a 4.5 Grand Prix Ferrari, and the ex-Francis Ludington Type 59 Bugatti. Also in his collection were a late 'thirties Grand Prix Mercedes-Benz, a lovely late 1920s Hispano-Suiza skiff, and the Duesenberg J roadster he bought at the renowned Wallis Bird auction in 1962.

Dieter was a gentleman whose discernment was recognized as a judge at the Pebble Beach Concours for many years. He was ever a genial companion, as was his regular VSCCA racing friend and companion, James McAllister. They and their families regularly pitted together at club events.

Mr. Holterbosch was born in Dusseldorf, Germany, and immigrated to the US with his family in 1926. After completing a degree at Penn State University



The Holterbosch T-59 was once a regular sight at VSCCA events.
(VSCCA)

he served in the United States Coast Guard. He later became the American importer of Lowenbrau beer.

He was also a respected collector of horse drawn carriages. His collection became the nucleus of the Stony Brook, Long Island Carriage Museum.

In the early nineteen-seventies Mr. Holterbosch was instrumental in making it possible for the VSCCA to become the sponsor of the Lowenbrau Vintage Grand Prix, the “curtain raiser” vintage car race at the US Grand Prix at Watkins Glen. For his work in this connection the club made him an Honorary Member. About this same time the Holterbosch property at Cove Neck was the host site for the annual picnic of the American Bugatti Club and the Hispano-Suiza Society.

Dieter Holterbosch was a distinguished ornament of the VSCCA, widely liked and respected. We offer our sincere condolences to his surviving family.

ASC

David L. Van Schaick *1937 - 2016*

David Llewellyn Van Schaick, often known by his initials, “DLVS”, passed away on Monday, August 1st, 2016. He was long an enthusiastic and much respected member of the VSCCA.

DLVS was born in 1937 in Easton, Pa., the son of Loretta and C.L. Van Schaick, who was the chairman of the Dixie Cup Co. The Van Schaick ancestors were among the first Dutch to settle in New York State in the 1600s.

A long time member of the Radnor Hunt Club, David was also a passionate automotive enthusiast. He was a 35 plus year member of the Aston-Martin Owners Club and also the Vintage Sports Car Club of America. He was also a member of the Bugatti Owners Club, the Bentley Drivers Club, and any number of other motoring organization. In each of these clubs he was a most beloved and active member and a most generous friend.

David’s automotive enthusiasms knew almost no bounds and stretched from the most exciting of prewar sporting cars through the most elegant post war variants.



DVLS with the Bentley in happier times.

(hyman)

Celebrating his birthday at Mount Equinox in 2006.

(hyman)



Enjoying the Bugatti in company with friends on the circuit.

(hyman)



*With a smile and wave for all, we'll remember
David just like that. (hyman)*

His greatest automotive enthusiasm was likely reserved for his beloved Aston-Martins and he drove them with gusto.

Beyond the Astons, though, there was a Bugatti Grand Prix car, a number of Alvis models both sporting and grand touring, and a magnificent prewar "W.O." Bentley that he toured in all over the north east of the United States.

He was married to Margaret Van Dyke Trout Van Schaick for 42 years until her death in 2004.

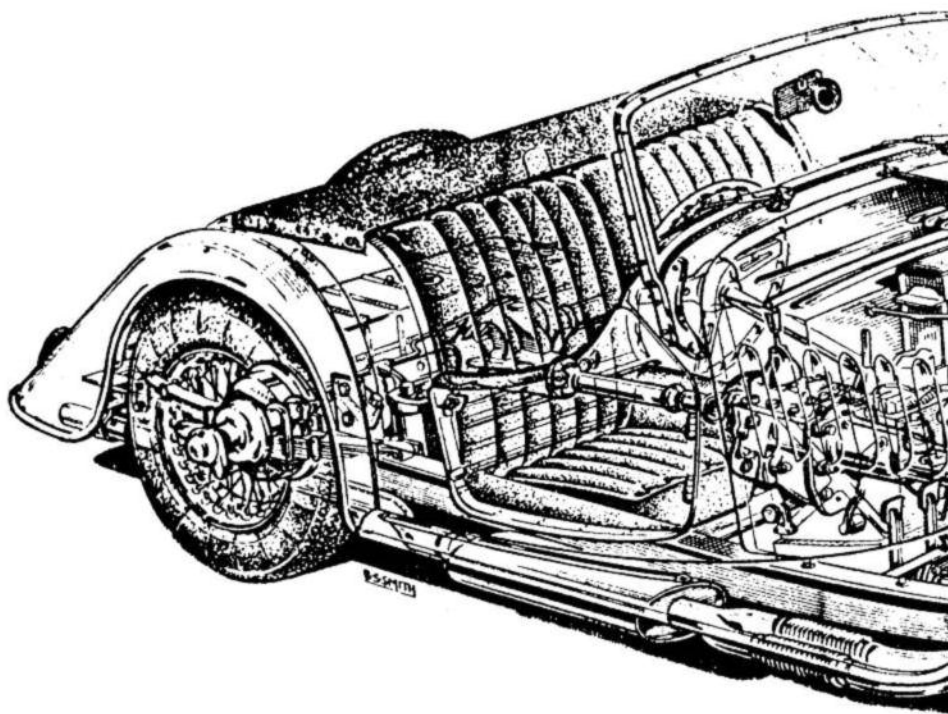
He is survived by his wife, Wylene Righton Commander; two sons, David Llewellyn Van Schaick Jr. and Peter Trout Van Schaick; two daughters-in-law, Amy Van Senus Van Schaick and Suzannah Zeif Van Schaick; two stepchildren, Charton Baker Holladay and Belton Commander Baker, and five grandchildren.

A funeral took place at St, Davids Episcopal Church on Saturday, the 6th of August.

