

# VINTAGE SPORTS CAR



NUMBER ONE 2022



# VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

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Membership inquiries to the above address



Edgar L. Roy, Founder

1905 – 1995

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# VINTAGE SPORTS CAR



*This whimsical Hare and Tortoise mascot - on the nose of what memory seems to recall was an MG - caught our attention at the Concours in the Park during the 39th Lime Rock Historics last season. It could be an allegory to the VSCCA. Not based on the traditional tale of who wins but*

*rather on their current situation. The Tortoise may be representative of the prewar class or just of those of our number who are out to enjoy the day and the cars and the company. The Hare could be the faster classes or those who are with us mostly to go racing. It's hard to say. BUT, on the nose of this car they are traveling together and they will get where they are going at exactly the same time. The VSCCA is a lot like that. We are traveling through our own motoring worlds with different pleasures and expectations but we're doing it together. Our motoring journey is best shared.*

*(jpd)*

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2022? The thought of having gotten so far down the road is almost daunting. But, here we are. That certainly beats the alternative, one supposes. It would seem that we have been putting these magazines and newsletters out now for the better part of thirty-seven years. That's hardly possible and we shall let the memory slide on by.

More importantly, and just as incredibly, this year marks a couple of major forty year milestones. The Pittsburgh Vintage Grand Prix through Shenley Park will be celebrating it's fortieth anniversary. The same is true for what is now called the Lime Rock Historic Festival. We recall driving in both of those events the first time. We will plan to take some time in a future issue to recall them and the friends who took part with us. Most have hung up their helmets and too many have gone on to their reward.

Those first two runnings of the events were happy optimistic affairs. The drivers took delight in participating in something new and in experiencing it together. That concept is a little harder to find these days but it isn't yet gone. Our dear old friend, the late Fred Willits, captured much of that ethos magnificently in a piece he wrote back in 1979 describing what we do and why it is that we do it. Fred always managed to say things better than this writer ever could. His essay is in this issue on page 38. We recommend it without reservation.

Meanwhile, this new season will be rapidly upon us and we look forward to sharing it with the entire club. After all, sharing it together is the primary reason we pursue this silliness.

Enjoy!

jpd



# Historic Festival 39 Lime Rock Park, CT. September 2 – 6, 2021

The best and biggest vintage racing celebration on the East Coast was back in full strength Labor Day weekend 2021. Lime Rock Park's Historic Festival returned after a spectator-less event last year, thanks to COVID precautions. The iconic hillside above the Esses was packed with spectators, the food stands had long lines and parking lots were full. At the helm for the weekend were track President Skip Barber, part of the new ownership group, and long time Event Chairman Murray Smith.

This year Porsche was the Celebrated Marque for the weekend. Those parking lots were loaded with Porsches of all types and years. At the head of A Paddock, a large tent housed 16 rare Porsches from the collection of architect Steve Harris. The display included limited production RS models from over the years including more modern GT 3 RS and GT 2 machines. His favorite a rare 1984 911 SC/RS coupe set up for rallying he says was extremely hard to find and that it is the best example in the world.

As part of the weekend celebration two famous drivers from the past with strong links to Lime Rock Park, Brian Redman and Stefan Johansson were on hand. Both Formula One veterans also raced Porsches in sports car racing at



*Tony Wang in his magnificent "Bird Cage" never puts a wheel wrong.  
(hyman)*





*Towner showing what the Moggie can do.*

*(hyman)*

places like LeMans, Sebring and Daytona. They were here to meet fans, sign books and participate in the dinner for competitors on Friday evening and the dinner on Saturday evening sponsored by Porsche.

The four-day vintage racing celebration started on Thursday afternoon with a 17-mile drive through the villages of the rolling Litchfield hills. Called the Vintage Race Car and Sports Car Parade, the event faced a real challenge this year thanks to Hurricane Ida. That morning the Salmon Creek, which runs alongside the Sam Posey Straight, went over its banks and flooded the Big Bend corner. Fortunately, it receded in plenty of time to allow the parade of some 125 cars to continue safely. In years past the drive would finish in nearby Falls Village with a street festival but not this year thanks to COVID. We hope the village fair will return next year.

By Friday the event was in full swing with vintage racers practicing on the track while the midway opened with vendors and food stalls. The swap meet was underway in B-paddock. On Saturday and Sunday there were three book signing events that included Redman, Barber and Johansson along with Bill Warner, Gordon Kirby, Chuck Queener and local legend Sam Posey.

With excellent weather on Saturday, it was time to start racing. Chairman Smith organized nine grids including a special race for Porsches and another for pre-war cars. Overall, there were some 200 plus entrants not counting the entrants for the Lime Drivers Club Miata grid that made up Group 9. Those 200 plus entrants came from all over the country.

For the three days of practice, qualifying races and four races on Saturday and Monday, each group had 20-minute sessions.

Two vintage clubs sanction the Historic Festival, the Vintage Sports Club of America (VSCCA) and the Vintage Racer Group (VRG). While VRG accepts cars of more recent vintage, the VSCCA is known for pre-war and for earlier cars than is VRG.





*George Holman's Stutz, half of the Holman Stutz team, looking as smooth as ever.*

*(hyman)*



*John Romano's Bimmer appeared to be running nicely this weekend.*

*(hyman)*



*Bill Holman, in the team's other Stutz, making a fair number of knots.*

*(hyman)*



*Ivan Zarembo,  
all the way from  
California, hav-  
ing a go at Lime  
Rock in his '35  
Railton tourer.*

*(hyman)*



*Charles McCabe's  
T-59 Bugatti is  
rare enough to  
make some of the  
others seem  
almost common.  
It's a magnificent  
wee beastie.*

*(hyman)*

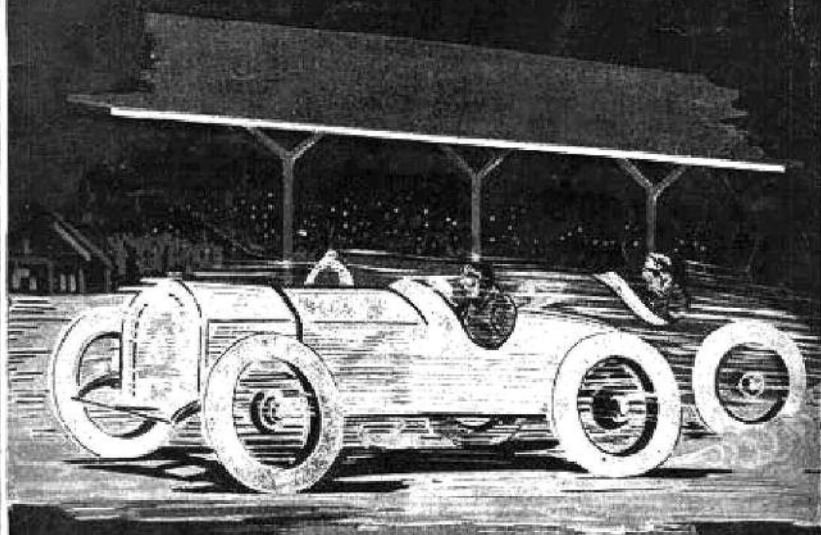
*Perennial VSCCA  
competitor, Tom  
Clifford, exercising  
the T-37A Bugatti.*

*(hyman)*





OFFICIAL PROGRAM  
**AUTOMOBILE RACES**  
NEW YORK STATE FAIR  
SYRACUSE, N.Y.



**SATURDAY**  
**SEPTEMBER 18, 1920**  
PRICE 25¢





*Our good friend, Mr. Gelles getting the best out of his much loved Stanguellini.*

*(hyman)*

*Freeman's Devin always looks to be smooth and fast.*



*(hyman)*



*Mitch Eitel's O.S.C.A. Fjr put in a most impressive performance.*

*(hyman)*





*Jon Lee brought out the "Windy City Special" Sprinter and performed creditably, though it was a fair distance from Chicago. (hyman)*

The first group was for competition cars built before 1939. Group 1: Pre-War-Classic Competition Cars included some VSCCA regulars including Ben Bragg's 1935 Old Grey Mare Special, Peter Greenfield's 1935 Alfa Romeo 8C, Chris Towner's 1938 Morgan F-type Trike, Tom Clifford's 1929 Bugatti 37A, and the Hollmans' Stutz Specials, the 1929 and 1930 examples. The VSCCA racers faced some special and historically important cars from other parts of the country including California based Irishman Paddins Dowling's 1934 ERA R2A, Ivan Zarembo's 1935 Railton Light Sports Tourer from San Rafael, California and Napa's Charles McCabe's 1932 Bugatti 59.

While Peter Greenfield's Alfas generally owns the Pre-war class at Lime Rock, this year Paddins Dowling and his ERA won both races on Monday followed home by Greenfield and Charles McCabe's 1932 Bugatti.

Group 2 was quite a contrast to the Pre-war cars. These were the "Fast and Frenetic Formula Fords" popular with VRG. In contrast to the pre-war cars that lap the 1.5 mile track in around 1:10 the Formula Fords often crack the 1:00 lap time.



*Another most welcomed visitor from afar, Lester Neidell brought along a '33 Plymouth Speedster to grace our paddock and racing surface. (jpd)*





*The entertainment of the weekend wasn't only ON the track. Some of it was  
ABOVE the track. (hyman)*





*Mr. Spadaro smiling from the venerable PBX Special that he had just acquired or was about to acquire. The smile says all one needs to know about his feelings on the matter. (hyman)*

“Tin Tops and IMSA RS Reunion” cars made up Group 3. Tin tops have become increasingly popular in the Historic Festival with a good variety of familiar makes from BMW 2002, Datsun 510, Alfa Romeo 1900TI, Minis to Ford Cortinas. This year two Ford Pintos driven by Barn Find author Tom Cotter and Brian Walsh from Jacksonville, Fl., added a certain flair to the field, but, thankfully, didn't catch fire.

