

VINTAGE SPORTS CAR



NUMBER THREE 2022

VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

39 Woodland Drive • New Britain, PA 18901

Membership inquiries to the above address



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1905 – 1995

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VINTAGE SPORTS CAR



The VSCCA's newest Honorary Member was announced this spring. Robert Richer, a former president of the club has graciously

accepted the honor. Our cover shot shows him at the wheel of his Frazer Nash Le Mans Replica at the Cloudbank Hillclimb in 1957. Story on page 10.

(photo from Richer Collection)

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Editor:

J.P. Donick

28 Traver Road

Pleasant Valley, New York 12569 U.S.A.

Deputy Editor:

Jim Nichol

25 Crumwold Pl.

Hyde Park, NY 12538

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Our last issue noted the loss of members very influential in the club's development. While this issue also has too many obituaries, we are delighted to focus on a man who has been involved with the VSCCA almost since its inception and who continues that enthusiasm today.

The VSCCA has not named a lot of Honorary Members. We focus generally on the cars and a little less on the exploits of their owners. Honorary Membership has primarily been reserved for those whose enthusiasm for vintage motoring has been coupled with a dedication to our club or to sharing their motoring accomplishments and their enthusiasm with others. Robert Richer is a motoring enthusiast's motoring enthusiast. He's also a dear friend.

In this issue we also recall a few men, recently passed away, who shared their own passion amongst us and who are already sorely missed.

On a happier note we visit several of our 2022 motoring events and tell the stories of the latest men and women who are making their own contributions to our history. One of our newer members relates his introduction in the letters section.

We have been blessed with leaders and with members in the VSCCA, who have shared a common passion and a delight in each other's company.

We give thanks that this continues today.

Enjoy!
jpd



Scaife showing a clean pair of heels to one of the Alfas.

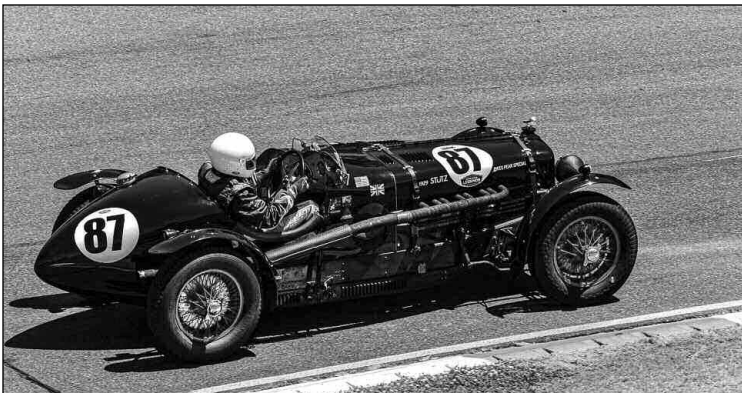
(hyman)

Thompson Vintage Motorsports Festival #9 **June 24-25, 2022**

Three major vintage racing organizations in the Northeast returned to the village of Thompson in the Northeast corner of Connecticut in late June to Thompson Speedway Motorsport Park. The VSCCA was joined by the Vintage Racer Group (VRG), and the Historic Racing Group (HRG) to combine for the 9th Annual Vintage Motorsports Festival.

An historic circuit, Thompson dates to the building of a paved oval before World War II, a first such track perhaps in the nation and certainly on the east coast. After the war, the SCCA started using the Thompson oval for time trials.

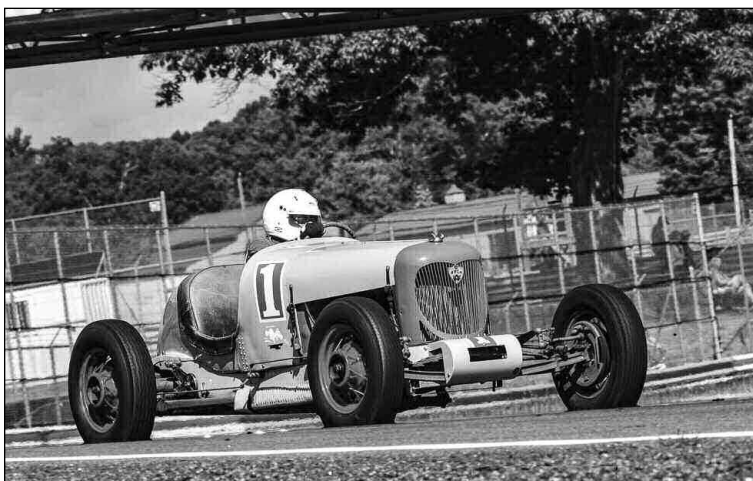
George Weaver was one of the founders of the SCCA and a legendary driver. He was also an early member of VSCCA. Weavers racing exploits are well known amongst historians. He can be credited with the founding of the Mount Equinox Hillclimb.



Holman's Stutz never fails to impress.

(hyman)

He also raced at events like the earliest Watkins Glen street races in his Maserati. Actually, in the fifties there wasn't likely a major sportscar race anywhere in USA where George Weaver didn't compete in something. When Weaver became manager of the Thompson track, he constructed a road course on the property. All of the VSCCA's earliest track events took place at the original Thompson road racing circuit. This course underwent several iterations until road racing ended at Thompson in the 1978. The current circuit is quite different from the one that was retired in '78. One of Weaver's old race cars, the Old Grey Mare Special was on hand this weekend driven, with his usual enthusiasm, by Ben Bragg.



Bragg at work in the Old Grey Mare.

(hyman)

A totally new, road course using part of the oval was completed in 2014 and opened with the Vintage Motorsports Festival. This event has since worked at becoming a major feature for vintage racing in the New England.

This year's event got off to a worrisome start when the VRG's Event Chair, Mark Gunsalus and his Shelby GT350, were involved in a serious crash while testing on the Thursday. Gunsalus credits the car's safety systems and his protective equipment with saving his life. He also says practicing emergency exit procedures made a big difference. He is now recovering from his injuries, broken ankles and four broken ribs. His advice to fellow racers is make safety a priority and don't spare the expense, exceed the safety rules with your equipment and practice self-exit strategies. He credits corner workers with helping get him away from a burning car.



Two healthy relics of the prewar ARCA days sharing the paddock between runs - Bragg's "Old Grey Mare" and Leith's "Scrambling Egg." Both are Ford-powered and - if they could talk - could share stories of motoring glories all-but-unmatched.
(hyman)



Truly a sight for sore eyes. Barry Prehodka back at the wheel of his Turner after a twenty-plus year vacation. It doesn't look like he's lost a bit of his skill or enthusiasm.
(hyman)



This old Allard K1 belonged to Pete McManus for a very long time. He bought it in the UK and raced it there to great effect when he was posted to England by his employer. That was easily twenty-five or thirty years ago. Now back out again with a new owner, it was running well and warmed the cockles of our heart.

(hyman)



Nial McCabe is becoming pretty proficient with the little Austin Tin-top. It goes well and it looks suitably "vintage." Perhaps we should also include the word "eccentric" -- a perfect fit for the Vintage Sports Car Club of America.

(hyman)



*Ben about to take his bride
for a ride around the pad-
dock.*

(hyman)



(c) AutoPhotos 2022 ed hyman

Filangeri's MG is always a contender for the lead.

(hyman)



*Eric Thomas' FV
Formcar running
reliably.*

(hyman)



Campbell pedaling as fast as he can in his favourite H-bomb.

(hyman)



Not seen for awhile amongst us, Alex Saidel's Jomar looking very purposeful. (hyman)



*Carol Bragg looking comfortable after a run with Ben in the Old Grey Mare, while her husband accepts congratulations and good wishes from a passerby.
(hyman)*

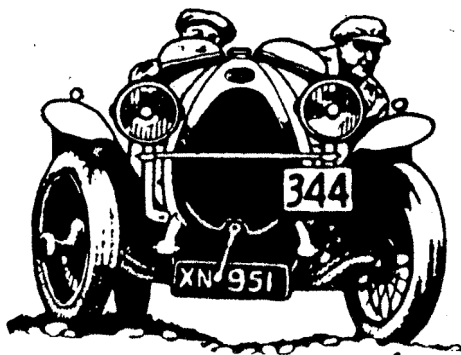
There were six race groups with two for VSCCA entrants and four for VRG and HRG.