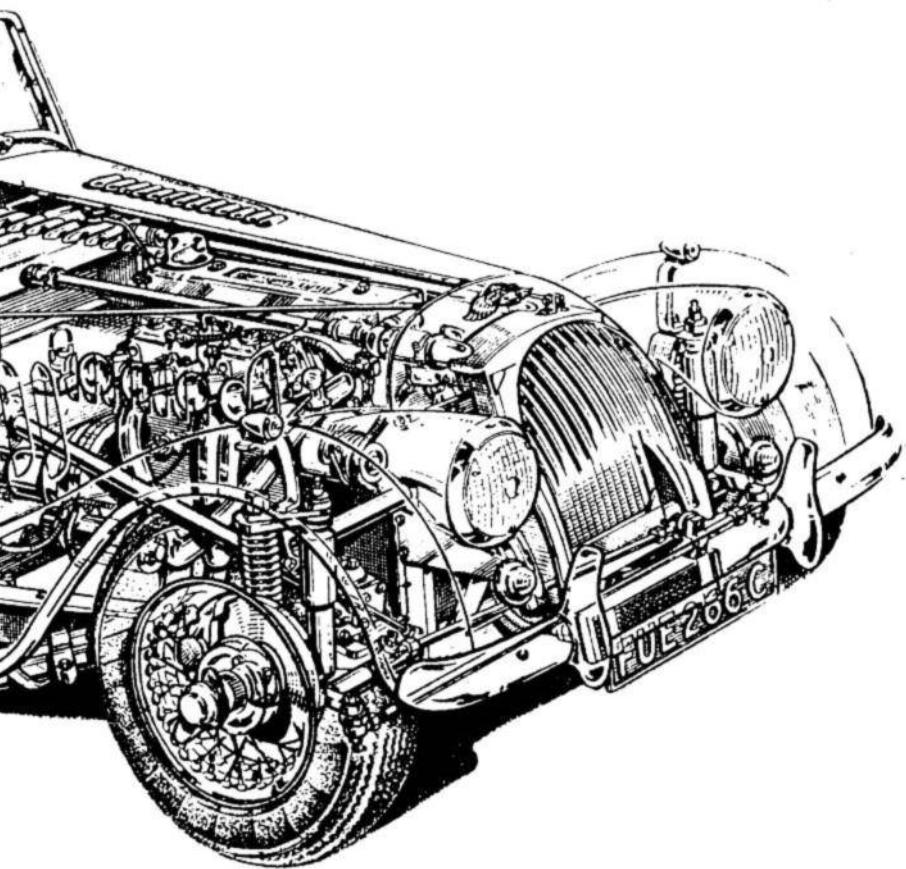
Our sincere sympathy and condolence go out to his family and to his many friends. He will be greatly missed in the Vintage Sports Car Club of America.

jpd

MORGAN +4 ROAD



ADSTER





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

The Circuit de Reims-Gueux: The Magic Remains

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

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

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

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

Today it's difficult to imagine the sort of noise and excitement that took place most Saturday nights at the Fair Grounds back then. Rhinebeck has become mega-gentrified. But, the Rhinebeck Speedway - for that brief moment in time - was an institution.

Mike Frazier of the Rhinebeck Historical Society notes that "after the war these guys came home to jobs and families. Racing here provided some of them with a needed bit of excitement as drivers and others with great entertainment."

The Speedway Reunion, called "Racing Through History," was jointly sponsored by two local historical societies. Together, they hoped to use it as a means of preserving this bit of their local history and to gather more of that history through the people and the memorabilia that would be coming together at the reunion.



*Postwar shot of Phil Walters in the midget at the Kingsbridge Armoury.
(jpd collection)*

The Rhinebeck Speedway's oval hosted nearly every sort of short track car that was raced in those days.

The earliest events were less than regular in their scheduling and took place on the dirt horse track itself. Up until 1935 they featured larger Indianapolis styled cars that were referred to as "Big Cars." This differentiated them from the smaller cars like the Midgets and Quarter Midgets that had a similar single seat open wheeled configuration.

From the period right before the war and immediately after it the track events mostly featured the Midgets. Many of the racers felt these cars were



Midgets captured the imagination right after the war. They were inexpensive and looked a lot like real race cars. This pair, Bob Hart and Bill Bichteman were Harry Bridge's team.

(jpd collection)

likely better suited to such a short track and they mostly covered the fifth of a mile oval in an extended slide. They were said by the locals to be very exciting to watch.

The oval was paved after the war and, though the Midgets were still active, the classes opened up to the stock cars of their day. The classes were "Sportsman" and "Modified." Often run by local enthusiasts, they were made up of cars that one could recognize as street cars that had been souped up and raced hard.

The Midgets soon became less of a draw as the crowds and the local drivers were able to better identify with the stockers. The Sportsman and Modified classes later gave way to classes that kept the amateur involved and made the racing more affordable. These classes, "Non-Ford" and an entry level "Sedan" class were made up of old cars taken off the street or even rescued from the junk yard. Safety requirements were limited and most of the prizes were too. Any number of Hudson Valley drivers got their start in Rhinebeck, including the legendary Jocko Maggiacomo. More on him anon.

A local driver, Dick Hansen, raced at Rhinebeck from 1957 to 1962, the final five years the circuit was in business. He is one of the organizers of this first ever reunion and is hoping it will lead to becoming an annual event.

Hansen drove in what was called the "Non-Ford" class. That meant that the cars could only have a six cylinder engine rather than what in those days was the ubiquitous Ford Flathead V-8 that was the mainstay of the sport a few years earlier. "My car was a '34 Plymouth Coupe," he relates. "We mostly got the stuff we needed out of the junkyards and we went racing."

Asked about expectations for the reunion, Hansen smiles and offers the thought that, "we weren't really sure how many cars and drivers to expect. We've never done anything like this before."



The reunion event organizer, Dick Hansen, spent many of his Saturday evenings at the wheel of what was called a “non-ford” class car. That just meant it was required to run a six cylinder engine.