The next group up was Group 4 labeled “Wings & Slicks.” This is the fastest grid of the weekend with Formula Atlantic cars and sports racers from the 60s into the 90s with lap times well below 1:00 minute. Totally switching cars Peter Greenfield went from the pre-war group to win the Monday morning race in his 1982 Ralt RT-4.

The grid for Group 5 looked somewhat like a grid for a typical VSCCA weekend with lots of VSCCA regulars. These were “Mid Century Sporting Cars and Formula Junior.” Tom Grudovich dominated the morning race in his 1960 Lola Mk1 followed by two Lotus 7s in the hands of Mike Taradash and Cosme Fumex second and third respectively. Fumex lead the large field home in the afternoon followed by Josh Mitchell's Lotus 18 FJR and Dave Irwin's 1962 Brabham BT-2. All are Historic Festival regulars, with the exception of Irwin who was a Lime Rock regular owning Lime Rock Motors but is now based in Colorado.

You can't have Porsche as the honored marque for the weekend without an all-Porsche race so Group 6 featured air-cooled Porsche 911s plus 3 914s. Another race group with familiar cars and familiar names.

Next up were the under 2-liter sports cars and GTs. Tom Grudovich was back to win in his 1966 Ginetta G4 with a decisive margin of victory in the morning race.





*Jon Lee's sprinter looks to be holding off the entire Stutz team as the three of them go through the left hander into the esses.* (jpd)



*Romano's BMW 328 approaching the left hander in complete control.* (jpd)





*Kobus Reyneke  
showing off his  
miniature beastie.*

*(hyman)*

*Cendron's Tojeiro  
being assisted to  
the concours grid.  
Starting the racing  
engine on Sunday  
is forbidden, hence  
the tow rope for an  
otherwise perfectly  
functioning sports  
racer.*

*(jpd)*



*Barrett's Indy Car  
(junk formula, one  
assumes) from '33  
came halfway  
across the country  
to take part.  
Home is in Illinois.*

*(jpd)*



*The Gelles Stanguellini at rest in the Lefferts Brothers' paddock area and showing off a most pristine engine compartment.*

*(jpd)*



*The Holmans' Stutz paddock was shared with a couple of other venerable prewar motors, they look to be Bragg's "Old Grey Mare," and Lee's "Windy City Special."*

*(jpd)*



*Charlap's T-30 Bugatti was likely driven to the event and then driven home again. Once upon a time that was the expected way of getting to the circuit.*

*(jpd)*





*A most appropriate vehicle for attending the event or for towing a race car into the paddock.*

*(jpd)*



*Dr. Marc Perlman was happily enjoying the concours on Sunday. We think it may have been his last VSCCA event as we lost our good friend over the winter.*

*(jpd)*

*Not quite out of the Addams Family but this most beautifully exotic - shall we say "oddly elegant?" Rolls Royce made an impression at the Concours.*

*(jpd)*







*Our friend, Tom Cotter, accepting his prize at the Concours in his Cunningham C3. The car proudly displays the fact that it works for a living. (hyman)*

The final vintage grid featured the always popular big bore production cars like XKEs, Corvettes and Mustangs with the title “Wild, Wild Horses.” This grid looked very much like another VRG race. The Porsche 911 or Charlie Mayer took the first race ahead of the Donovan Jaguar XKEs.

All in all, though this was a relatively incident free weekend with great driving and wonderful cars.

Sunday’s weather was a different story. Dark and rainy, with lots of drizzle. There is no racing on Sundays at Lime Rock but the Historic Festival continues with “Sunday in the Park” with a concours, and hundreds of cars and motorcycles positioned all around the track for the Gathering of the Marques.

Despite the weather the annual event was thronged with fans and the track filled with all kinds of different automobiles. The day was also a feast for any Porsche lover. Down the side of the main straight was a long line of Porsches including the Steven Harris collection but also virtually every model of Porsche since the 1950s, 356s and 912, including the Dyson Racing Porsche 962, a winner at Lime Rock Park.

Popular VSCCA personality and long time member Tony Wang won best in show with his 1967 Ferrari 275 GT/4 NART. Tony spent most of the weekend racing his superb Birdcage Maserati, a past concours winner.

Racing also figured in the history of the best Foreign Car, Wayne Carini’s 1936 Jaguar SS100 which was once owned and raced by television legend Dave Garraway.

Next year will mark the 40th anniversary of what has become the best vintage racing event in the East. Be there!

dow smith



# ANGOULÊME

4  
FRANC



d'après Geo Ham



**3<sup>e</sup> CIRCUIT INTER<sup>AL</sup>  
AUTOMOBILE DES REMPARTS**

**LE 11 JUILLET**

**2<sup>e</sup> CIRCUIT INTER<sup>AL</sup> MOTOCYCLISTE**

**LE 10 JUILLET**

LITH. V. BELLEFAYE. ANGOULÊME





*The Audrain Museum inhabits this magnificent period building on Bellevue Avenue in Newport.* (jpd)

## **A visit to the Audrain Museum in Newport**

We enjoyed a recent visit to the Audrain Automobile Museum in Newport, Rhode Island. Thanks to the efforts of VSCCA member Donald Osborne, the CEO of the place, the Audrain is always worth a visit if one finds oneself nearby.

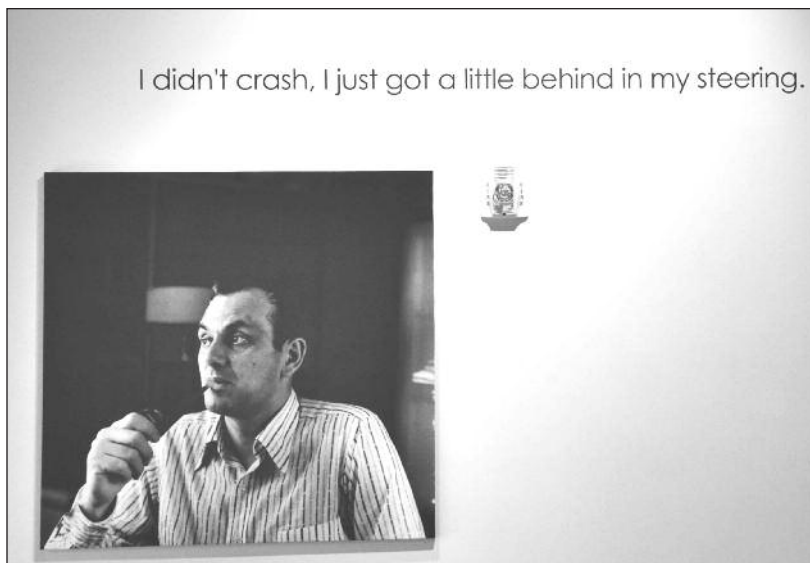
Unlike most car museums, the Audrain is small, almost intimate in its ambiance, and their displays or exhibitions change every three months. There is not currently any display of cars from their own collection. Hence, a visit is invariably different each time one goes.

The exhibitions follow given themes so the collections on display tell a story. Our first visit, about a year and a half ago, coincided with an exhibition called "From the Racetrack to the Opera: Marques That Did It All." This theme brought together pairs of cars from various manufacturers, the pairings being a luxurious road car with a successful racing car. The Delahaye pairing was particularly memorable for us.





Our most recent visit offered **"Engineering + Design = Passion: The Nick Begovich Collection."** Begovich (29 November, 1921 - 6 May, 2020) was a successful electrical engineer with a passion for motorcars that set new standards of technical or engineering excellence. The cars on display were - all but one - from his collection. They ranged from the 300 SL Mercedes Gullwing to the forced induction Chevrolet Corvair Monza Spyder. The one car not from his collection was a Talbot Lago on loan from Jay Leno. We understand Begovich had a similar example but it wasn't available at this time. A few photos will add a view of the collection.




*Mr. Begovich was clearly a kindred spirit to the VSCCA members. This quote tells us all we need to know. "I didn't crash, I just got a little behind on my steering."*



*One of the jewels of the collection, this ATS GT was one of only twelve cars produced by the company before they threw in the towel. (jpd)*





# Jaguar

again makes  
motoring history

On 30th May, 1949, an entirely standard Jaguar 3½ Litre  
XK 120 Sports car running on pump petrol was officially  
timed in attaining a speed over a flying mile of:

## 132.6 M.P.H.

This speed, observed and recorded by the Royal  
Automobile Club of Belgium on the Jabbeke motor road,  
has gained for Jaguar four Belgian speed records and is

**THE FASTEST SPEED EVER  
RECORDED BY A PRODUCTION CAR**

*The XK-120 Coupe may  
be even more evocative to  
this writer's eye than is  
its roadster sibling.*

(jpd)



*Begovich chose his cars  
for their engineering  
innovation. The blown  
Corvair Monza is a per-  
fect example.*

(jpd)



*A 300SL Gullwing never fails  
to stir the blood.*

*(jpd)*



*The one car in the  
exhibit that didn't  
come from Begovich's  
collection but similar  
to one that he had is  
this wonderful Talbot  
Lago belonging to Jay  
Leno.*

*(jpd)*

The Begovich exhibit will be history as this is being read but the Audrain promises interesting selection of exhibitions over the next year or so. They will include the following:

**"What's the Super in Supercars?"** - February 19 to May 29, 2022. This will bring together a collection of fairly modern supercars. It will likely go from the Ferrari F40 and Porsche 959 up to the hottest of the latest Teslas.

**"When Dinosaurs Ruled the Roads"** - June 4, 2022 – September 4, 2022, will highlight the ever growing land yacht designs that marked the American automobile industry from the thirties up to the sixties.