VSCCA Event Chair Steve Morici created two VSCCA race groups. The “Dave Belden Trophy” for production and sports cars under 2 liters made up the weekend's Group 5 and open wheel cars like Formula Juniors and historic Formula Vs competed for the “Vanderbilt Challenge” in Group 6.

Between the three clubs there were more than 100 entries including some special and historic cars like Malcolm Rutherford's Rutherford Special, Alex Saidel's Jomar MK II and the Sabel Special of Chris Turner.

With great weather the weekend ended on a high note and everyone is looking forward to the 10th Thompson Vintage Motorsports Festival next year and once again celebrating great race cars from the past.

dow smith



Newest Honorary Member: Robert Richer

The Board has named former VSCCA president, Robert Richer an honorary member of the club.

Robert has been an enthusiast from a young age. To this day he remains an enthusiast to his very finger tips.

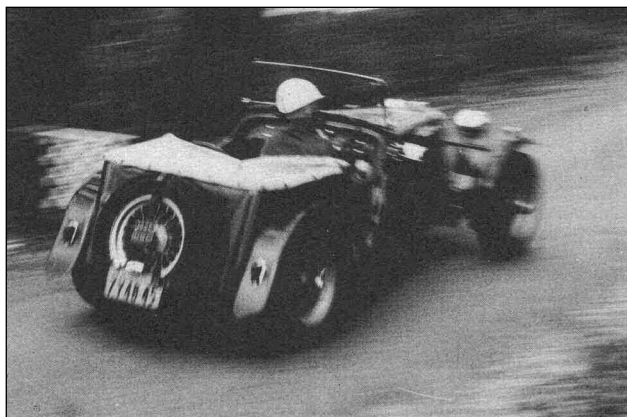
While getting into his career in the media world, Richer initially worked as a mechanic at John Fitch's sports car garage in White Plains, New York, Shamrock Motors. He was exposed to any number of interesting wee beasts there, including the Coby Whitmore Fitch-Whitmore Special. Soon, visiting the New York Auto Show, he stumbled across the HRG display. That would have been only one car and a table for the US distributor, Jack Wherry, from out in Iowa. Wherry was a hotel owner in Maquoketa, Iowa, who also owned International Motors and was himself a sports car racer. To hear Richer tell the story, I took one look and said to myself "I want one of those." A mildly shocked Wherry was happy to sit him down and fill out the paperwork while accepting a down payment. The order was duly placed and Richer awaited the arrival of his dream. He won't tell us how much time he spent on the New York waterfront looking out to sea in hopes of seeing an appropriate freighter coming up over the horizon.



In the HRG's earliest race, Richer is making some speed at Thompson and about to blow by a VW.

(tom burnside)

Sooner or later, though, the HRG arrived. It came on a ship called the "American Harvester." As one would expect, the HRG was stowed below decks. Someplace above it was a large shipment of poppy seeds making the crossing on the same ship. Poppy seeds are, as most folks know, pretty tiny and they can work their way out of burlap or jute sacking (*remember, this was the early fifties and there was precious little plastic packaging*) A fair num-



Representing the classic car faction, Bob Richer's HRG wasn't the fastest but it sounded the best!

From the program of the second Cloudbank Hillclimb, we found Richer's escapade from the previous year's running to have been immortalized.

(cloudbank)

ber of the poppy seeds ended up on and in the HRG. That's no big deal one might think - BUT oceangoing ships are often kind of damp. By the time Richer took delivery of the HRG at the port of New York the seeds had germinated. This lovely little sporting car had become a rolling poppy farm. One can't make this stuff up.

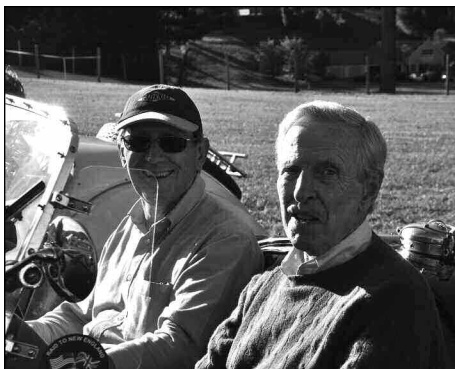
The Richer HRG was soon relieved of its agricultural responsibilities with a thorough cleaning. Robert took it into competition as soon as he could. By '53 he had made his debut at one of the earliest Thompson races and was photographed passing a Volkswagen on the inside of one of the sweeping corners. He professes to have enjoyed the outing and, as importantly, he didn't seem to have hit anything. His racing career would continue for much of the next thirty years.

Richer drove the HRG in a number of events up and down the east coast as well as making an epic run to Sebring in it. That story was told in these pages in Issue 2 of 2020.

By the mid-fifties he had also acquired a Fraser Nash LeMans Rep and he ran the two cars for awhile, though often worried about how to afford both at the same time. The HRG finally was sold to John Weitz, who found it underpowered after his long Allard experience. Richer settled on the Frash and used it with enthusiasm.



At the wheel of the editor's HRG at the Hershey Hillclimb in 2019.
(hyman)



In the Frazer Nash with the current owner, James Trigwell, at Lime Rock Park in 2013 when the Frazer Nash folks made a tour of USA with their cars.
(jpd)



On the track at Lime Rock in 2013 with Trigwell.
(jpd)



With the editor in the latter's HRG at Hershey in 2019.
(hyman)



A memorable run.

(tom burnside)

It was the Frazer Nash that Robert was running when he joined the VSCCA in the early sixties and his exploits in it were well documented in the pages of **Vintage Sports Car**. One particular match race between him and Bill Leith was particularly noted at the time. Richer was in the Frash and Leith in a T-35 Bugatti. The race was decidedly photogenic, we expect, but the match up wasn't quite as even as they might have liked. Richer won. He took the car to Watkins Glen and to Mosport with the VSCCA as well as running it at Thompson and Lime Rock Park. He drove it to most of the events. The Fraser Nash finally went to England and has been in the same family now for over twenty years. Robert was reunited with it a Lime Rock park a few years ago when the Fraser Nash Club made their tour of the USA. Richer did a number of spirited laps of Lime Rock in it with the current owner at his side. It was clear he hadn't forgotten anything about motoring quickly in a Fraser Nash LeMans Rep.

In 1975 Robert was elected president of the VSCCA and served a term for one year. He has continued as an active supporter of the club up to the present day. The Board is delighted to name him to our list of honorary members and even more delighted that he has accepted.

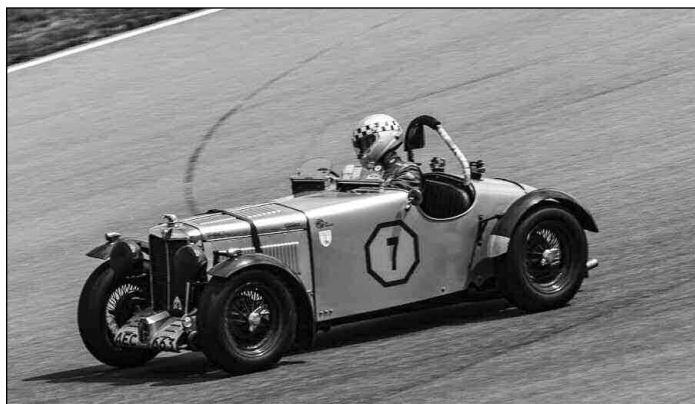
jpd

White Mountain Grand Prix *July 8-9, 2022*

After a couple of wet years, the VSCCA's fifth White Mountain Vintage Grand Prix at the Club Motorsports circuit in Tamworth, New Hampshire was doused with sunshine for both days this year.