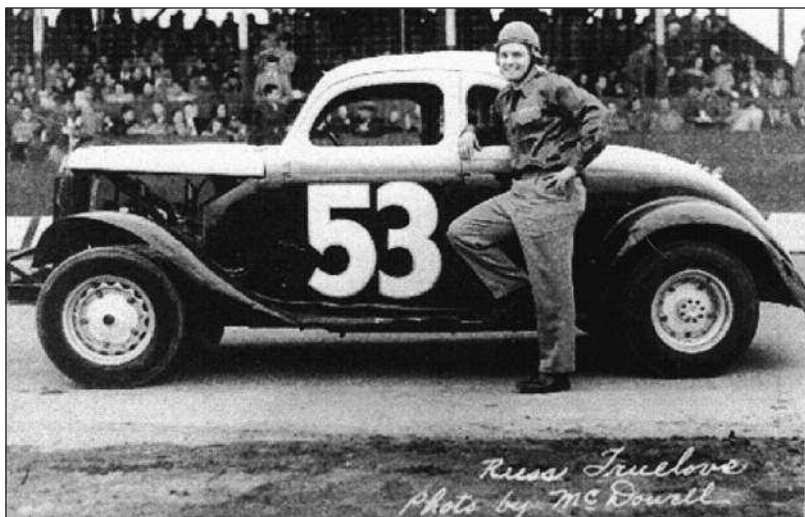


Some of the boys, in this case champions in one class or another at Rhinebeck over the years, back for the reunion in 2016. They are (l to r) John van Leuvan, Dick Hansen, Al Ostrander, Joey Lawrence, and Larry Hoyte. The car is the Bridge Ford sponsored midget that took one of the championships after the war.

(c.schmidt)

"We got a pretty good number of the guys from the old days," says Hansen. "You know anybody who raced here before it closed in '62 must be well into their seventies by now. We need to save their stories before they're lost."

Russ Truelove, now 91 years old, is one of the stars who attended the reunion. Russ, now officially one of the "Legends of NASCAR," was a major player on the oval track circuit up and down the east coast back in the late forties and the fifties. "He was really something," says Dick Hansen. "He was actually the first NASCAR driver to be featured in Life Magazine. It was in 1956 and he managed to roll over his car on the sands at Daytona. "Life" covered it with a multi-page spread in their March 19th issue that year." Truelove was supposed to be bringing that very same car, long ago repaired, when he returned to the Dutchess County Fairgrounds. "Russ won the championship here in 1958," Hansen relates. "The Washburn Memorial" race



The legendary Russ Truelove, from Connecticut, ran in NASCAR events up and down the east coast. He was later named an official "legend of NASCAR." Now over ninety years old he still gets out to events to remember the old days and to exhibit his old race car. Russ was with us at the 2016 Lime Rock Historic Festival in September. (jpd collection)

was the big one here. A 200 lap race, it paid a thousand dollars to the winner and a dollar for every lap that one led." In 1958 that was serious money for motor racing and even more so for a 1/5 mile oval. Rhinebeck Speedway was a very important stop for drivers who were racing these cars seriously in those days. Truelove was happy to share stories and to answer questions from the local enthusiasts.

The short track ovals weren't only a proving ground for stock car or midget drivers. Some of the regulars also went on to impressive careers road racing sports cars.

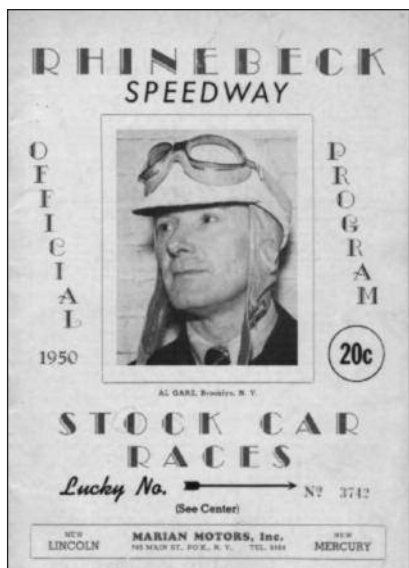


Before the VSCCA got to know the late Al Garz he was already well accomplished on the stock car circuit. Shown here at Rhinebeck in 1949, he nearly won the championship that year. A run of mechanical troubles at the tail end of the season put paid to that dream. Later, though, he did well in Jaguars at places like Sebring.
(garz collection)

One was Brooklyn's Al Garz, who led the oval championship in 1949 until a couple of late season weekends that ended in blown engines put him back to second or third in the standings. Garz went on to be one of the most respected Jaguar tuners in the northeast. He had great success in the famous Sebring 12 Hour event. Charles Bordin remembers walking through the paddock of the first Indy Car race at the Meadowlands when the VSCCA was the curtain raiser. Bordin and Garz were touring the paddock on foot. Some of the very biggest names, including AJ Foyt, recognized Al and dropped what they were doing when they saw him and came over to say "hello."

In his days with the Vintage Sports Car Club of America, Al became one of the great "go-to guys" for many of the Jaguar drivers, particularly in the nineteen eighties and nineties. His hands were all over Guy Dueterman's engines and his advice and counsel helped Guy learn to tame the XK-120 and then to run with it at the front of the pack. Al's racing wisdom and mechanical sympathies for the cars themselves was a treasure shared with countless of his friends.

Local Dutchess County driver, Chauncey "Jocko" Maggiacomo, was a regular at Rhinebeck. He owned a speed shop in Poughkeepsie that also built Sam Posey's "Jocko" Formula Junior car. Anyone who looks the "Jocko" over closely will see that the design owes a great deal to the Midgets that ran