**"Early Landmarks in Automotive Engineering"** - September 10 – December 4, 2022. This exhibition will explore how the earliest years of the automobile in the late 19th Century were an incredibly productive time and with amazing technical advances that continued unabated through the 1930s. They promise examples that will span from the Benz Patent Motorwagon of 1896 all the way to the 1939 Alfa Romeo 6C 2500 Sport Touring Coupe with all sorts of delicacies in between them. This is one we particularly look forward to seeing.

The Audrain is housed in an exquisite building on Bellvue Avenue in the heart of Newport and open most days. Don't miss it.

jpd

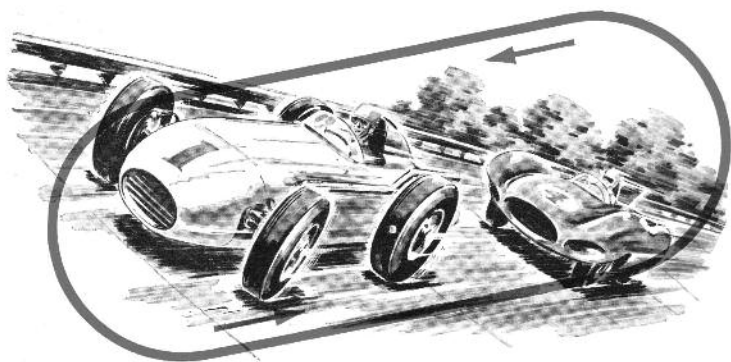


*Editor's Note: Back the early sixties the Kendall Refining Company published a few adverts for their motor oils with a series called "A short history of racing by Kendall." This one was number three and covers a most iconic time at Monza.*  
jpd

## **Monza 1957: The Race of Two Worlds** **Indy Boys vs Jaguar**

Racing has been known to take some bizarre turns when an occasional organizer seeks to create new spectacles of speed. And, perhaps the most unique of these was the strange contest staged at Monza on June 29, 1957 when American Indianapolis cars ran against D-Jaguars.

Conceived as the "Cup of Two Worlds" in which Europe's top Formula I drivers would be pitted against ten Indianapolis teams on Monza's treacherous new high speed circuit, the event was marked with controversy. The Americans had no sooner accepted the invitation when a union of Formula I drivers flatly refused to participate, deeming it a needlessly hazardous race of unfairly matched machines on an unfamiliar oval track.



It was then that David Murray of Scotland's famed Ecurie Ecosse racing team manfully stepped forward with his D-Jaguars. Everyone concerned understood that the British cars, although fresh from a splendid showing at LeMans, were no match for the American machines. Yet Murray was bent on giving the Americans a run to preserve European racing integrity.

If the ponderous size and power of the Indy cars startled European fans, names such as Dean Van Lines and Mirror Glaze Special were even more bewildering. The starting line found nine Americans in all. And facing them, the three dauntless Jaguars.



The event was comprised of three separate 63 lap heats. A one-hour break between heats was planned for service and refueling. Because of the Americans' two-speed gear boxes, a rolling start was used. Jack Fairman, in one of the D-Jaguars, used his four-speed transmission to good advantage and leaped to the lead. He was devoured as soon as the Indy cars reached speed. The Jaguars held, their speed at a 150 MPH maximum to preserve tires. The Offenhauser and Novi powered visitors averaged a good 15 MPH faster. During the service breaks the American camp was a scramble of shock absorber replacement, frame welding and tire changing. The Britishers merely rested. As each new heat started there were fewer American cars, but always three Jaguars.

Although the outcome was a foregone conclusion, it was surprising that only three American cars actually finished the race. Their positions were first, second and third, with the Jaguars fourth, fifth and sixth. A debate continues to rage as to whether or not this order would have been altered had the race run longer. Whatever the speculation, the fact remains that while power and performance wins races, spunk and determination makes races. The Indianapolis cars found plenty of both at Monza.

*The '57 race at Monza was won by the legendary Jimmy Bryan in an Offy-powered Indy Roadster, the Dean Van Lines Special. The ever present cigar in nearly any picture of the man that one finds has led some wags to suggest that he was born with it there. For his mother's sake, it the story is true, we hope it wasn't lit.*









**Frank Righetti Memorial**  
**Southern (more or less) Holiday Brunch**  
**West Point, New York**  
**5 December, 2021**

The club gathered at the United States Military Academy on the 5th of December to celebrate the beginning of the holiday season and to have a delightful chance to be together in spite of the COVID Plague.

Around fifty hearty souls arrived - some from as far south as the Philadelphia area - to enjoy a massive buffet laid out by the Hotel Thayer as well as to admire the grounds of this, the second best Military Academy in the United States. (*Go Navy!*)

Our host for the day were again Joan and Keith Harmer. They arranged for marvelous food and for more than a few bits and pieces of memorabilia to take home when it was over.

The photos will offer a better view than words can at this point. Suffice to say that no one went home hungry. Many thanks to the Harmers.

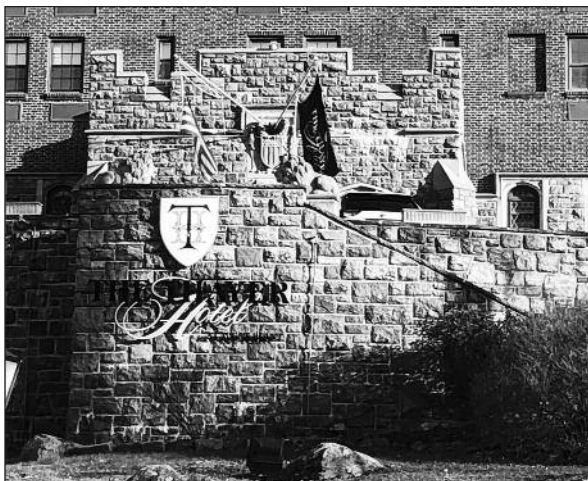
jpd



*Our hard working and charming hosts, Mr. and Mrs. Harmer, organized a delightful brunch.*

*(jpd)*





*The martial architecture of the Hotel Thayer at West Point provided a marvelous backdrop as we made our way from the parking lot up to the hotel.*  
(jpd)



*That is Julie Fenley standing behind the her husband. The rest of the table includes the Donicks, Steve Chisholm, Jean Petryshyn, and Mitch McCullough.*

(joan harmer)

*Bill and Gloria Gelles along with Paula and Mark Lefferts.*

(jpd)







*Nick Soprano and his sister-in-law shared a table with his brother and a couple of others.*

*(jpd)*



*Mr. Spadaro relaxing amongst friends.*

*(jpd)*



*Mr. and Mrs. Bordin were with us as well.*

*(jpd)*





*Parked near the front door, but seeming to belong to a member of the staff, was evidence that the VSCCA would be most welcome. (jpd)*



*Richard Campbell, the current majordomo of the H-Mod Movement, was sharing plans for the 2022 season.*

*(jpd)*



*Jean and Steve smiling as usual.*

*(jpd)*



*Our host and organizer,  
Joan Harmer taking a  
break from official duties  
to enjoy the buffet.*

(jpd)



*The Secretary, Mr. Fenley,  
admiring what appears to  
be a piece of lettuce,  
while his ever genial  
bride, Julie smiles for our  
camera.*

(jpd)



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22

SPORTS CAR



# Edward "Ted" Potter

## 1958 - 2021

Ted Potter was a beloved member of the close-knit Giulietta scuderia at VSCCA events. He was truly a man from another time, and relished the idea of roughing it in a tent or in his van even in the nastiest conditions that the ever mercurial Lime Rock micro-climate could throw at him. His on-track courtesy and speed were a credit to the VSCCA style of gentlemanly competitive driving.

In the rain, he was almost untouchable to the rest of the Alfa group. He chose to run his car with bumpers, window glass, and a full interior; a cut down plastic screen his only concession to efficiency. He was always to be found at the end of the day cracking open a Peroni Beer and eating pretzel sticks in the paddock while regaling his friends with humorous anecdotes and utterly filthy jokes told with a devilish wit. His charm and kindness made him an instantly likeable fellow. His passion for automobiles ran deep, and he amassed a diverse and interesting stable of cars, both Italian and British. His sense of humor and cheerful spirit make his loss all that much harder to accept. He is sorely missed by all who called him a friend and competitor.

I am providing the full text of his official obituary, which was beautifully written and contains more about his life away from the track below.

Bradley Price



(hymn)

Edward Barrie "Ted" Potter, adored husband, father, brother, and friend, died on April 2, 2021 at age 62. Ted was one of a kind and will be deeply missed by everyone who knew him. He was a vibrant man who, with his open-hearted nature and vast repertoire of jokes and stories, made friends everywhere he went-in Italy, where he loved to bicycle; in diners and gas stations





(hymn)

across the country during his epic drives; at the race track behind the wheel of one of his vintage cars; at the beach on Leetes Island where he spent his summers; and in his Ivoryton neighborhood, where he lived for over 34 years.

In 1987, Ted married the love of his life, Lynn Cochrane, and for 34 years, together, they created the most wonderful of families. Ted was a devoted, hands-on father, and loved, cared for, and mentored his children, Clara and Graham, throughout their lives. He taught them how to be self-reliant, funny, and compassionate; to be able to fix motors and explore unfamiliar cities; and to become great cooks. Ted made a mean Bolognese, and he never forgot to throw his tie over his shoulder while at the stove. He was unfailingly generous and always stopped to help a friend or stranger in need.

Ted was born in 1958 in Summit, New Jersey, and grew up in nearby Westfield. His parents, Barrie and Gloria, started their family in England. And though Ted, the youngest of their children was the only American-born, he embraced a very English sensibility throughout his life. Ted's beautiful tenor voice found early expression in Episcopal church choirs. At home, he could be readily located by the sound of a hymn.