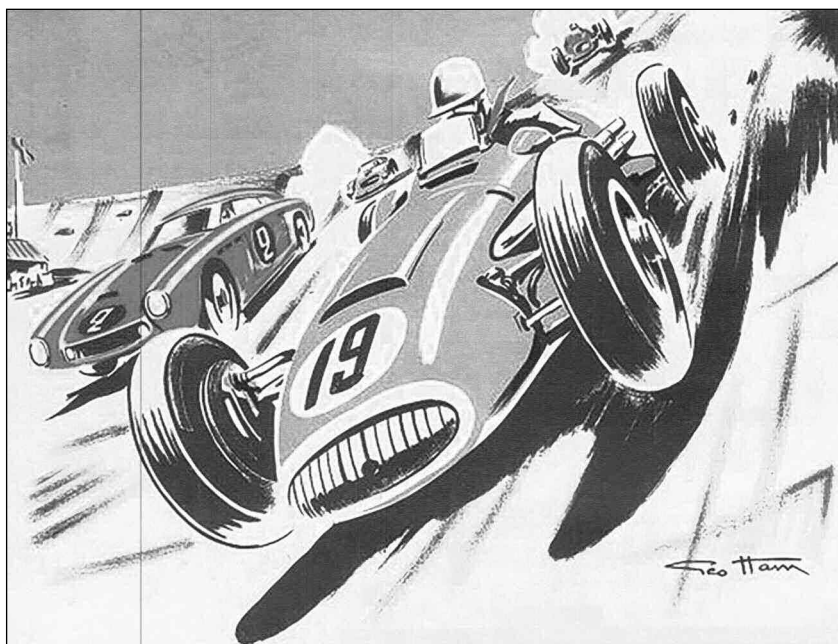
While a relatively small event, with 45 entrants across two grids, those who enter love it and tell their friends it is a "must". The 2.5-mile course has a variety of corners, totaling 17 in all, as well as elevation change of 700 feet. It is a roller coaster of a ride, all the while with spectacular views of the White Mountains, if you dare catch a glimpse as you cascade down the hill.

The entry was varied with Group 1 having the Bugatti Type 37 of Sandy Leith, Ben Bragg's ex-ARCA "Old Gray Mare," and your writer at the helm of the popular ex-Frank Mount MG TB Special "Babe". Bill Bazely, a rookie at 82!, was out in his Austin Healey Sprite. It is never too late to fulfill your dreams.



Mr. O'Day hard at it in "Babe," his recently acquired MG TB (hyman)

Group 1 also saw MGs out in force this year with 15 entrants spread out amongst the TB, a TC, eight TDs and a few MGAs. About 20 years ago Frank Mount had donated a trophy for first place among T series at the New Hampshire Speedway vintage races, an event that was discontinued about ten years ago. He revived it for the new WMVGP at Tamworth five years ago. Frank Filangeri, the fastest T car/driver combination in the Northeast, had



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The MG gang lined up for a photo shoot.

(hyman)

become the perpetual winner so for 2022 he kindly suggested that the trophy be awarded based on some other criteria. What that criteria would be had not quite been finalized when the problem solved itself as Frank's TD became "hors de combat" on Friday due to a clutch problem. There were now several cars that were capable of winning the New Hampshire T Cup when rookie TD driver Graham Scaife, going faster every race in the beautifully prepared ex-Ed Cronin TD, took home the honors. All the running MGs, 11 in all, lined up on the course for a great shot after the race with the mountain skyline as a backdrop. Perhaps Graham will give Frank a good go in 2023. There was also some terrific dicing at the front between Drew Cullen in his MG-engined Elva Courier, and Butch O'Connell and John Faulkner in their MGAs.



Scaife's MG proving itself exceptionally competitive now that Graham has gotten the measure of it.

(hyman)

MGS

*Dan Leonard
brought out the '53 TD
for a little exercise
with the rest of the MG
crowd.*

(hyman)



*Ed Callo is putting
a lot of marvelous
miles on the TC
this season.*

(hyman)

*Out with the TD
instead of the Jabro
this time, Clemens
appears to have
been enjoying him-
self.*

(hyman)



(c) Autophotos 2022. ed hvman



Bragg at speed.

(hyman)



The president getting in a session before he had some mechanical maladies.

(hyman)



Sandy Leith leading Bragg or maybe about to be lapped (?) Either way the two of them were having a good time.

(hyman)



Jim Stein getting a run in his 356. The two of them have been together a very long time.
(hyman)



Stu Forer brought the Turner to run with the small bore class.

(hyman)

Fuller appears to be very successfully coming to grips with the Lotus 18.

(hyman)



ALFISTI



*Paul Glynn's Giulietta
motoring clear of traffic
for a second or two..*

(hyman)

*We can't tell for
sure who is at the
helm of the
Giulietta Coupe but
he or she appears
to be giving some-
body a good run for
his money.*

(hyman)



*We haven't identified the
driver of this Giulietta but
it certainly looks to be
going very well, indeed.*

(hyman)

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The pack coming 'round on the pace lap.

(hyman)



Leith's Bugatti Special looks to be working its front suspension coming out of the corner.

(hyman)

Group 2 had a variety of sports racers, formula juniors and production-based sports cars. Charles Bordin's unique Philson Falcon was at last running and great to see him on track given all his time managing the VSCCA Drivers' School and Empire Cup event. Alfa Giuliettass were well represented, as always, as was Lotus. After a two-year hiatus we had at least one of our Canadian friends joining us again. A few cars stretched VSCCA parameters in terms of eligibility, but they were welcomed as they were relatively the same, speed-wise, as the VSCCA-eligible cars in the group.

Each of the two grids had eight 25-minute sessions, three practice and five races giving more track time than just about any event we can think of. A new feature this year was a Friday night potluck cookout hosted by Ben and Carol Bragg in the paddock. A great time was had by all and a new tradition started. Next year's WMVGP is tentatively scheduled July 7-8. You really ought to try it if you have not had the chance yet.

mark o'day

Obituaries:

Dr. Marcel I. Perlman **1934 - 2022**

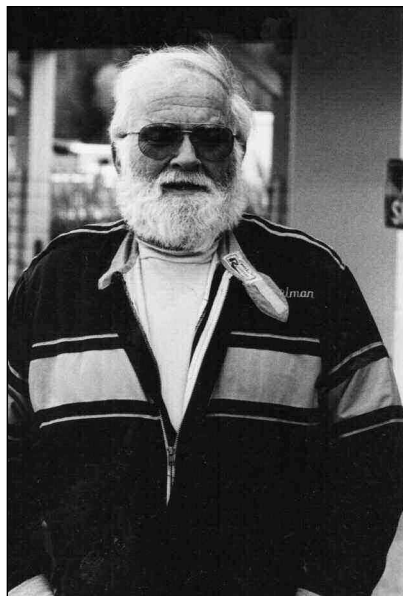
The VSCCA and his colleagues at Yeshiva University (YU) mourn the passing of Dr. Marcel I. Perlman, a long time VSCCA stalwart. In his professional life Marc was a beloved educator at Yeshiva University, shepherding generations of YU students through the study of psychology, and a proud alumnus of the University, where he earned his bachelor's, master's and Ph.D. degrees.

Born in 1934 in Prague, Czechoslovakia (now the Czech Republic), and named by his mother after the author Marcel Proust, he arrived in the United States with his family in 1939 at the age of four. The Perlmans made their way from Brighton Beach to Borough Park to Washington Heights to Mount Vernon, where he did most of his growing up. At the age of 18, he crossed the Westchester border into New York City to begin his college career at New York University, drawn there by an accelerated academic program they offered. "But I found NYU to be too large and impersonal for me," he observed. "So, in my sophomore year, I enrolled in Yeshiva College, and I've never regretted that decision."

Marc became a full-time faculty member there in 1958 and taught at YU until his retirement. His gifts as a teacher were legendary.

He retired from teaching in 2017, though he continued to maintain his private practice in midtown Manhattan until just before he passed away.

The motoring enthusiast side of Marc Perlman found a home in the



Leith's Bugatti Special looks to be working its front suspension coming out of the corner.
(hyman)



One of Marc's many race cars, the caddie-powered Allard K1. (hyman)

VSCCA for something over fifty years. He began participating in events with an Aston DB2-4 and quickly expanded to a wide variety of motors. He raced in the prewar class, he raced in the sports racing class, he raced in over two liter, and even in under two liter. Marc was awarded the club's highest honor, the Koshland Award, in 2006.