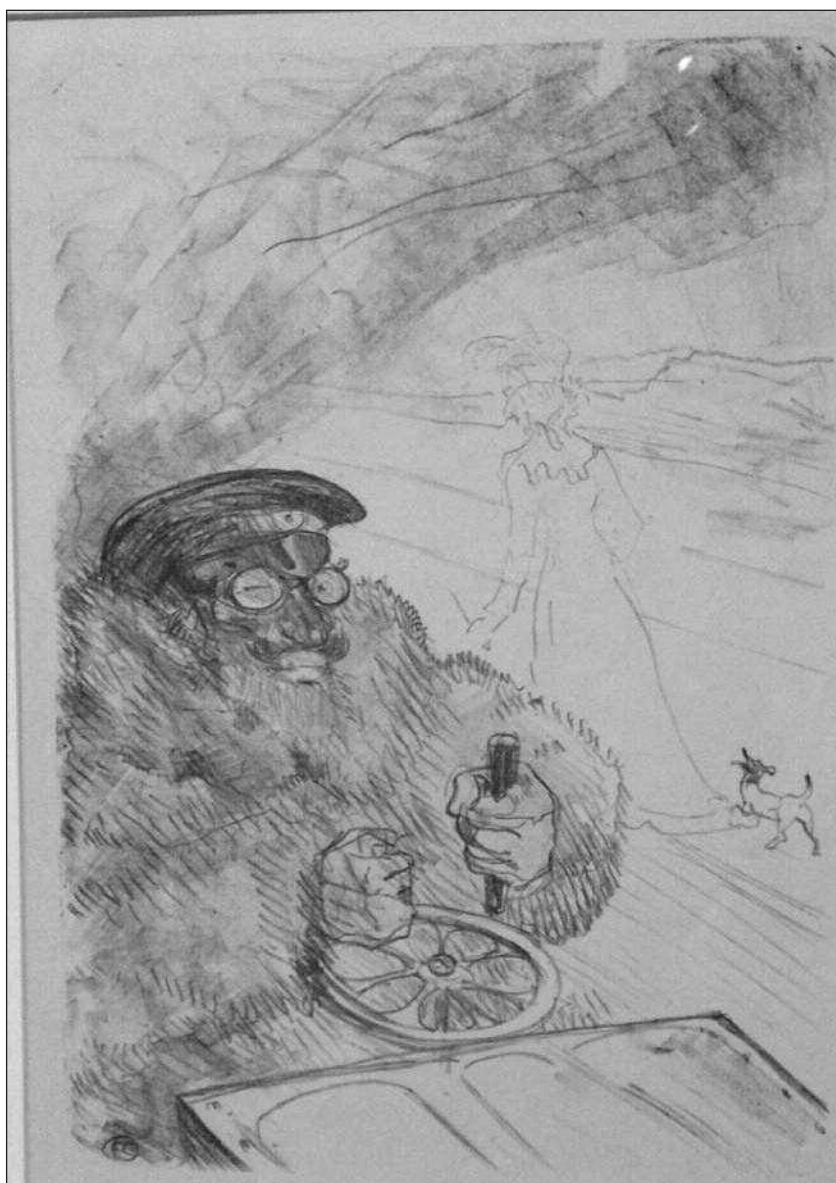


They usually only printed one program per year at Rhinebeck and put the details of that weekend's racing in a sheet they inserted. Al Garz was featured on the cover for 1950, partly one expects, in homage to his efforts in '49.

This is Al Garz, as most of us remember him from his Jaguar days and his activities with the VSCCA. Leaning against Karen Miller's XK-120, he looks to have come quite a ways from his years in dubious stock cars on the paved and dirt bullrings of the fair-ground circuits.

(miller)





(Toulouse-Lautrec)

at Rhinebeck. Jocko, himself, was no light weight road racer and ran well at Lime Rock. It was at Sebring in 1964. He was helping with a car driven by his Poughkeepsie neighbor, Paul Richards. Right in front of the pits occurred a horrible accident to the legendary Alfa test driver, Consalvo Sanesi. Sanesi was trapped in the overturned burning TZ. The flames were nearing twenty feet high and threatened the fuel supply in the nearby pit. In trying to move the car away from the pit, Jocko noticed the driver, now helmetless, was still inside and trying to get out of the inferno through the now missing back window. He wasn't about to make it and Jocko simply dove into the flames and wrestled him out of the wreckage. He was significantly burned, himself, in the adventure. Later in the year Alfa Romeo flew Maggiasco and Paul Richards to Italy to thank them formally for this act of heroism. Maggiasco was awarded the coveted "Gentleman of the Road" honor by the Automobile Club of Milan.



Maybe most famous of the later road racers, though, was a driver called Ted Tappett. Ted was known to his friends and to his wife as Phil Walters. He hailed from Long Island. Walters/Tappett had been a champion in Midgits before the war. After he returned from heroic service as a glider pilot in World War II, he took up where he left off but with a more subtle driving style. (His war injuries made that mandatory.) Driving the #23 car he was nearly unbeatable at Rhinebeck and other tracks in the northeast. The car had a habit of lifting the inside front wheel at speed, though. Russ Truelove recalls getting an opportunity to try the car at a festival at Lime Rock Park a few years ago. "I saw the car and the owner, Bill Frick, that weekend and took it out to see what it felt like. It felt fine," he muses. "When I got back in, though, I asked Frick how he set it up so it would lift that wheel so consistently. "Levitation," said Frick." Walters went on to become one of the greatest



How many of the midget racers at Rhinebeck ended up on the cover of "Newsweek?" Ted Tappett did, but as Phil Walters and at the wheel of Cunningham's OSCA.

American sports car racers of his generation. Starting in 1950 he helped lead the American team that went to LeMans, the greatest sports car race in the world. He was a mainstay of the Cunningham team through 1955 and the LeMans race of that year. Walters won or placed highly in nearly every major sportscar race of his era. He even featured on the cover of Newsweek in 1953 at the wheel of Cunningham's OSCA. In 2008 Watkins Glen International named him "Driver of the Decade: 1947 to '57." Other drivers of the decade for later years include Jackie Stewart and Graham Hill. That's a very exclusive company. He retired in 1955 at the top of his game. Phil died in February of 2000 at the age of 83.

Walters/Tappett posing for a press shot in the midget.



(jpd collection)

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HERE IT IS, the fabulous Hudson Hornet for 1953—luxurious new version of the car that won 45 out of 53 stock-car races in 1952, a record unequalled by any other make of car.

See the Hudson Hornet's interior color harmony in your choice of two ensembles to complement exterior car colors. See and try new foam rubber seat cushions with bolstered and rolled-edge contours for more comfort.

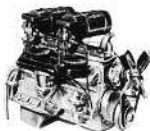
And try the 1953 Hudsons on the highway! Feel them hug the road: the result of exclusive "step-down" design and the lowest center of gravity in any American car!

For 1953—there are two great, lower-priced running mates to the Hudson Hornet—the new Hudson Super Wasp and Hudson Wasp. The Super Wasp has a high-compression H-127 engine and smart new interiors; and the even lower-priced Hudson Wasp features a powerful H-112 engine.