After graduating from Rensselaer Polytechnic Institute and Columbia Law School, and practicing in New York City, New Haven, and Hartford, he eventually started his own law practice, Kitchings & Potter, in Old Lyme, CT. He joined with his long-time friend and colleague, Suzanne Kitchings, to create the firm, only recently merging with Shipman & Goodwin, LLP, as he prepared to retire. His career was distinguished by his trusted legal acumen, and his steadfast loyalty and wise counsel to his clients.

Ted was an accomplished fixer of all things and there was not a day when he didn't have a mechanical project in the works. He was an enthusiastic racer of Alfa Romeos (and loved many other vintage cars). He counted the members of the Vintage Sports Car Club of America among his favorite companions at Lime Rock Park. He had a special affinity for his friends and mechanics at Domonick European Car Repair, where he spent untold hours waxing about classic cars, race results, and eating New York deli grinders.





(hyman)

When Ted was around, nobody went hungry. And if you had five minutes to spare, or even if you didn't, he'd regale you with colorful jokes and amusing anecdotes, often in the accent of his parents' homeland. He loved to read and watch movies, and could be counted on for a recommendation or a literary opinion any time it was wanted. There was no subject about which Ted could not speak; he made a superb conversationalist. In addition to his wife and children, he leaves his siblings and their spouses: Sarah Potter (Jonathan Clune), Simon Potter (Pamela), Tony Potter (Iris) and Lucy Potter (Timothy Everett), his brother-in-law, Bill Cochrane (Elif Armbruster) and sister-in-law, Anne Slater (Wayne), and many nieces, nephews, and great nieces and nephews.

*Requiescat in Pace*



**Udayan Daniel Ghose**  
**April 4, 1959 – November 21, 2021**

Daniel Ghose sadly passed away in London after a two year battle with cancer. I was fortunate to be able to see him many times during his illness and he always mentioned how disappointed he was to be missing so many VSCCA friends and events. He introduced me to the VSCCA, sponsored my membership, had his great friend Victor Cromie second my application, and introduced me to numerous friends in the historic car world. Always a vibrant member of the club, he continued to be himself to the last. Perhaps it is fitting then, that the last conversation I had with him was when he called to chat about his latest car news, and to congratulate me on my debut at the Goodwood Revival in September.





*Dan doing one of the things he most enjoyed in the hobby, sharing his enthusiasm with the younger generation. In this case it was his navigator for the 2007 Nutmeg Rally in the Lagonda, Brandon Harmer. (jpd)*

Dan and I enjoyed many adventures together and he generously shared his cars with me. We did a vintage Bentley tour in Maine, took his Dino 246 GT on track during the Cavallino Classic in Palm Beach, drove his 1934 Maserati 4CM Voiturette single seater at Silverstone and did the London to Brighton run together. As we were neighbors in Connecticut, I was also fortunate to be able to drive many of his cars over the years, including his Jaguar D-type and 1934 Aston Martin 2-litre Le Mans, as well as sampling his ex-Brooklands 1936 Lagonda team car, EPE 97, at over 'the ton' on the quiet rural roads of Litchfield County.

A gentleman racer and enthusiast to the last, Dan also self-appointed himself as Godfather to my son Julian – a role which he took on with the vigor and thoroughness that will be familiar to anyone that knew him. He is survived by his daughter Maya, who many of you will know from the numerous VSCCA events that she attended with her father, usually in his 1928 Bentley 4 1/2 or his red 1934 Aston Martin.

His wife Ana Polo, a vintage car collector and daughter of the late Hispano-Suiza expert Emilio Polo, resides in London and plans to hold a memorial service at the Royal Automobile Club in Pall Mall next year.

Simon Aldridge

London, 30th November 2021

Being a little younger in the hobby, it's hard to remember a time pre-Dan. I recall selling cars to and for him in the mid-1990s when the industry was just not as international as it is today and a client from New York buying a big FIAT really was a novelty. From then onwards, I must have seen him dozens of times a year, his interests were far and wide in the hobby, and he was gen-





*Exercising the Lagonda in a couple of different venues. The upper has him at the Hunnewell Hillclimb, while the lower is at Lime Rock Park. We expect he drove the car to each event. (hyman)*



uninely one of the few who participated in almost all of them, be it a cold Brighton Run, or racing at Lime Rock or Laguna. He had boundless enthusiasm for each aspect of motoring and, particularly, I found for research. He seemed to be able to turn up remarkable new information about cars that had been in circulation for years.

We really will miss his energy and passion for the hobby, and he will leave a gap in many grids and rosters around the world.

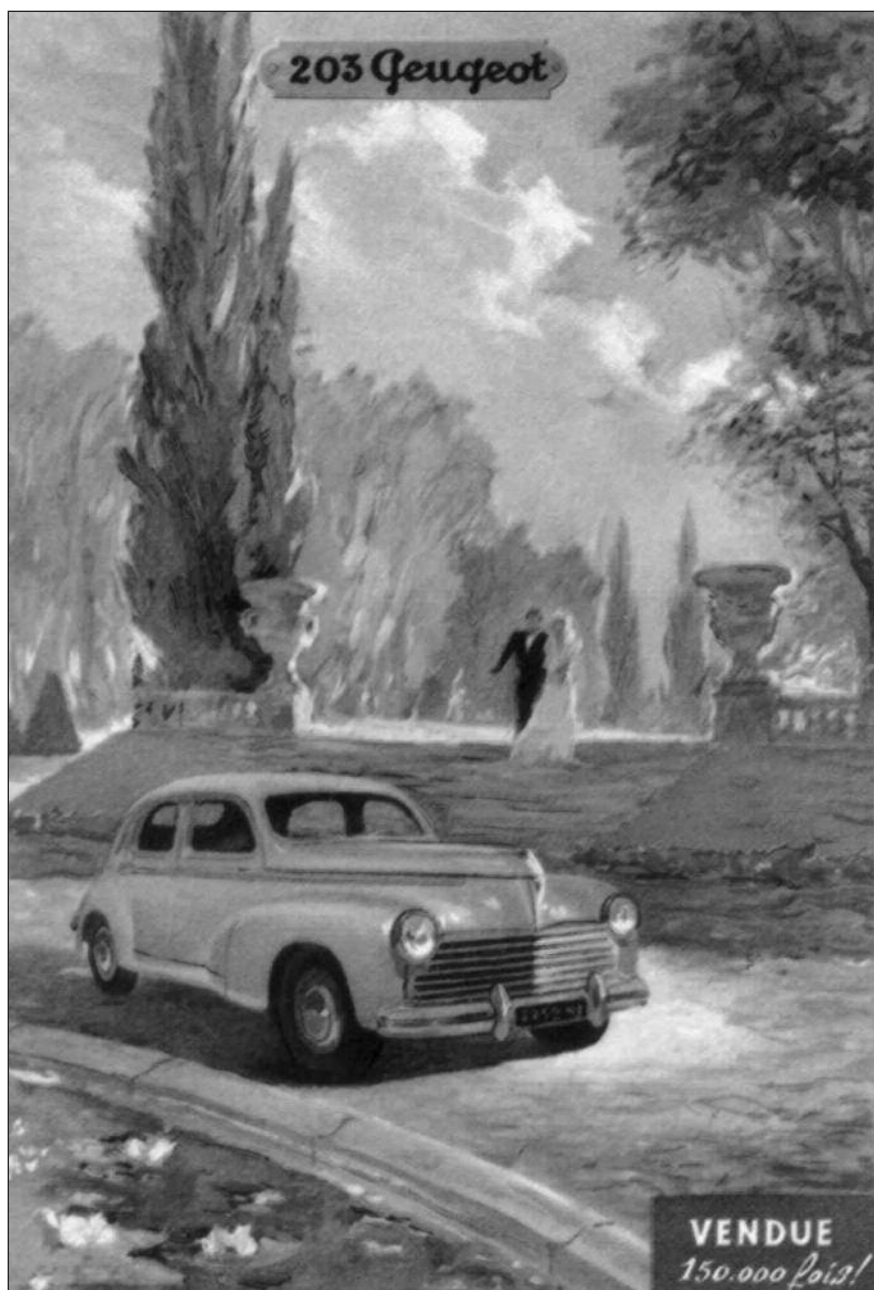
Rupert Banner  
Bonhams, New York

The previous writers have certainly covered Dan well. Still, one might remember his many Nutmeg Rallies in always interesting motorcars. Always good fun and always enthusiastically driven. More importantly, though, one needs reinforce the memory of his generosity. Dan was always delighted to share his toys. He seldom made a run in one of his big prewar tourers without filling it with friends to share the joy. Yrs trly had his first run in a single seat racing Riley, the Barnard Special we seem to think, with a Wilson Preselector gear box and little or no oil pressure. "What if it blows up?" Dan was asked. "It won't," he said, "but if it does we'll fix it. Give it a go!"

And so we did.