A genuine renaissance man, Marc Perlman could engage knowledgeably on topics well beyond motorcars and psychology. He was a superb photographer and had a gourmet's understanding of fine food.

Always appearing inseparable from his wife, Renee, the two of them were inevitably together at the track, at VSCCA social events, and on many of the Nutmeg Rallies. Their senses of humor complimented each other's such that an afternoon or evening with them was an all-but-uninterrupted delight. They loved going on adventures together, whether that be fishing in Alaska or going off on the Great American Race. Every new opportunity offered a new adventure to be savored.

Marc Perlman was a treasured friend to this writer and one of the genuine treasures of the Vintage Sports Car Club of America. We offer condolences to Renee and his sons, daughters-in-law, and grandchildren as well as to his countless friends and admirers.

We shall miss him.

Rest in Peace, old friend.

jpd

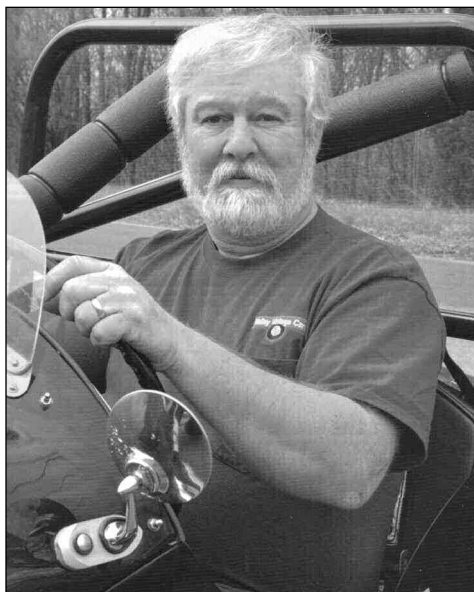


A black and white illustration for a Borgward advertisement. At the top center is the Borgward logo, a diamond shape with a cross inside and the word 'BORGWARD' written across it. Below the logo, several cars are depicted in a dynamic, overlapping arrangement. In the foreground, a dark-colored Borgward Isabella TS is shown from a front-three-quarter view, facing left. Behind it, a light-colored Borgward is shown from a rear-three-quarter view, also facing left. Above these cars, several other Borgward models are shown in a cascading fashion, appearing to fly or be launched upwards. The cars are rendered with clean lines and some shading to give them a three-dimensional appearance. The overall composition is energetic and emphasizes the variety and design of the Borgward lineup.

Isabella **TS**

BORGWARD

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(d. lachance)

Michael A. DiCola
29 August, 1953 - 4 April, 2022

My racing partner of the last 37 plus years, and my closest friend outside of my family, Mike DiCola, passed away in April after a long and valiant fight with a merciless cancer. He was sixty-eight years old.

Mike was a most talented and thoughtful mechanic as well as a superb researcher of motoring history. He restored or maintained a number of interesting motor cars, from the editorial Allards to Schieffelin's Arnolt, Bentleys, and Volvos. Over the years he looked after a few Formula Juniors, some pre-war beasts, several ACs, including the now-editorial Aceca as well as a couple of AC Ace Bristols, and even restored a Cobra. If the machine had round black things at each corner Mike DiCola could figure out how to deal with it. We think we even noticed a DeLorean being tuned in his garage once upon a time. There were others, no doubt.

He was a renowned and trusted expert on the vagaries of Bristol engines and very well versed in the history of Wacky Arnolt's Bristols, MGs, and other oddities.

Aside from motorcars, Mike had an interest in firearms and was a competitive pistol shooter.

More than all of that, though, Mike treasured his family and his friends and was treasured in turn by them.

I miss him every day.

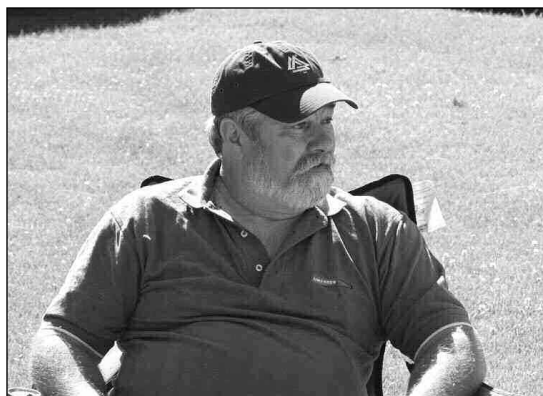
jpd

His family published the following obituary at his passing.

Michael Arthur DiCola

It is with the heaviest of hearts that we announce Michael Arthur DiCola (68) passed away in the early hours on April 4th, 2022 surrounded by his two children. We are comforted knowing that Michael was warmly welcomed into the sky by his late wife Bonnie Lou DiCola, without whom he's been navigating life for 359 days.

Michael was born on August 29, 1953 in Bangor Maine to his biological mother Beverly (Bickford) Mick of Brewer ME, and biological father Durward A Rogers also of Brewer, ME. A few years into his childhood, Michael was adopted by his mother Verna M (Boyea) DiCola and George DiCola, who graciously, respectfully, and devotedly raised Michael to become the selfless, humble, courageous, and noble man we all loved. . .



In 1971, Michael was introduced to Bonnie Lou DiCola, and in the years to come would fall into a love that ultimately left them inseparable. This led them to navigate the next 50 years together. The only time the two spent apart were when Michael would go to races, and Bonnie would wait by the door patiently (sometimes impatiently) for his return. The love these two shared is the kind you read of in books, and so powerful that Michael's heart couldn't withstand a full year without his wife by his side again.

In 1985, they welcomed their first-born son, Michael Dustin DiCola. 6 years later, in 1991, they welcomed their daughter Angela Rose DiCola. . .

Professionally Mike was a world-class mechanic and a restorer of vintage cars. He was also a dedicated racing mechanic, preparing vintage racing cars that competed successfully all over North America. A wizard at engine tuning and chassis set up, Mike made sure his drivers could get the best out of their mounts and run them as successfully as the cars' original designs would allow. He was an expert on any number of racing and sports cars but, possibly best known, for his expertise in getting the best performance from the British Allard racing cars. This aspect of Mike's life was well known and he

was profiled a few years ago in "Hemmings Sports and Exotic Cars" Magazine, a world wide publication. The writers of that article allowed how Mike likely knew more about setting up and running these cars than anyone else in the Northeast. Mike was an active member of the Vintage Sports Car Club of America, where he served on the car classification committee as well as acting as a technical inspector from time to time at racing events. His advice at the race track was often sought by other mechanics.

Michael was first diagnosed with renal cell cancer on February 4th 2017, the same day he watched his greatest joy, his grandson Karter Michael Robert Gotay come into this world. Initially, Michael was given 2 years for a prognosis- which absolutely devastated his family. In search of second opinions, he reached out to Dana Farber Cancer Center. Their involvement proved a life changing decision for him, his family, and his dear friends. The staff at Dana Farber managed his illness, supported his family, and worked diligently to give him a full 5 years, three more than he had anticipated. His family and friends can not find enough words, or signs of gratitude to offer his team of doctors and nurses for giving them the additional years and quality of life with Mike.

Michael DiCola was predeceased by his wife Bonnie Lou DiCola who greeted him in the stars with a cold beer, Santana music, and a kiss straight from the movies. He is also predeceased by his parents Verna M (Boyea) DiCola and George DiCola, his biological mother and father, Beverly (Bickford) Mick, and Durward A. Rogers, and his dearest brother Dana DiCola.

He leaves behind his son Michael Dustin DiCola, wife Bonnie Dirth and grandson Jayden, his daughter Angela R. Gotay-Cheverez, husband Kevin Gotay-Cheverez and grandson Karter Michael Robert Gotay. He also leaves behind his niece Christine (DiCola) Collamore and husband Ken Collamore, nephew Jason DiCola and fiancé Kim Nelson Harrington. Michael additionally leaves behind his half siblings Victoria Reynolds, Mark Rousseau, Todd



Mike's grandson, Karter, taking an interest in motorcars early and getting as close to the action as he could. (hyman)



One of the ways we'll always remember him - bringing the Allard up from the lower field to the paddock for the Mount Equinox Hillclimb. The event was always one of his favourites (jpd)

MacEachern, Kelly Rogers, Cindy Amenta, Candy Woodward, their significant others and children. Michael also leaves behind several nieces, nephews, great nieces and great nephews, and countless friends.