Standard trim and other specifications and accessories subject to change without notice.

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NEW! TWIN H-POWER*

A new system of multiple fueling that develops more energy from every drop of gas. And because Hudson engines are so rugged, this power plus can be harnessed for you.

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**UNBELIEVABLE TILL YOU TRY IT!
COME IN TODAY!**

Three Hudson series for 1953—Hudson Hornet, Hudson Super Wasp and Hudson Wasp. Twin H-Power (on the Hornet and Super Wasp), Overdrive or new Dual-Range Hydra-Matic Drive and Solex Safety Glass (tinted, anti-glare) optional at extra cost.



The “non-Ford” champ for 1956 was Ray De Molin. He came back for the reunion with one of his later cars and answered questions from enthusiasts, while greeting old friends from his speedway days.

(jpd)

Among those maybe lesser known names who came back for this first reunion were a fair number of speedway champions.

Ray De Molin was sitting comfortably in front of one of his old race cars answering questions and telling stories. Ray was Non-Ford Champ here in 1956.

Carlton Hughes, the all time and final Rhinebeck champ, was a local celebrity. He won it all in the last year of the speedway’s existence, 1962. He not only won the 200 lap Washburn Memorial but also a 250 lap feature. The lanky Hughes was a center of attention at the reunion surrounded by a group of other drivers, many of them champions in their own right.

One of those in the group sharing stories was Darrell Lucia, the 1959 Sedan class champ. Nicknamed by the media of his day, “the quiet one,” he was anything but quiet when he strapped into a race car. His driving skill was all the communication that he needed. Lucia raced for only three years, hanging up his helmet around the age of 18 or 19. He recalls that another car had

gone through the fence one night and injured his father severely. D a d survived but Darrell concluded the rewards didn't really outweigh the risks after that.

"My dad was sure proud of what I'd done, though," he recalls with a smile.

The longest event Rhinebeck hosted was 250 laps. That's fifty miles on a 1/5th mile bull ring. "Rhinebeck was paved," notes Dick Hansen. "Pavement wasn't that bad for fifty miles. Dirt, though, really ripped your arms off in a long race."

Rhinebeck's first ever speedway reunion was successful at gathering a great collection of old drivers. "We'd like to have had a few more cars," says Hansen. "But, for a first event we did pretty well."

The gathering also gave the sponsoring historical societies an opportunity to interview the old drivers and to record their memories as part of a living history project.

2017 promises another reunion and another chance to revisit a bit of history that is now assured to be saved long into the future.



One more shot of Phil Walters with the coupe he drove for Bill Frick. They must have washed the mud off of the numbers for the photo. Now imagine the same face smiling after finishing 3rd at LeMans or winning at half the major sportscar events in the United States. The roundy-round boys and we actually DO speak the same language. It's just with a different accent. (jpd collection)

Long Ago VSCCA BMW 328 Back and Active Once Again

By Sandy Leith

Editor's note: With the club's revitalized focus on the pre-war class and a focus on the club's history increasing as our 60th anniversary draws near, it is a delight to offer the story of Founder Member Ted Wales' BMW 328 coming back to active status in the VSCCA. Ted used the car enthusiastically in the club's earliest days but parked it before Lyndon Johnson's presidency was very old. The club's current president, Sandy Leith, takes over his own story from here.

jpd

While a Bugatti man at heart, when the opportunity to purchase my late godfather, Ted Wales' 1937 BMW 328 arose few years ago, I knew I had to take the plunge. Chassis 85081 with engine ex-85004 was a car I knew well from an early age. Ted had bought the car from Wayne Goldman of Burlington, Mass in July of 1961 when my family lived just a few doors down the street. I was 6 years old and my father, Bill Leith, a co-founder of the VSCCA (Vintage Sports car Club of America), was in the process of buying his third Bugatti, a T35B grand prix car. The "local" race track was George Weaver's Thompson Raceway, about an hour away, so for a period of 2 or 3 years, fellow VSCCA members would congregate in our Fox Hill Street driveway in Westwood, Mass and set off in caravan to Thompson, CT (No trailers, of course!) Frequently joined by Tommy Powel in his gorgeous Brianza-bodied Alfa-Romeo 1750 GS, Edgar Roy in his 1911 Simplex and Harvey Curtis in a variety of non-racing vintage conveyances, we would negotiate through a dozen sleepy towns at a very early hour, completely un-muffled and undisturbed by the constabulary. Happy days!



The Wales BMW 328 on the front row for an early VSCCA event in 1963 at Thompson. Jerry Sherman was at the wheel of that Hisso on the outside of him.
(VSCCA)



Ted taking the Bimmer for some exercise at the Larz Anderson gathering in May of '63.
(leith collection)

In the Fall of 1964, on the return from a successful day at the Raceway, however, Ted's 328 broke a rear axle half-shaft upon acceleration from a stop-light. The 328 was towed back to Westwood and parked in Ted's large barn. The ex-William Kemp 328 (chassis 85356) was acquired as a non-runner with the hopes of "borrowing" its rear axle, but it proved incompatible as a later series car and, not long afterwards, was sold to Ed Roy (it is owned today by Will Twombly.) Wales, an amateur astronomer, re-channelled his interests and while he continued his involvement with the VSCCA as Treasurer until 1970, 85081 began what would become a 43 year long slumber.

After Ted passed away in the summer of 2003, his memorial service was held at his home. I peaked in the barn for the first time in many, many years and there was the 328, sitting on four flat tires and covered in dust and dirt. It was a pretty discouraging sight. Ted's second wife retained ownership for a few years, but in the spring of 2007, his son, Ted contacted me, offering the car for a price which I considered too high. I called his stepmother and offered to research the history of the car and to offer suggestions as how the family might dispose of the car in the most advantageous fashion. None of the files that one would normally expect to find with the family appeared to have survived, so I was left with just the car itself which at this point, I believed to be chassis 85004 by virtue of the engine number. Tom Graham, an early contact as I considered what should be done with the car (private sale versus auction as "barn find"), directed me to the spot on the right front chassis section where the chassis number could be found and with a stiff wire brush and spray can of Gunk, the number 85081 slowly revealed itself after years of hiding. This enabled BMW Tradition to supply the original delivery information and original interior and exterior colors...June 21, 1937 to Auto-Fels in Munich with red leather interior and white exterior, but nothing further.