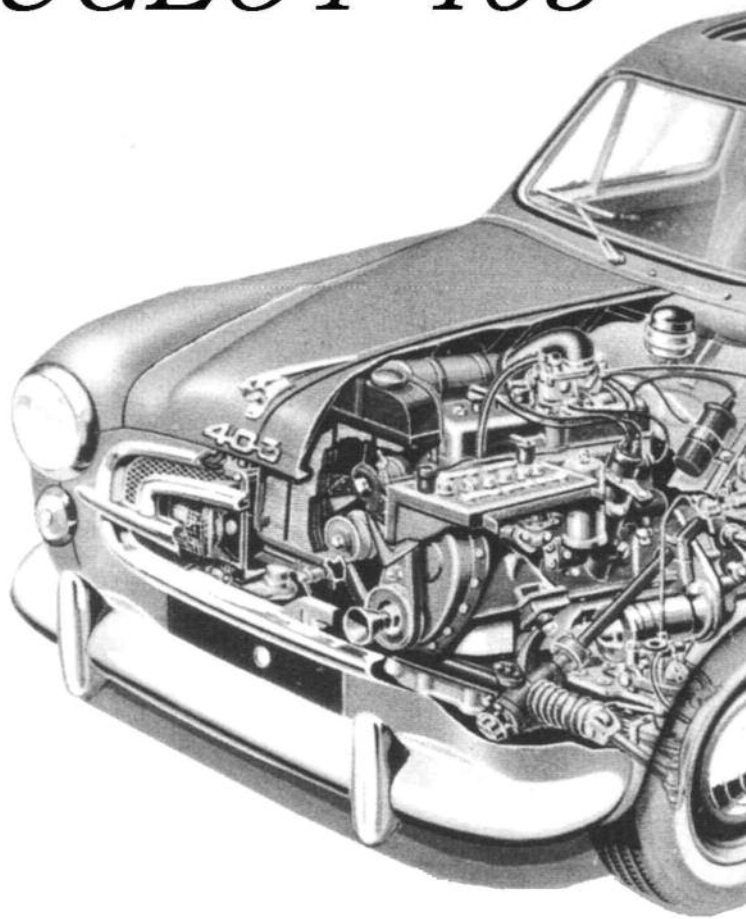
jpd



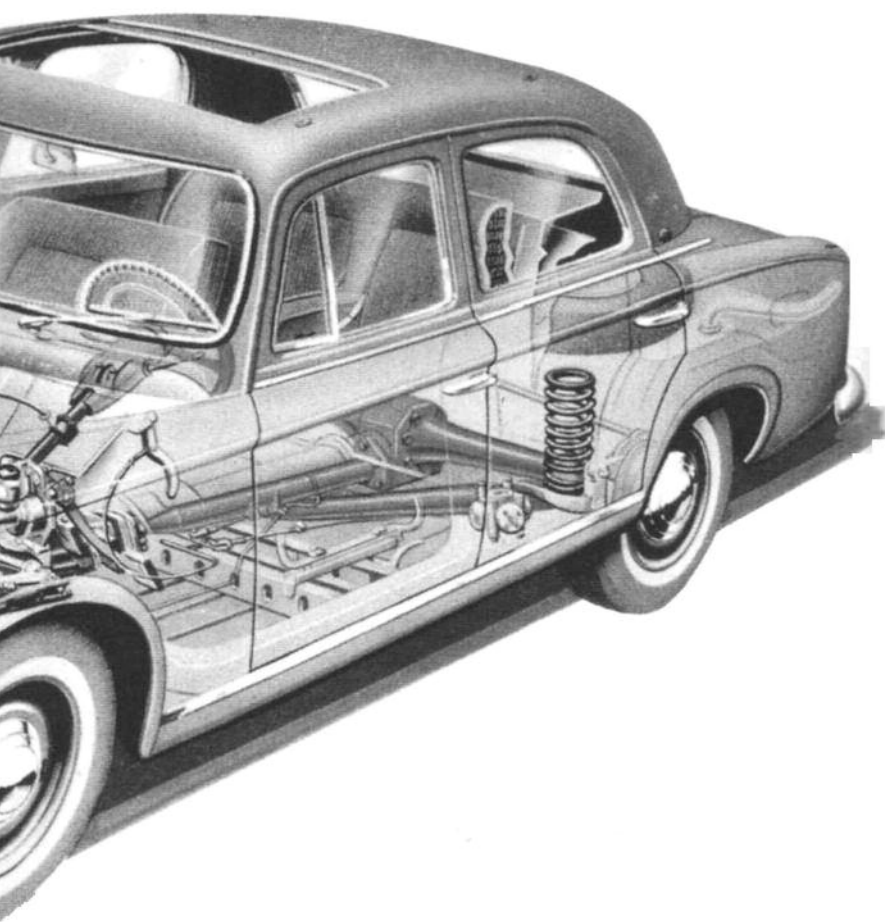




# *PEUGEOT 403*









# MEN, MOTORS and MUSIC

by Fred Willits

*Editor's Note: We thought to share once more some of the artistic and, maybe, inspiring prose from our old friend, the late Fred Willits. He wrote this after the finale in 1979 and captured the essence of what we strive for in the VSCCA. In our experience, even after many years of participation, no writer ever did a better job of capturing the soul of our club. Enjoy!*

jpd

Long years ago a very wise young man suggested to me that education is no more and no less than sharpening one's ability to see inter-disciplinary analogies; to be conscious of relationships between visual and audible beauties, to see a connection, for instance, between architectural and poetic balance.

That observant young man grew in perception, learning and technique to become a superb surgeon, educator, and overly vigorous driver of a TR-3 which kept ending up in Seabrook's New Jersey pea patches and Campbell's Tomato soup fields; happily without undue re arrangement of the' good doctor's physique.

The past week has given some proof of both the Garrison theory and the joys of allowing one's thoughts free rein to draw analogies, however absurd the first step may seem.

Actually it all started back in Shannonville, where, at VARAC's buffet, we had a long and delightful talk with Gerry Gougen, retired first trumpet of the Boston Symphony. Musician, driver, and philosopher, he planted insights which only blossomed last Wednesday when we heard a chamber music concert over Bob Richer's station WNCN.

During intermission someone — Itzhak Perlman, I think — commented that a good chamber music group played chiefly for the delight of themselves and their fellow musicians. The particular work was beautifully done, and though Per/man was obviously the star of the ensemble, clearly he was playing for his colleagues, they for him and for each other. The result was, of course, an experience of great uplift and re-charging for all who heard.

Being a simple minded, highly emotional romantic who chokes up at animal movies and Koshland Award ceremonies, I was strongly led to see the similarity between our brand of motor racing and a chamber music concert. The audience, though greatly welcome in each case, doesn't really count. We play, we maintain our tempo, for ourselves and for the fellows of our ensemble. We have tremendous trust in our brethren to come in on the exact beat, we have an iron determination to enhance and not demean the score on our stand. We know that the driver next to us will not chop us, and we equally will not



bulk him. We all may take our tempo from Malcolm's flags, but each of us is playing his or her own instrument in accordance with his or her unique skills and lacks. We have a great will to give and to receive support, and when the piece, or the race is done, we feel a great sense of fulfillment and joy.

In a concerto there is no winner, and in a VSCCA recital no trophy except the supreme reward of joy in having answered a strong, clear "YES!" to a particular call. So it was at this season's finale at Lime Hock.

Many of us felt a deep consciousness of the aesthetics — (and mark the definition of the word as "received by the senses; the appreciation or perception of the beautiful;") — of our brand of reasonably rapid travel. Perhaps even more important, we experienced a resurgence of old-time bonhomie, — (what would one expect from the driver of a French machine?) — and honest fondness for men of goodwill, women of charm, children of manners, and companions who ask little and give much; qualities often missing from some of our higher pressure meets.

Those of us who are fortunate enough to have been in the orchestra salute and thank the selfless souls who, by manning flag stations, tech-ing cars, organizing and whatever through an Arctic day, gave us the chance to ploy our instruments of joy and excitement Without all of them we would stand motionless and mute. With their gifts to us we can be momentary heroes of our own conceiving. Our applause is for them.







*Rich Campbell's Voigt/Crosley H-Bomb making good speed.*

*(d.smith)*

## VSCCA Fall Finale Lime Rock Park Oct. 1 – 2, 2021

There is something special about fall in New England and this was a perfect early fall weekend at Lime Rock Park in Northwest Connecticut. Great weather, great cars and lots of time to chat with old friends made for a memorable weekend.

This last track event of the Vintage Sports Car Club of America's year is always low key with plenty of track time and fun dicing with great cars with just bragging rights at stake. There's no timing but that really doesn't matter when you are out to have spirited fun.

Overall, a healthy turn out of some 70 plus cars demonstrated that the VSCCA has emerged from the pandemic as strong as ever.

The emphasis for the Fall Finale was again on pre-war cars and this year the pre-war entries were down from previous years, but some truly remarkable and historic cars were on hand.

Perhaps the most interesting car was a 1915 Duesenberg board track car in the hands of restorer and caretaker David Greenlees who normally races a Volvo P1800. With a long boat tail this Duesenberg is a veteran of the 1916



Indy 500 and numerous high banked speedways around the country driven by Jimmy Benedict. Wilbur D'Alene drove the car to second in the '16 Indy race. Current owner Joe Freeman had the unique four-cylinder 300 cubic inch walking beam engine rebuilt after he purchased the car in 1994. The overhead valves are activated by 2-foot-long rocker arms giving the engine the "walking beam" moniker. Greenlees made good time around the 1.5-mile Lime Rock track even though the car only has mechanical rear brakes. David is a brave man.

Another fascinating pre-war entrant was Pittsburgh's Alan Patterson's 1934 Lagonda Rapier. Originally a touring car this Rapier was rebuilt for racing. It has been raced in some of the most important vintage events including Monterey and Pittsburgh. The 4-cylinder engine is mated to a pre-selector gear box. The engine was actually manufactured by Coventry Climax to a design by Lagonda with a limited production before the company failed.



*Mrs. O'Day patting her husband on the shoulder after a stirring drive.*  
(hyman)

There were also some well-known cars with new owners at the wheel. VSCCA's Activities Chair Mark O'Day arrived having just purchased Frank Mount's wonderful 1939 MG TB known as "Babe." Not on the grid but cruising the paddock was Santo Spadaro and the legendary "Candy" Poole's famous 1952 PBX H-mod special he plans to race next year. This Coventry Climax engined special, although it began life with a Crosley engine, is a departure from Spadaro's love of Italian machinery and his leadership of the Alfa community in the club. The VSCCA is beginning to build a strong grid of H-mod race cars thanks to the efforts of H-mod enthusiast Richard Campbell.