"He never looked for praise; he was never one to boast; he just went on quietly working for the ones he loved the most. His dreams were seldom spoken; his wants were very few; and most of the time his worries went unspoken as well..

He was there, a firm foundation through all of our storms of life. A sturdy hand to hold on to in times of stress and strife. A true friend we could turn to when times were bad or good.



Gordon Caine MacKenzie **1926 - 2022**

(partly based on an interview with the editor a few years ago)

Gordon C. MacKenzie, known to his pals as Gordie or simply Mac was a wealth of stories. His can safely be described as a life of adventure. An aviator, a racing driver, a blue water sailor, and a proud scion of one of Scotland's greatest clans, MacKenzie has often seemed larger than life. Some might have suggested, that after chasing all of those adventures he might have been "mad as a hatter." Gordie likely would have suggested that was an unconscionable libel against hatters. We'll leave that alone.

Now he is gone.

MacKenzie was born in Millbrook, New York in early February of 1926 to Dr. E. Gordon MacKenzie and his wife, Alice Caine MacKenzie. Dr. MacKenzie was half of the entire Millbrook medical establishment (with his

own father) at that time so they were pretty well established in the community by the early 1920s.

That's the world Gordon Caine MacKenzie was born into late in February of 1926.

Life in Millbrook was pretty uneventful for MacKenzie. He'd occasionally go with his father on calls to the local farms and otherwise did what most children of the era did.

With his teen years came the second world war and dreams of joining the Army Air Corps. He was pretty young and not scheduled to graduate Millbrook High until the class of '44. He could start the ball rolling though prior to graduation. In 1943 he signed up as an Aviation Cadet and upon graduation was activated and sent to Biloxi Mississippi for aviation training. "They tried to make me a radio operator but I just couldn't do the code fast enough. They said, what shall we do? So I said, heck, I'm small enough, give me a gun and put me in the tail of one of the bombers." And they did. During that time, Gordy spent most of his time as a B-24 tail gunner, a member of the "Malfunction Junction" crew, whose assignments were to patrol the Pacific coast for enemy submarines or incendiary balloon bombs; his final year, he was part of a B-32 test crew at the Consolidated Vultee plant near Dallas, again a tail gunner.



"Bigger than life," Gordy looked the part of the adventurer that he was. (Steubesand collection)



Making a fair bit of dust at the first Cloudbank Hillclimb in Garrison, NY. He won the event that year and is shown in photo 2 displaying his trophy. The event had a great deal of sheer fun and excitement for spectators and drivers alike. The party at the top after it was over was great fun and is still spoken of in hushed tones by the survivors. One suspects a fear that the world isn't yet ready for the story. Still, we have heard that the drive back down the unlit course after the party adjourned, and under the influence of a number of "French 75s," was a challenge for many of them.



It was during their time in Dallas that MacKenzie got his own private pilot's certificate at a local grass field in a Piper J3 Cub. "After that, the skipper let me get a fair bit of stick time in the B-32 when we were on long training missions."

Once the military adventure was over it was back to Millbrook.

"My father wanted me to go to college so I headed for Keystone Junior College in Factoryville, PA. College wasn't for me, though, and I convinced my father to let me come home and go to work. Later on I did get a few certificates but I settled in to the work world, eventually ending up at IBM in Poughkeepsie." He retired from IBM in '81 but not before he had made a mark there as a strong leader with a few mild eccentricities. One was his proclivity for practicing the bagpipes out by the flag pole at lunch time. Another was his motor racing.

His racing began in '53 at a regional race across the river in Calicoon, NY, driving a pretty much fresh from the showroom blue Jaguar XK-120. He'd heard about the race as it was being planned and thought taking part might be fun.

For Calicoon he ran in what was to be the all Jaguar race, called the Sullivan County Trophy Race. He recalls with a laugh that his helmet in that first race was a surplus Army GI steel pot, worn earlier, no doubt, by some poor infantryman. Gordy finished a respectable 4th in front of a reported 20,000 spectators and the racing bug took hold.

One of his only close calls was a couple of years later at Watkins Glen. He rolled the Jag over on the new course there in 1955 at a place called 'orchard bend.' This was before rollover bars were even thought of and crash helmet science was not well developed. In fact, in those days wearing a crash helmet was maybe a little safer than simply wearing the box the helmet came in but not a whole lot more effective than that. The helmet did look better on the driver's head than the box would have, though.

"I ended up upside down with the car on top of me shouting 'get me out of here!' I was pretty well beaten up and they had to sew a part of my nose back together. The helmet had cracked from the crown all the way down to just behind my ear. But, it sacrificed itself protecting my head. One of my biggest worries was waiting further down the course. That was my parents. This was the first (and ONLY) of my races they ever attended and it wasn't a pretty sight. Evelyn Mull from down near Philly came by the accident scene and saw I was OK. When she got down to where my parents were watching she pulled up in front of them and shouted that 'Gordy's OK!' Just as an aside, Evelyn and her husband, John, were quite a racing team in their day. Evy was usually faster."



At the wheel of "mother," late in his racing career.



Leading a driving school at Thompson, demonstrating the line through a corner with a finger in the dirt in front of him.

(grier collection at Simeone Automobile Museum)

Preparing for the start at Watkins Glen in '53. This was the race where he rolled the Jag and broke his helmet.



Offering a story to a spell-bound group of enthusiasts, while enjoying a cigarette.

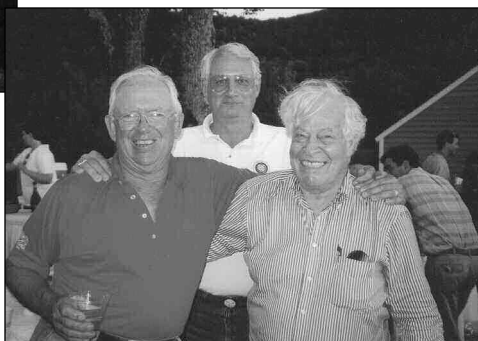
(grier collection at Simeone Automobile Museum)

Gordy's racing headquarters, such as it was, was the garage behind his father's offices in Millbrook. It was just off of Friendly lane. It was there he repaired the XK-120 after the roll at Watkins Glen and later looked after the car that he became most associated with, a Jaguar C-type.

"Mac was pretty much the local expert on any type of exotic car and so his garage was a magnet for the local Millbrook enthusiasts, especially the younger ones, like me." VSCCA member Toby Collins remembers. "When my brother got an Austin Healey the only place to go if there was a question was to go see Mac." Charlie Colomello, another Millbrook lad, remembers the excitement when the race car would need a quick test run - usually in the evening and after dark. MacKenzie's first wife, Peggy Guy, was a well known model in her day. Mac recalls she was acclaimed the most beautiful regular model in "Glamour" magazine. Photos of the period tend to back that up. Toby Collins notes, "somebody once told me that you often get a taste for gas fumes and perfumes at about the same time. That might be true. One thing a lot of we kids in his garage always remembered was that beautiful Jaguar and his very beautiful wife."



At an early Lime Rock Historic Festival, MacKenzie was enjoying a conversation with his old pal, the late John Fitch. (hyman)



Gordy with a couple more of his buddies - John Domaleski (center) and the late Malcolm Labatt Simon (right) (domaleski collection)



Gordy even got some mileage out of the story of his rollover.

Being one of the pioneers of sports car racing in the USA would be enough to fill one lifetime and just a bit more. By the time he was well into that part of his life, though, Mac MacKenzie had already had enough adventure for any one person. But he was just getting started. Upon retirement from IBM in the early eighties he had already hung up his racing helmet and moved on to blue water sailing. "I bought a good sized boat," he says, "thinking it would be wonderful for the whole family. They hated it. The only answer was a larger boat that I could pretty much single hand." He spent many of the next years sailing near his beloved family farmstead in Nova Scotia in the summer time and the Virgin Islands in the winter. There were more adventures in that period as well as a number of very fast runs up and down the coast. Old pal Ernie Steubesand, another racer, remembers though that, when he would be sailing with Mac, the bagpipes were usually close at hand. When Ernie had the helm Mac would often play them. They also usually came out when they were entering port to salute the harbor master. Mac had also piped at Ernie and Erika Steubesand's wedding on March 29th of 1969.