By this time, the second Mrs. Wales was probably getting tired of me dropping in on weekends to look over the car. I hadn't seriously considered buying the car, but began to try to figure out how I might make it happen in

case the price came down to a more acceptable level. I lined up two prospective purchasers for one of my garage occupants (the famous “Old Gray Mare” of pre-war ARCA fame) and advised against the auction route, as this tended to sensationalize the “barn find” or neglectful nature of the prior owner, which really was not fair to my late godfather. Finally, Mrs. Wales called me and asked me to come over to chat about the car’s future. Prices for pre-war 328’s had steadily advanced in the 4 years since Ted’s passing, and when his widow offered it to me at one-half of the previous offering price, I could not say ‘no’...I now owned a 328!

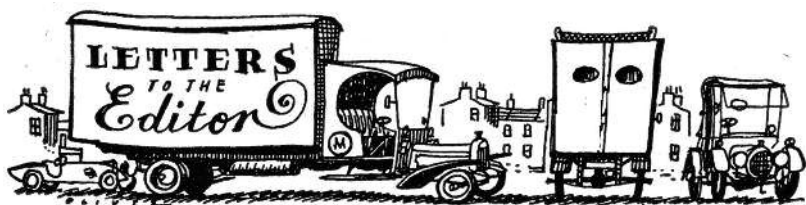


The 328 removed from the barn for nearly the first time in fifty years. It went from there to re-commissioning and is now again ready for some competition.

(leith)

Two friends assisted with the extraction, made easier when we discovered that all four tires held air. After a thorough cleansing, I entrusted the car to Mike DiCola of Valley Vintage Cars in Hadley, MA for a complete mechanical and systems rebuild, which is pretty much done. While the engine, once fired up, had good oil pressure, I was nervous about the crankshaft, so requested disassembly and crack testing which revealed a minimum of 7 cracks before they stopped counting! Mike found a good Bristol crank and set of Bristol rods and made the necessary modifications to the block to accept this later set-up. An interesting and exciting discovery was the non-standard cylinder head. An old friend of my father’s, the late Ted Robertson, kept a brief list of local 328’s which included the Wales car. It was noted to have a “Schleicher head”, but this did not mean anything to some of those I initially contacted. Thomas Feierabend finally decoded the stampings; it was a post-war head built by one of the original engineering designers of the 328, Rudolf Schleicher as a speed accessory. The head has a 10.5 to 1 compression ratio which should make it an exciting drive once we are comfortable enough with it. Right now that looks like it could be the 2016 Fall Finale with its emphasis on prewar cars. While I will ultimately improve the cosmetics, I will keep it unrestored initially so I can enjoy the car, hopefully at some VSCCA events, entirely too many years after its last sporting event.

I cannot thank enough the following club members for all of their invaluable assistance with parts, advice and encouragement along the way: Goetz Pfafflin, Richard Martorell and Tom Graham.



Dear Jim,

Not having attended Lime Rock Park Historic Festival 2015, your report in the " Vintage Sports Car " was particularly welcome.

I venture to comment that, having wrestled W O Bentleys around Lime Rock, the picture of George [?] Holman leading Greenfield's Alfa Romeo on page 5 was particularly heartwarming. From the picture I am unable to see if the Alfa Romeo is a Type 8C35 or a 12C, possibly ex- Nuvolari. Was he lapped more than once ?

In the middle of page 6, I suspect that the car is a famous Maserati 6C voiturette, with a string of records and competition successes in Europe since 1933, here driven by Dan Ghose.

With a note of appreciation for all of the work that you put into the preparation of the Bulletin.

Kind Regards

Victor Cromie



Hi Jim,

Just thought I'd add a little to Victor Cromie's comments on Ed Sutherlands. When the C-type was done by some Brit car shop in NH (Not Tivvy-who I hold in high esteem as both Jag man and driver) they couldn't get it to run worth a crap. Having triple weber carbs they sent it to me when I had KTR Engineering(now KTR European Motorsports). I put Andrew Funk(whom I hired years ago and now runs KTR) on the case. We did all the obvious checks(fuel pump, filter, pressure, checked and blew out all the jets, etc.) Then Andy noticed with a mechanics stethoscope a lot of hissing around the intake manifold-it had massive vacuum leaks. So we re-sealed the carbs to the manifold and the manifold to the head and it ran perfect ever since. I also designed and installed a new linkage assembly as the original had at least an 1/8" of play everywhere!

I once had the honor to be invited to dinner at Ed's place on Lake Winnepesaukee and in the boat house was one of the original 2 (I think) Miss Winnepesaukee cruiser/speedboats.. Unbelievable! A true renaissance gentleman. If you look up class or elegance in the dictionary there will be a picture of Ed and his wife Bobbie. He will be missed.

All the best,

John Geils

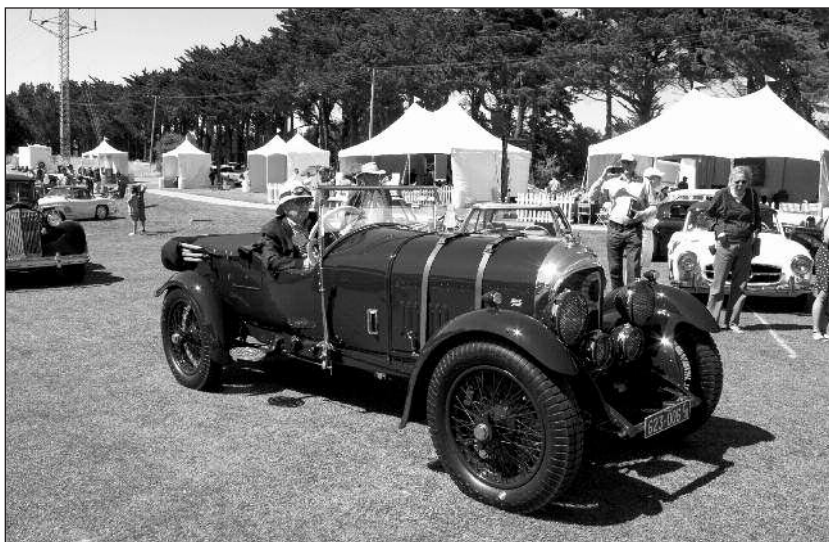
Dear Jim,

Thank you for the sweet memories of my cousin, Ed Sutherland. I remember when he nabbed "Mother" - I envied him, and also feared for Mother's future. At that time, concours restorations were becoming de rigeur. But I became happy for both Ed and Mother when I found that Ed had no intention of erasing Mother's battle scars. And I've since owned many great cars I wouldn't have, as I'd never have sold the Jag, except of course if I'd managed to buy Henry Manney's GTO, or 3589, the one in a field in Ohio.