Event chairs Roger Morse and Lynn Arnold were backed up at the track during the weekend by a hard working and enthusiastic Whit Smith. During Friday and Saturday, the vintage group shares the track with the Lime Rock Driver's Club. The VSCCA alternates every hour so each of the three race





*A pair of Morgans leading one of the Alfas into the left hander. Considering the number of Alfas present, one assumes the Moggie boys had their hands full. (d.smith)*



*Coming into the uphill, Bill Gelles has a mirror full of Alfas. (d.smith)*



*We're not sure  
we've seen Erik  
Thomas' MGA  
before. Was this  
it's first outing  
with us or should  
we have been  
paying more  
attention?*

*(hyman)*



*Shawn Henderson  
appears to be  
delighted to be  
back amongst us  
in his old Moggie  
with the tartan  
upholstery.*

*(hyman)*

*Stu Forer going  
smoothly in the  
Turner - - as  
usual.*

*(hyman)*







*Feingold's lovely yellow Alfa exiting Big Bend smoothly.*

*(hyman)*



*Ben Bragg motoring toward the false grid.*

*(hyman)*



*Long time stalwart Tom Ellsworth has spent years learning to get the best out of the old Ford-Amilcar.*

*(hyman)*





*In years of observing him, we don't believe we have ever seen Andy Greenberg put a wheel wrong at the helm of the Aston.*  
 (hyman)



*A pleasant addition to the circus, David Greenlees brought out Joe Freeman's 16 Valve Duesenberg of 1915.*  
 (hyman)





*That is John Goodman's Alfa SZ following what we think is Sandy McNeil's similar mount.* (d.smith)



*That's either JR or Josh Mitchell leading Sroka's Autodynamics FV.* (d.smith)



*Cotter maintaining  
the inside line  
through Big Bend,  
while Kevin Clemens  
hopes to get around  
on the outside in the  
JABRO. We suspect  
that was not to be.  
(d.smith)*



*Greenlees in the Duesey  
coming up on Patterson's  
Lagonda Rapier Special.*

*(d.smith)*



*Sandy McNeil's SZ Alfa leading Paul Glynn's Spider Veloce.*

*(hyman)*



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groups has some 20-minutes of the track during the hour. The event chairs decided on three groups for this weekend based on lap times which led to a unique mix of production cars, sports racers and open wheeled formula machines.

The Pre-War grid included a number of post war production cars, mostly MGs, as well as some H-mod specials. The diminutive 750cc specials of Richard Campbell and Kevin Clemens scurrying around the Duesenberg and Lagonda made a real contrast. This field had some of the best racing of the weekend with Ben Bragg in his 1935 Old Gray Mare Special battling with Rick McCurdy in his 1957 Triumph TR3. With the constant lead changes, it is tough to say who actually won. Bragg's OGM has quite a story having originally been built to race with ARCA, the pre-war precursor to the SCCA, in



*Another shot of Greenberg's Aston demonstrating a perfect line through Big Bend. (d.smith)*

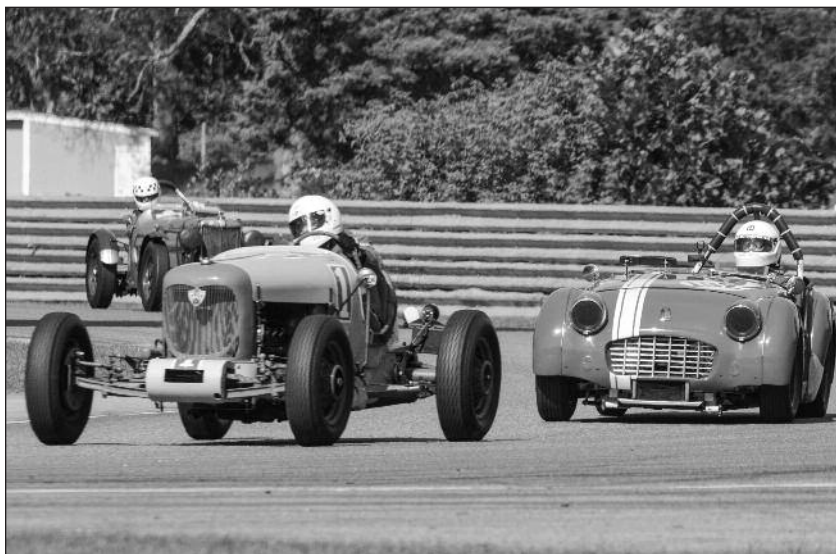
the 1930s. Cobbled together with a Whippet chassis, parts from a Bugatti Brescia a Ford drive train and a modified Ford V8 Flathead engine the OGM really is special. Bragg drives this museum piece with verve and gusto to be consistently one of the fastest Pre-War machines. In addition to the OGM, O'Day's MG TB, David Greenlees's Duesenberg and Patterson's Lagonda, this group included a number of interesting contestants such as Tom Cotter's 1952 Cunningham Vignale Coupe with Chrysler Hemi engine, one of Cotter's bard finds, Tom Ellsworth's 1935 Ford Amilcar Special, and Lou Timolat's 1950 Watson Indy 500 Special. Lots of MGs filled out the field and along with a surprising number of "bug eye" Sprites which have been rare in past events.

Group 1 included a wide variety of production cars popular in the VSCCA such as Alfás, Morgans and MGs. Andy Greenberg and his immaculate 1963 Aston Martin DB4GT seemed to have the measure of the field but faced challenges from Joe Fuller's 1958 Morgan Plus 4 and Stu Forer's quick 1959 Turner 950S. There were 2 other Morgans on the grid with Shaun





*A very busy scrum making their way into the first turn. those tire tracks in the foreground might suggest someone a bit earlier had missed their apex considerably.*  
(d.smith)



*Bragg and McCurdy going at it hammer and tongs.*  
(d.smith)



Henderson's and Richard Odgers' Plus 4s. Special mention should go to Kobus Reyneke and his beautiful 1968 Porsche SWB 912, a car relatively new to the VSCCA as the club continues to expand the list of eligible cars.

Group 2 held the quicker cars including sports racers and formula juniors. Tom Donatelli and his 1964 Ginetta G4 lead most of the sessions for this group. A number of the Alfa's were also quick, Deb Abraham, John Feng, Paul Glynn, Jon Goodman, Todd Hill and Steve Lehrman, just to mention a few racers, all ran well. Lotus was well represented by JR Mitchell, Joe Buzzetta and Jim Bok, Lotus 18 Fjr, Lotus 23B and Lotus 7 respectively. The Formula Junior field, in addition to JR. included Bill Gelles' 1959 Stanguellini, Mitch Eitel's 1959 OSCA FJ and Larry McKenna's 1959 Stanguellini. A special sight on the track were the two extremely rare Alfa Romeo Giuletta Sprint Zagatos of Sandra McNeil and Jon Goodman. One of the pleasures of a VSCCA event is seeing such valuable and beautiful collector cars being actively raced with verve.

As the paddock began to empty of happy but tired drivers headed home Chief Steward Bob Melhado and Even Chair Whit Smith decided to end a great weekend with an all-comers race followed by course worker's annual pumpkin decorating contest.

All in all, it was a special weekend with special people, special cars and near perfect weather.

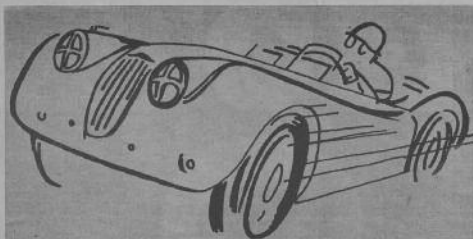
dow smith





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

The following comes from Kobus Reyneke:

I have been on the hunt for a pre-war car to run at Castle Hill, etc. This is what followed me home in my trailer yesterday. Morgan F-4. It has been sitting for quite a while but I already got it started this morning. I am following Stefan Vapaa's lead on his three-wheeler and making sure it is just as good for picnics as it is for hillclimbs. Two Morgans! My MGTD is getting jealous!



*In our last issue we reported that our friend, Marc Cendron, had acquired an AC Ace. We got that part right but the source mentioned wasn't. We let him pick up the tale below and clarify the record. ....jpg*

Jim,

Thank you for including my prose in the latest VSCCA newsletter, which is without a doubt, another "Tour de Force" on your part.

I wanted to clarify the issue of my acquiring an AC-Ace. Indeed I have. Not from Tom Ellsworth, but rather with the help of Tom.

Let me explain: many years ago around 1960, Tom and his good friend Dick Waite both bought AC-Aces from a dealer in New Hampshire.

Dick's was the only AC-Ace painted yellow with black trim. He planned to race it, switched engines and ran into some clutch issues. The car was relegated to Dick's shed/garage where it awaited repair. That was in the 1980's.





About three years ago, Tom Ellsworth told me about the car and encouraged me to acquire it from Dick who was ailing. After several visits to the shed, and many consultations with Tom, Dick and I came to an arrangement. With the help of Donald Koleman, the car was extracted and is now in the process of being restored and its original engine has been rebuilt. Not a straight forward process by any stretch of the imagination.

I had hoped that I could take Dick for a ride in his cherished AC-Ace but sadly that was not to be as Dick went to the great race track in the sky too early.

The hope is that the AC-Ace may join its cousin, the 1957 Tojeiro Sports Racer in the spring. After all, their chassis were created by the same guy, John Tojeiro.

I am happy to provide any further details about the AC-Ace.

Hoping that you and your family are well. Please accept all my best wishes for 2022.