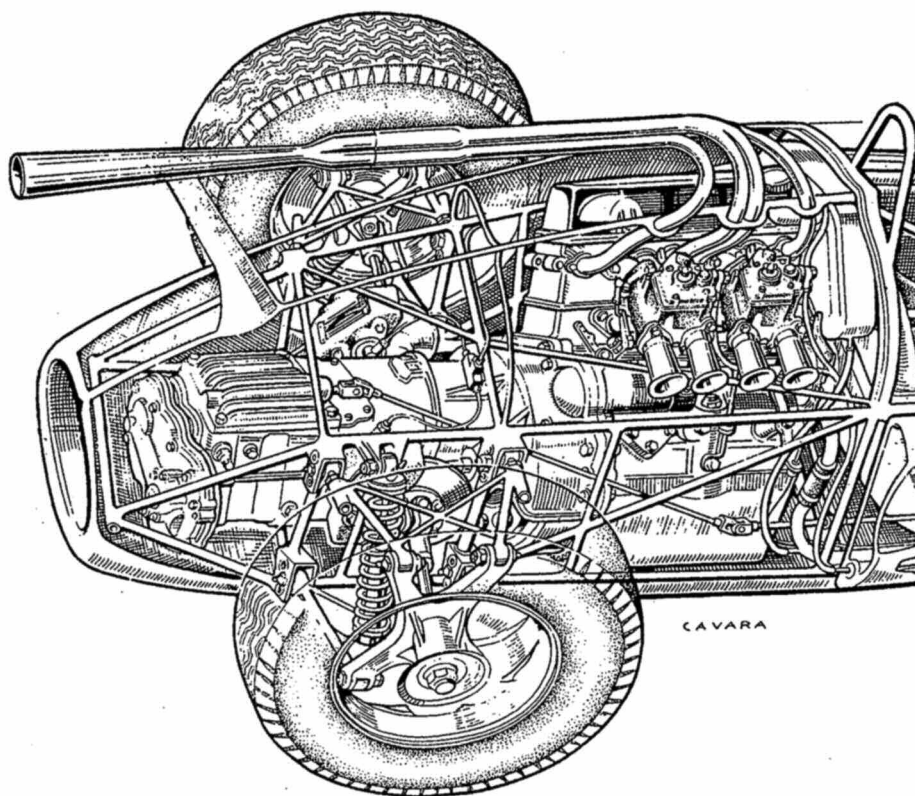
After the boat he bought a motor home and would spend summers in Nova Scotia and winters in Florida with spring and fall in this area and messing around with his friends in the Vintage Sports Car Club of America often at events at Lime Rock Park. By then he was one of the elder statesmen of the sport.

Near the end, Gordy's eyesight had mostly failed. His memory and his sense of humor never did.

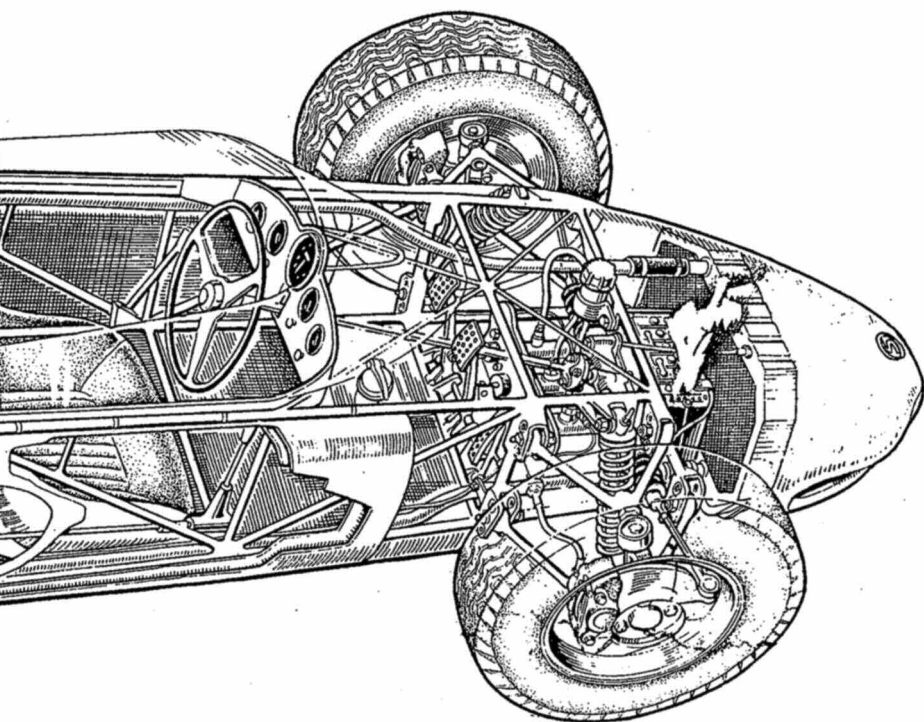
Gordy is survived by his two sons, Gordon MacKenzie and his wife Wendy of Millbrook, NY, their two daughters Cora of Millbrook, NY and Catherine of New Hampton, NH, and son Colin MacKenzie and his wife Lynne of Ellsworth, ME, and their two daughters, Morgan and Bailey both of Ellsworth, ME.

Requiescat in Pace
jpd

1961 Stanguellini Delfi



no F. Jr





VSCCA Mount Equinox Hillclimb

13 and 14 August, 2022

The oldest contiguously run paved hillclimb in the USA, the storied ascent of Vermont's Mount Equinox, continues to enjoy robust health in 2022. The VSCCA's signature event has been being run since May of 1950, two years before the road was even paved. This year the Carthusian Foundation, who own the mountain, finished a multi-year repaving of the entire five plus miles and the promise of a smoother surface brought out a near record number of entries.

The five plus miles of twisty macadam had suffered from logging trucks and brutal Vermont winters to the point that - for the last thirty or so years - it had been known to take a toll on suspensions, engine mounts, and even driver dental work. Sections of the road surface had become that rough.

Not so this year, the new surface is such that one can nearly count the remaining big bumps on one hand. Still the hairpins, the blind curves, the rocks and trees at the edges of the road, and the legendary "long pull to the saddle," are as daunting as ever and continue to provide a challenge to both drivers and power trains.



A few of the lads at the top of the hill. It was a glorious place to find one's self this particular (or nearly any other) weekend.
(j.sweeney)

The 2022 event was dedicated to the memory of our late Secretary Emeritus, Tony Carroll, who passed away this spring. Tony loved Mount Equinox and never missed the event until late in his life when health issues precluded making the drive north. Each entrant this year received a T-shirt with a photo of Tony doing the climb at the wheel of the Old Grey Mare. The entertainment at the Saturday evening banquet included recollections of Tony as well as a view of the club's history through Tony's own photo collection. Tony had served the club as secretary for over forty years and his wisdom and wit are deeply missed.



Our friend, Tom Cotter, brought this Chevy thingie to get it sorted out for the upcoming Historic Festival. He drove with consummate skill. (jpd)



George Vapaa (half of one of the father/son teams this year) wheeling the Lotus past the first parking area. (jpd)

*Mr. Bragg brought the
Model A Roadster
Pickup to use around
town. It has a most
lovely patina.*

(jpd)



*James Goodson, half of ANOTHER of the Father/Son
teams on the mountain this year, drove the Jag with delight and
skill.*

(jpd)



*Andy Greenberg
making an exception-
ally fine run in the
Aston. "Smooth"
hardly begins to
describe his style.*

(jpd)



Ed Callo exiting Crusoe's corner with the MG in perfect control. (jpd)



*Tom Miller
brought up the
Porsche and had a
good weekend's
outing. (hyman)*



Bill Lightfoot's Mog in fine fettle coming out of the woods. (jpd)

VSCCA entry lists tend to be more eclectic and diverse than for many clubs. This is even more the case at Equinox, where there are no classes per se. Each individual car and driver combination is actually just racing against the mountain and against their own previous best time to the top. This year saw a fair prewar entry, a '63 Corvette - entered for a shakedown after a long rebuild prior to taking it to the Lime Rock Historics later in the month, an Allard, a glorious Aston-Martin DB4GT lightweight (one of seven), a couple of H-bombs, an all-but unique South African GSM Dart. (one of a rumoured 116 examples), a couple of Datsun Roadsters, and the usual collection of Alfas, Porsches, MGs, and other British beasts. The Aston, by the way, had been driven several hundred miles to the event, raced enthusiastically, and driven home afterwards - proof if it was ever needed that God and the Chief Engineer put a motor in for only one reason: so the car could be driven. Andy Greenberg in the Aston wasn't the only one to have driven up to the event. Santo Spadaro drove the Alfa and one or both of the Giedras may have driven the Datsuns. There may even have been others. Two of the MGTFs were brought up from Florida for the event. Both completed credible runs all weekend.