I add my sadness at Ed's passing to that of so many others. I'll never stop missing him.

Regards,

David Carroll



Dear Jim:

I covered the Hillsborough Concours d' Elegance on Sunday July 17. Among the cars at the event was Dick DeLuna's 1925 Benley 3/4 1/2 Liter Speed Model tourer. DeLuna was showing the car for the first time on the west coast. I understand it use to take part in VSCCA events. I would like to know more about the car.

Take care,
Brian Rose

Editor's Note: A version of the editor's Circuit de Reims story in Issue 2-16 also was published by our friends at "Victory Lane." Between that publication and the last issue of Vintage Sports Car, the story attracted some discussion as well as some much appreciated correction. It is a genuine delight to add further to the record. jpd

Jim,

I enjoyed your article on Circuit de Reims in the June Victory Lane. Do you have a copy of the photo at the bottom of page 59 which is titled the start of the race in 1925 or 1926? I think it is the 1928 race and the car at the bottom of the photo is a 37A Bugatti with race no. 16. It was driven by Filippo Legri. I would very much like to get a digital copy if possible to check out the registration number on the tail.

Thanks,

Tom Clifford

NOTE The requested photo was duly dispatched to Tom and he responded with the following most welcome clarification of the photo. Many many thanks, Tom.

Jim,

Thanks for the photo. I am back home and can look at it on my computer. It is the July 7, 1929 G.P de la Marne at Reims and the driver of the 37A Bugatti no. 37319 with no. 16 is Tetaldi (reg no. 7978 MB) and he finished 2nd in the 1.5L class. Cars 27 and 9 are Salmson's and the next two are BNC 527's. Filippo Legri owned and raced the same 37A with the same no. 16 in the 1928 event.

Tom



(bistrot du circuit collection)

Dear Jim,

Wandering on through the latest Vintage Sports Car I was intrigued by the picture at the bottom of page 47. Clearly the car in the foreground is a Bugatti Type 37A and the next two cars are

" San Sebastian " Salmsons. Because of the limitations of the printing process I have difficulty identifying the next cars but cannot help commenting that two men are pushing the fourth car to fire it up on the starting grid. Would the VSCCA encourage this ? The last car is of interest because it is a " short scuttle " Austin Ulster of the type seen on a number of occasions at VSCCA races. Far from being a Grand Prix I believe that this was a Voiturette Race with the Bugatti lined to 1100 cc. But perhaps I am wrong.

Kind Regards

Victor Cromie

Victor:

Thank you for your delightful letter. The race in the photo appears to be the 7 July, 1929 Grand Prix de la Marne. There appear to have been two races that day. One was the GP de la Marne, won by Entancalin in a T-35. It was fifty laps. The other race (concurrent with the GP) was as you suspect, for 1100 cc cars. It was the Prix de la Ville de Reims. It was only 15 laps and appears to have been won by Yves Giraud-Cabantous in a Salmson.

I've got some of the drivers identified and you will see further explanation in the next issue. I've had a marvelous time with this story and hope I can come up with something as good in another year or so.

With thanks and kind regards,

jpd

Dear Jim:

Thank you for the informative story on the Reims-Gueux Circuit. It was interesting reading, and brought up several memories. I was at Reims in 1957 when Fangio ran out of brakes at Thillois and crashed into the bank just to the right of where I stood. And in 1858, I was with friends in an unused pit box watching Moss, Fangio, and Behra storm three across - lap after lap - under the Dunlop Bridge, the single rear disc brake of the latter's BRM glowing red.

All the best,

Bob Webber



(bistrot du circuit collection)

Mr Donick

Regarding the latest issue of VSC with the Reims GP Course story.

Man with Fangio is not Gendebien. He never looked that scruffy. Driver is Marquis de Portago,,1956

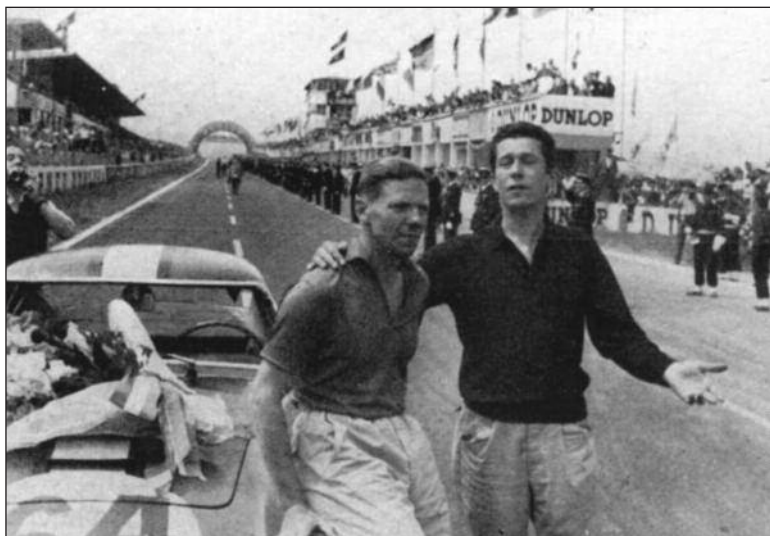
On the opposite page Peter Collins mechanic is really Parenti. I have my own photos With them both working on the Dino. Parenti was also an on board mechanic in the in the 1930s in the Mille Miglia.