*Marc continued a few days later. . . .*

A few more details about Dick Waite's AC-Ace. He was the sole owner and having purchased the car on 8/25/1959. He traded it for an Alfa roadster. The only





accessories were heater/defroster and bumper. The car now has a whopping 28,000 miles on the odometer. It is a pure and as unmolested as one would wish. The interesting detail is that the engine that Dick put in was the engine from AE90 bought in England and raced at Sebring in 1956 by JH (Hap) Dressel coming in 14th. I wanted to put the original engine back into the car so took the grafted Sebring engine out. But the original numbers-matching engine was in bits and pieces and the rebuild has been a lengthy process.

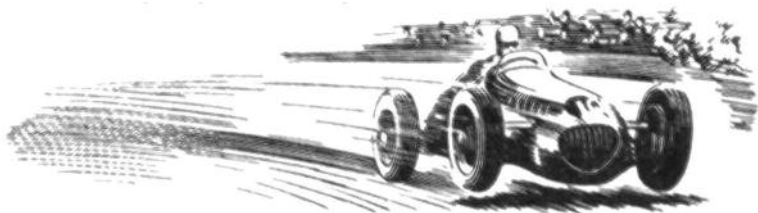
I am having the body repainted in the original color of light yellow, having found the original color well preserved under the door latch. Dick had the car repainted after a minor shunt. Sadly the car lingered in his shed for over thirty years. Dick had a few “ongoing projects”. He was a rather fascinating character with many varied interests.

Fortunately the car survived rather nicely and provided shelter for mice and squirrels. When we started the engine, a few acorns flew out (I have the video). He also provided me with all the original documents that go with the car. A nice file to have.

Let me know if you have any other specific questions.

Off to France in early March for my annual ski trip and then Goodwood Members Meeting in April.

*We can't wait to see it! jpd*





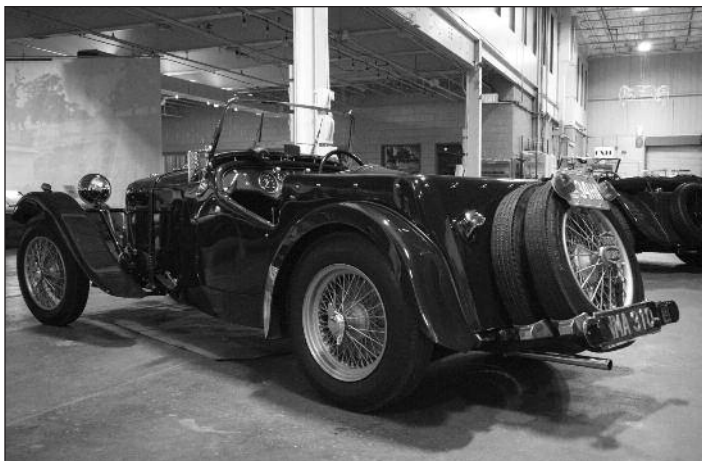
Mark Lefferts shared the following old photo. "It's from the VSCCA Drivers school 1979. Tom and Kita Melahn had just purchased a Volpini Fjr for Kita to use in the VSCCA events. Tom, of course, had his trusty HRG. We prepped the car at my parents' shop and Kita attended our drivers school. This photo shows my father in his Type 37 Bugatti leading Kita around for one of her first sessions as one of her instructors. Dave Van Schaick is shown in his Bugatti Type 44."



The Secretary, Mr. Fenley, recently displayed his ex-Gary Ford HRG 1500 at the Simeone Collection's Best of British show. Scott's HRG (we believe it had been named "Green." is only one serial number away from the editorial HRG, "Samantha," and we are hoping to have the two of them together for an event before too very long.







We note with pleasure that VSCCA Drivers continue to acquit themselves honorably across the range of motorsports activities.. The recent NASA Willow Springs Three and a half hour enduro saw VSCCA stalwart Mike Donick and the team finishing first in class. There were about 55 cars entered and the class in question had thirty of them in it. The team had an "off" in practice and didn't manage a qualifying time. The entire period being taken up with repairing the car to make the start. As a result they started dead last when the green flag fell. Three and a half hours later they wheeled it 'cross the finish line fifth over all and first in class. Not too bad for a driver that got his start in an Allard at the VSCCA drivers school.

We understand the entire team was all but exhausted by the end. We don't blame them.





# VINTY

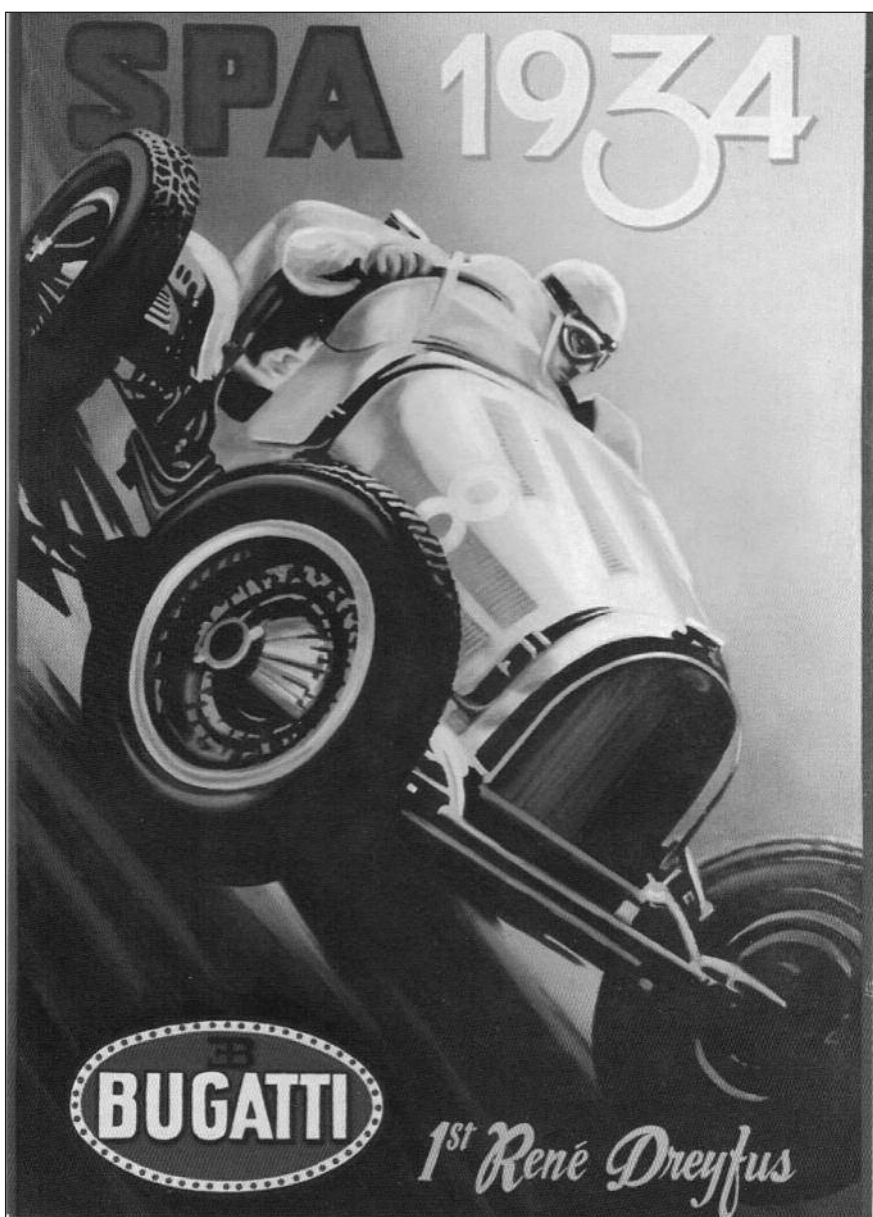
by Storch



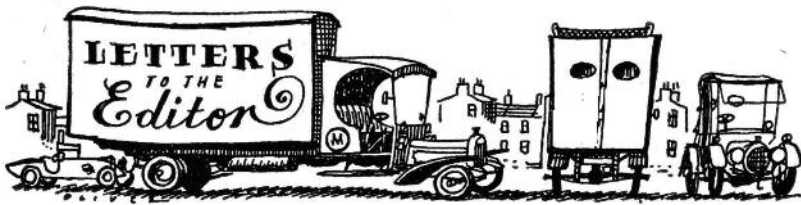
**"I haven't had so much fun since I  
cleaned the oven."**

10-90









*Happy New Year Jim:*

*I hope you and your family are well, we are hanging in there and coping with the times. I was cleaning out various photo folders and came across this shot which reminded me of a post you had made about driving one of these when you lived in France. Well, we have one on our midst, it belong to VSCCA member Jerry Roth of Cornwall and he has owned it for about a year. He is doing a cosmetic refurbishment on it and it should be roadworthy this coming spring. Hopefully he will bring it to one of our events, he usually shows something from his stable at the Concours. Slow progress on the Fedorini, too many interests and it is so cozy reading by the fire. See you in the spring.*

*Cheers,*

*Sergei Fedorjaczenco*



*Dear Jim,*

*A shuffling of papers revealed a "note to self" regarding Number Two 2021, "Vintage Sports Car."*

*First, to congratulate you for correctly referencing the National Register of Historic Places, rather than common, mistaken, variations (National Registry of Historical Buildings, etc.).*

*Second, although not in current use as a race venue, the original Watkins Glen road course is also on the NRHP. I can say this with some certainty hav-*



*ing been the author of said nomination while employed by the NYS Historic Preservation Office (aka, SHPO). I am please to learn the CTSHPO has done its duty.*