The final count for entries this year was a near record forty-four cars. There were a few last minute cancellations due to the complexities of life, family responsibilities, and broken cars not quite finished in time. Still by the time the weekend was over 33 driver/combinations had recorded at least one time to the top and there were a couple more who posted a DNF due to mechanical issues at the start or on the lower reaches of the mountain.



Andy Greenberg's Aston clipping an apex.

(jpd)



*Campbell's H-Mod giving every one of its (relatively few) horses a serious workout.
(jpd)*

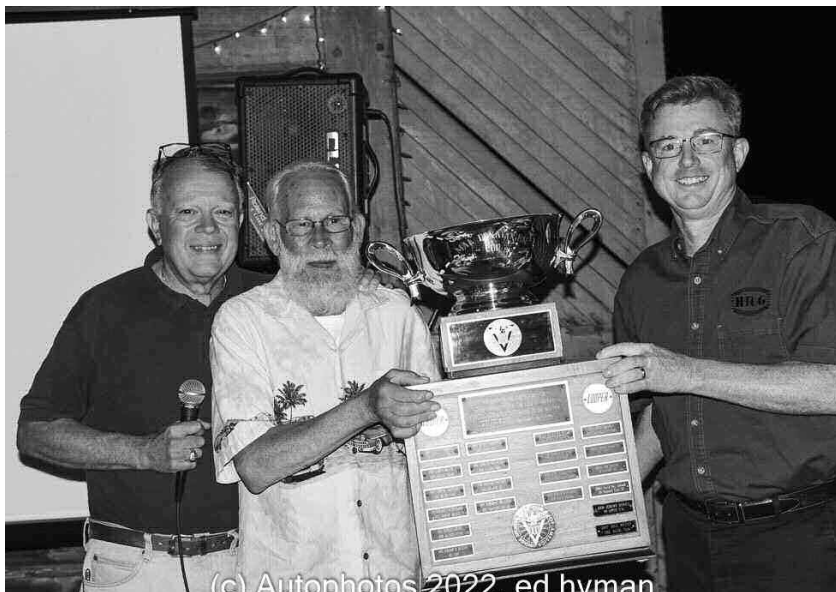


*Kent Bain, a delight to see at the event, brought out a very rare GSM Dart from South Africa.
(jpd)*



*Michael Donick (Donick the younger) was half of yet the third father/son team this year. He's wheeling the Allard K2 up with enthusiasm and impressive results.
(jpd)*

HILLCLIMB BANQUET:



(c) Autophotos 2022 ed hyman

Winner of this year's Mal Donaldson Award, Marc Ragsdale, has been helping as a course marshal on the hill for a very long time. Well deserved! (hyman)



Most of the newcomers to the hill managed to make it to the dinner and receive their membership badges for the Mount Equinox Hillclimb Drivers Club. It was a good year for rookies. (hyman)

Mr. Simko smiling with a lovely young lady on each arm.

(jpd)



The Fenley family were out in force and all of them hard at work making the event a success. Here Scott smiles proudly at dinner with one of the daughters on each side of him. Photos are Meghan on the left and Allison on the right.

(jpd)



The chairman, Mr. Fenley (l) with Mr. Spadaro and Ms. Faulkner. Des worked hard at coordinating all of the marshals.

(hyman)

Our photographer, Mr. Hyman, hiding behind a hydrangea.

(jpd)



Mr. Clemens demonstrating how to get the best out of a Jabro.

(jpd)

Mr. Mitchell warming up the Donick Allard K2. He prepared it for the event magnificently.

(jpd)



Mr. Webber bringing the FV into the parking area at the top of the mountain.

(hyman)



Bruce Giedra (half of the two brothers team) wheeling the Datsun 2000 Roadster with authority. (hyman)

The VSCCA's Mount Equinox Hillclimb has been very much a family affair ever since the VSCCA took it over from the SCCA. Often there are father/son or father/daughter teams listed. There have also been the occasional husband/wife duo. One year there was even a three generation entry from one family. 2022 saw the tradition continue. There were three father/son team, the Goodsons, the Vapaas, and the Donicks, as well as a pair of brothers, the Giedras, in Datsun Roadsters.

Fastest time of the weekend went to JR Mitchell at 4'47.32" in a Lotus VII Series 2; second went to Stefan Vapaa in a one-off '68 Saab Sonnet roadster at



The Donick father/son duo glorying in each other's company on top of the mountain. For this run, Michael drove the family Allard while the old man made the run in the Aston-Martin generously loaned by Mr. Greenberg.

All three of the father/son teams reported delight at sharing each other's company at the top after a good run. (hyman)



Don and Bobbie Milligan made the run up to the event in their much traveled Riley RM. The ride was a couple of hundred miles up in the

morning and the same couple of hundred miles home in the evening. We're not sure how long Don has been driving this one but we've known him the better part of forty years and he has been driving it that entire time. He likely had already had the old beast for ten or more years before we saw it the first time. (hyman)

4'52.47"; and third went to Mike Donick in the family's venerable '51 Allard K2 at 4'58.18". The latter car has been serving the family on this mountain for nearly forty years.

A few notable personal best times were recorded - likely a few more than we made note of so apologies are in order. The top three finishers each recorded a new best. JR Mitchell may have been a bit faster once upon a time in a Lotus 18 Formula Jr., but this year was his fastest ever in a Lotus VII. Stefan Vapaa keeps making that little Saab go faster nearly every year. The younger Donick's time was nearly a second faster than his previous best and now proved a couple of tenths faster than his old man's personal best of a few years ago. (wait 'til next year!)

With a fast time of well under five minutes, the rest of the entries' times spread out to just over eight minutes. The latter driver was just as happy to have made the top as were the folks whose times came closer to the five minute mark.



(c) Autophotos 2022, ed hyman

Mr. Callo making a decent number of knots in the TC.

(hyman)

P. D'ITALIA 1933

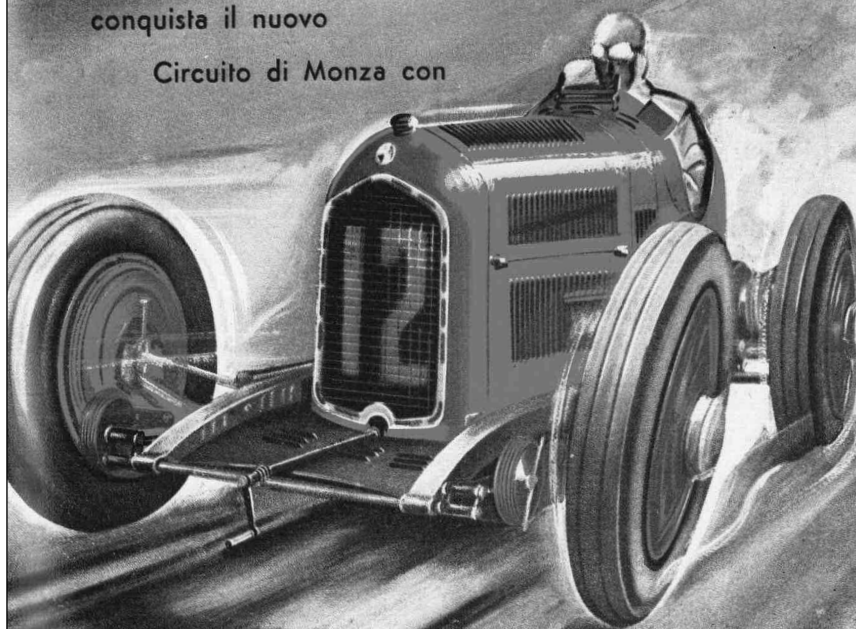
Assoluto

LUIGI FAGIOLI su

ALFA ROMEO-PIRELLI

conquista il nuovo

Circuito di Monza con



PIRELLI
NEUMATICI

PIRELLI



Mr. Reyneke under starter's orders in the Porsche.