*Faithfully',
Jim Sitz*

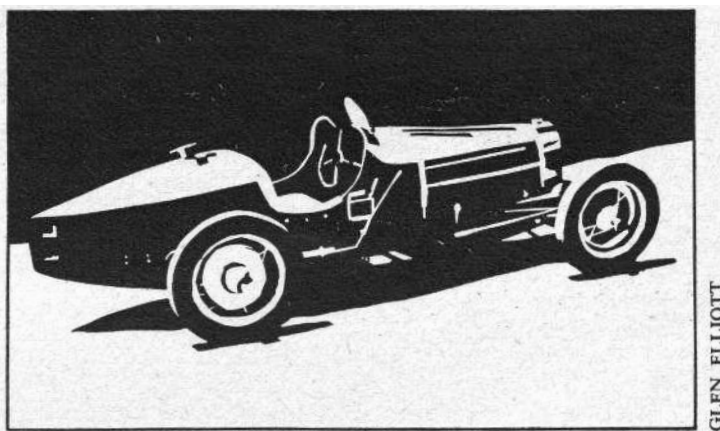


(bistrot du circuit collection)

Editor's note: We are always grateful for assistance and the memory of Jim Sitz is legendary. While not choosing to debate his corrections, I'll take minor exception with his comment on the great Belgian, Olivier Gendebien. "Scruffy" may be in the eye of the beholder but comparing the photo below of Gendebien and his compatriot, Frere, We would argue that Olivier was certainly approaching "scruffy" on that particular day. jpd



Frère and Gendebien after winning the Reims 12 Hour in 1958. Both look a little tired and maybe a bit on the "scruffy" side. (SCCA)



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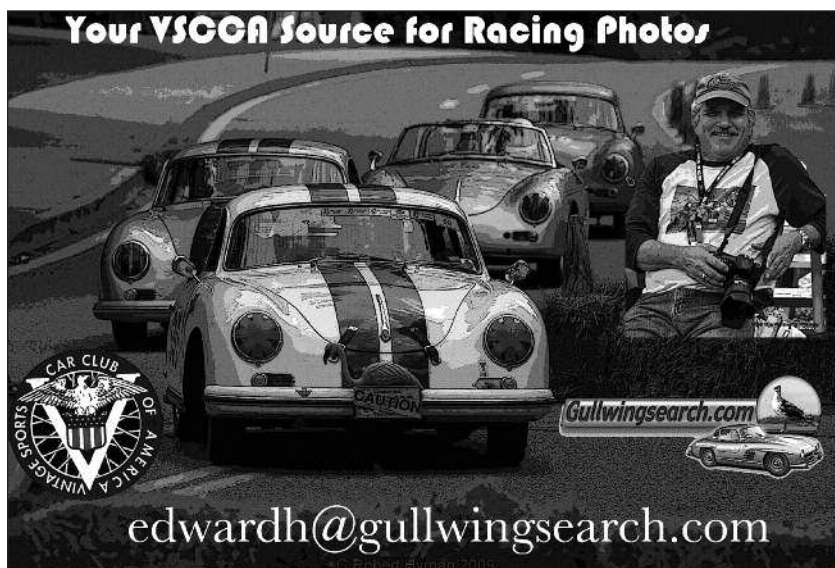
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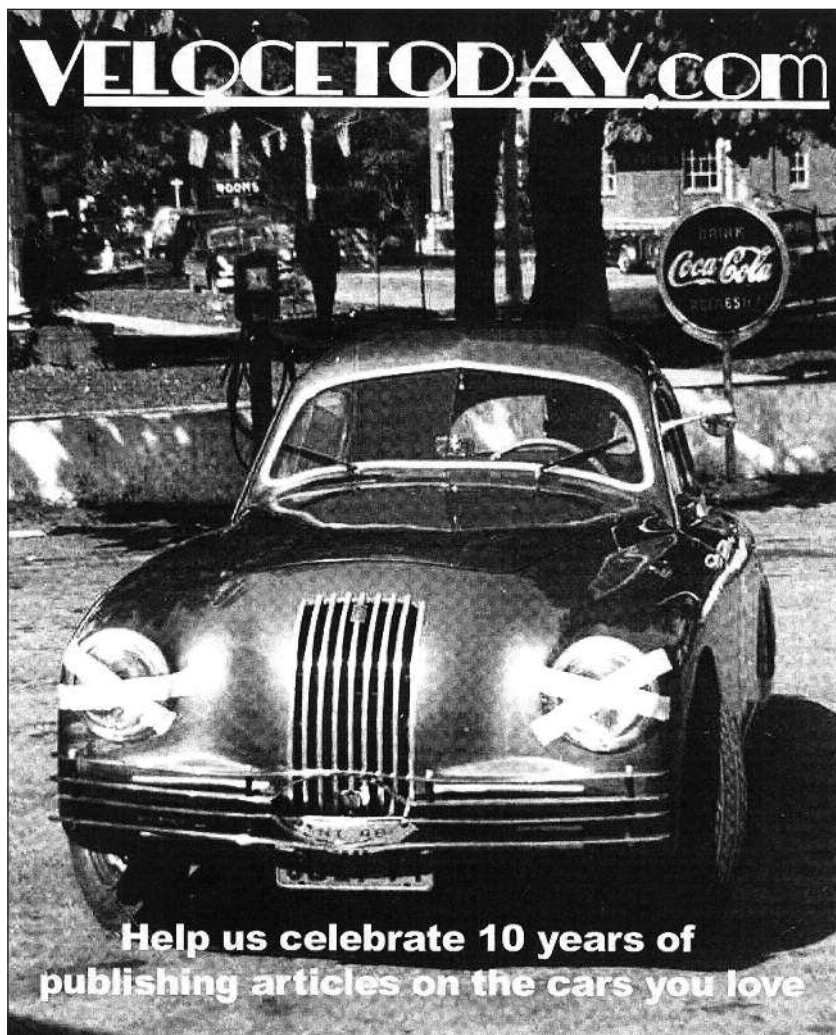


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