*Best regards,  
Jim Warren*



*Hello Jim,*

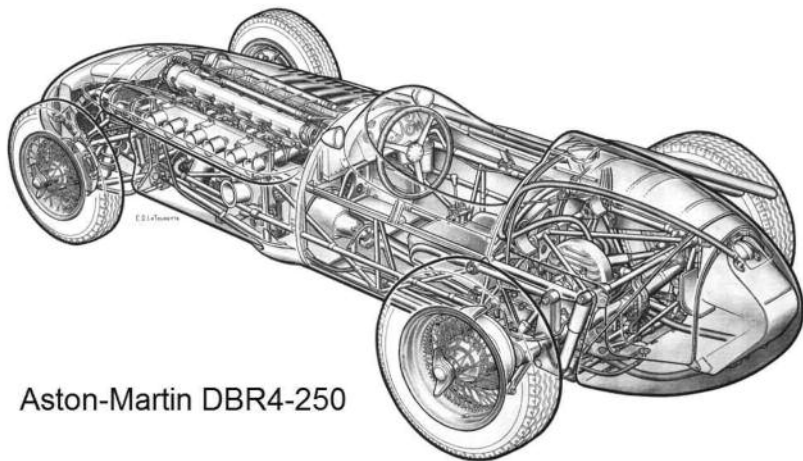
*Yet another issue strikes my fancy!*

*I was thrilled to see the cutaway of the DBR4-250 in your latest issue. There's a story behind this.*

*I don't recall how, but we got quite a few good pictures of the car with its skin off. Maybe Jesse Alexander? Anyway, we sent them all to Clarence LaTourette and he turned out this wonderful illustration. Later we heard indirectly from Aston Martin...they were amazed that we had a cutaway by an artist who hadn't seen the car! They were used to the British artists climbing all over the machinery. Clarence, a Lockheed illustrator by profession, was a treasured asset.*

*Too bad the car didn't make more of an impression...*

*All my very best as always,  
Karl Ludvigsen*



**Aston-Martin DBR4-250**



Dear Jim:

I just finished "Subduing of Toad" in the latest magazine.. My husband said he never read Wind in the Willows. What kind of cheap education wouldn't include Toad and Ratty? I quickly ordered him a nice hardcover copy on Amazon. Thanks for the memory.

best,

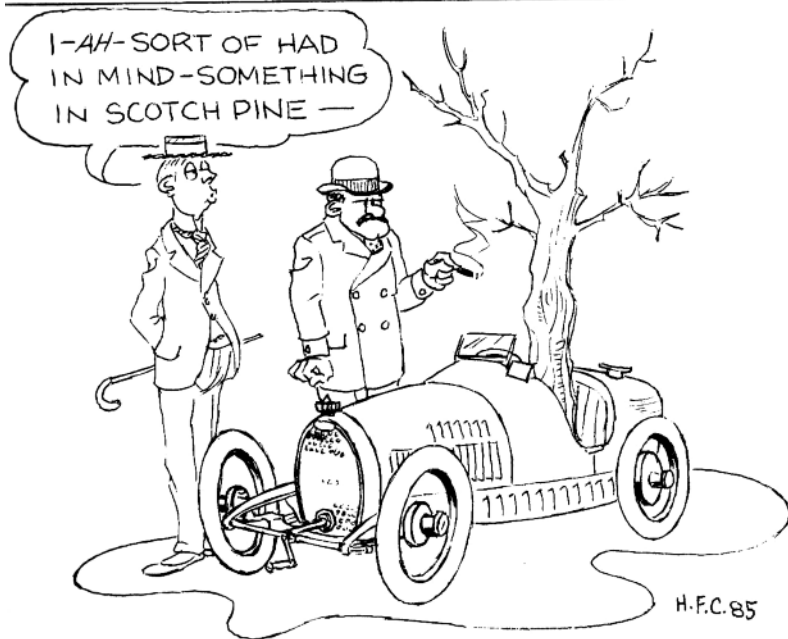
Sue Salzburg



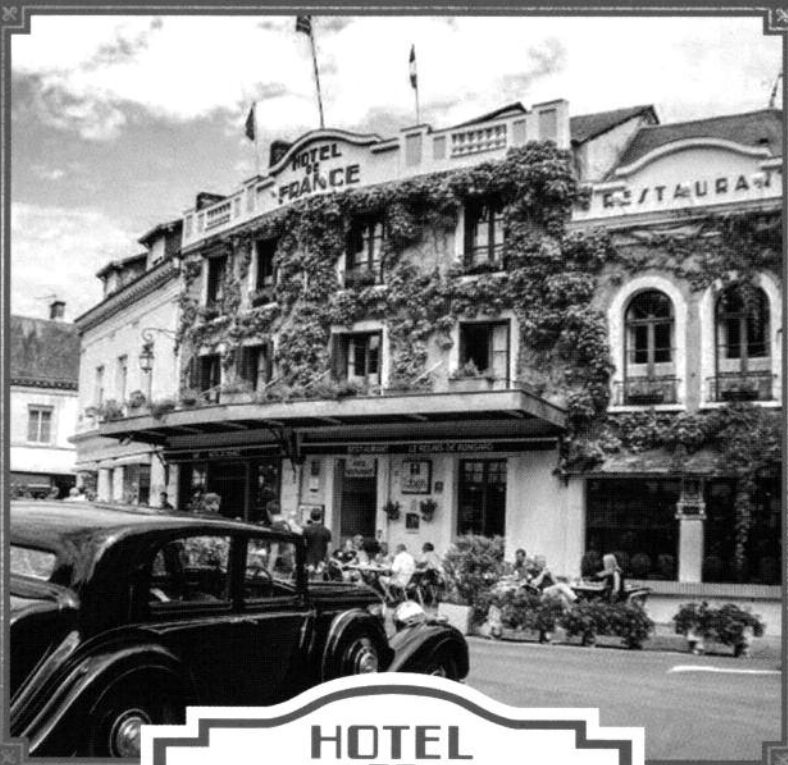
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NEW YORK TIMES AD: Bugatti—single cedar.

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## **FOR SALE:**

### **Some VSCCA History on Four Wheels**

#### **1951 Emeryson F3**

Restored and raced by Jerry Greaves, when Vice President of VSCCA.

Jerry personally restored this rare car to the specs as he had raced it, in this picture from 1962. Believed to be #004 of 7, or 8, made.

Front wheel drive, 500cc JAP 4B speedway w/ exposed hairpin valve springs. (therefore a “true car engine” according to Jerry).

Norton dolls head gearbox. Jaeger Chronometric Tach

Imron green paint, matched to original color layer found on bodywork.

Excellent condition. Performed beautifully at LRP and PVGP.

Perhaps the only Emeryson f3 in the usa.

Recently appraised at \$40,000. Asking \$35,000

#### **1954 Kieft F3**

ex Jerry Greaves & Mark Lefferts.

Believed to be Don Parker's Parker-Kieft.

500cc 84s Jap, Norton amc gearbox, Dunlop magnesium wheels. New paint.

Smiths chronometric Tach. Amal carb. 2 additional engines for rebuild.

\$32,000.00

#### **1954 Cooper Mk8 F3**

ex Jerry Greaves and campaigned by Denis McKenna, Norton amc gearbox, new paint, brakes & tires. Ready for engine install.

\$14,000 no engine, or \$24,000.00 with Norton Manx.

#### **1954 Lotus Mk6**

ex Jerry Greaves

chassis #25 of 110 in first production run. Includes 2 engines rebuilt by Jerry:

E93 Aquaplane head, 100E with Elva overhead valve conversion. Ready for engine install.

\$27,000.00

These cars are located in Newtown, CT

Contact: Mark O'Brien (757) 769-3185 mark.obrien@snet.net



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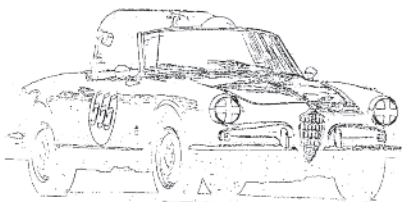
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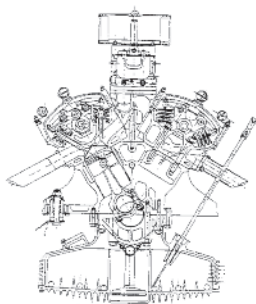
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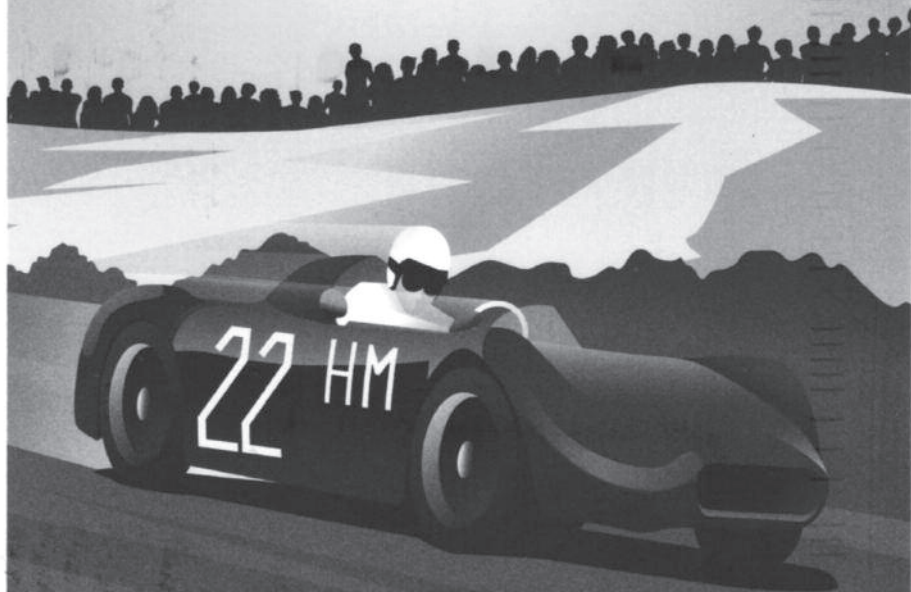
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