(hyman)

The annual Mount Equinox Hillclimb banquet was again at the Arlington Inn, now under new management. It was very well subscribed and the food was tasty.

Most of the newbies to the mountain were roundly applauded as they were inducted into the honored ranks of the Equinox Drivers Club.

This year's Mal Donaldson Award was given to a long time Equinox flagger, Marc Ragsdale. Marc brings as much enthusiasm to the event every year as any of the drivers. We can not have an event without the flaggers so the awarding of the 2022 Mal Donaldson Award was doubly appropriate.

Driving performances this year were also outstanding, no metal was bent nor were there even any significant offs. As always there were some mechanical issues. Five miles of twisties climbing over three thousand feet with engines mostly at full chat takes a toll on the power train.

Thanks are in order to the entire Fenley family, Scott, Julie, Meghan, and Allison, for the magnificent organization this year.

All in all a grand event.

The new pavement will now have a Vermont winter to season it a bit. That brings the promise of even faster times in 2023. The entry is limited to fifty so it will be well advised to register early.

jpd



The entire Fenley family was hard at work for the entire weekend ensuring that a good time was had by all. (l to r; Scott, Allison, Meghan, and Julie)

(fenley collection)

ENTRANTS:



029
Chris Meyers
MGA



1
Ben Bragg
1935 Old Grey Mare Special



11
Devin Giedra
'65 Datsun 1600



13
jp donick
1951 Allard K2



14
Steven Eickelbeck
Alfa Romeo



20
Tom Ellsworth
Ford-Amilcar Special



33
Tom Cotter
'64 Corvette



37
George Vapaa
'59 Lotus VII



56
Glen Moore
55 MG-TF



66
George Pardee
55 MG-TF



80
James Goodson III
'60 MGA



84
Jim Bottomley
'58 MGA



91
Richard Campbell
'59 H-Mod



97
Stefan Vapaa
68 Saab Rdstr



105
John Feingold
Alfa Romeo



113
Michael Donick
'51 Allard K2



114
David Greenlees
'65 Volvo



157
Alan Surgi
'57 Porsche 356



180
James Goodson jr.
Jaguar XK-140 Rdstr



231
Bruce Giedra
'66 Datsun 2000



254
JR Mitchell
'60 Lotus VII



338
Tom Miller
'57 Porsche 356



420
Bob Webber
Formula Vee



433
Bill Lightfoot
Morgan +4



444
Kent Bain
'59 GSM Dart



452
Ed Callo
'47 MG-TC



540
Ed Hyman
Porsche 356



555
Santo Spadaro
'59 Alfa Romeo



564
Earle Tucker
'59 MGA



675
Kevin Clemens
'59 Jabro



717
Andy Greenberg
'63 Aston Martin DB4GT



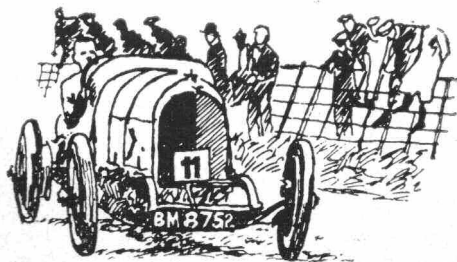
717A
jp donick
'63 Aston Martin DB4GT



757
Graham Scaife
'53 MG-TD



912
Kobus Reyneke
'68 Porsche 912



Borgward Rennsportwagen **Einsatz und Technik**

By: Bernhard Volker and

Peter Kurze

ISBN: 978-3-927485-17-4

2021

German Language

\$25 plus shipping

Available from Amazon

It is so seldom that we review a book in German that one can't even remember the last one. **Borgward Rennsportwagen Einsatz und Technik** is an appropriate exception. It's the most impressive work we've ever seen on the very little known (in USA anyway) Borgward racing cars of the early fifties. Though written in German, the book is full of technical drawings, graphs, and photographs that require little or no understanding of the language.

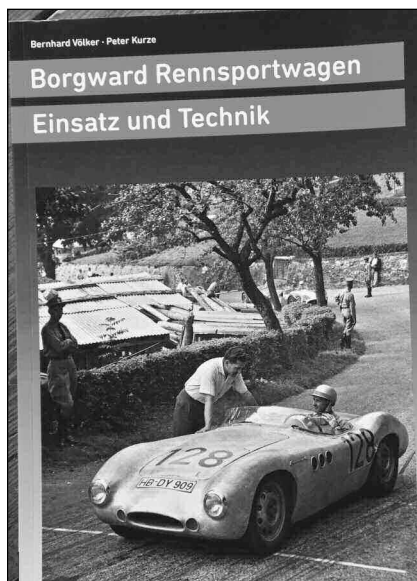
Karl Borgward of Bremen created a well known line of road cars, not just the Isabella variants, but the Hansas and the Goliaths as well. The Isabella was mildly successful here in USA and, in fact, the editor's first two cars (*sum total of cost was \$110*) were used Isabella Kombis'. The rensportwagens, the racing cars, shared little with the Isabella line other than a name plate.

This book takes us deeply into the suspension designs with marvelous detailed illustrations. We draw attention to the upper A-arm/lower transverse leaf approach on the Hansa 1500/1800. There was also an interesting approach to the then fashionable swing-axle rear layout as well. Speed record cars are well illustrated with stunning photos.

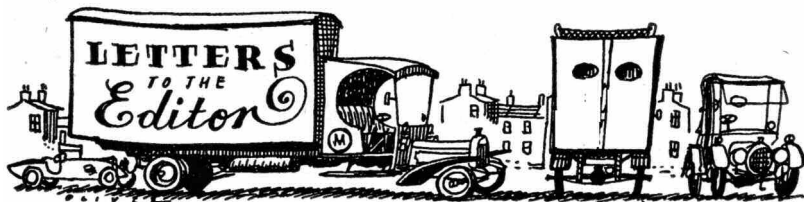
There are profiles of many of the leading Borgward engineers and also of leading drivers who were successful at the wheel of Borgward's very best. Jo Bonnier and Maurice Trintignant are two examples well known to us. Stirling Moss tested a Borgward RS at Zandvoort. He also drove a Cooper Borgward in some Formula Two races and claimed it had more power than the Coventry Climax version. That one seems to have been fuel injected.

Overall, the racing cars of Karl Borgward are a fascinating study, whether one reads German or not. Karl Ludvigsen drove one in early VSCCA days. Perhaps we can entice a few memories or a photo from him?

Borgward Rennsportwagen: Einsatz und Technik, as the story of these fascinating motorcars fills an important hole in our motoring library. We're sorry it took so long to see the light of day.



jpd



Dear Jim:

Re: A Rookie's Thoughts About 2022 with the VSCCA.

I am now 68 years young and have always wanted to race a vintage sports car. My close friends, and longtime VSCCA members Frank Filangeri and Tom Jaycox are totally responsible, and must shoulder the blame for introducing me to the VSCCA.

Ever since the 2021 fall meeting at JR Mitchell's I have had a non-ending desire to campaign a car.

On May 6-7, 2021 my world changed. Charles Bordin, along with his staff, brought my awareness to a new level, while driving a 1953 MGTD. (I had bought it from Ed Cronin, a previous member, a truly generous man.) The classes were a great learning experience.



(hyman)

The first meeting (Empire Cup) at Lime Rock simply fed my addiction. So much enjoyment learning the track and the car, while dodging a wheel coming off a Lotus, 15 feet in front of me, along with veering off at turn one to miss another car later on. "Is this a test?"

Then onto Thompson. The accident of Mark Gunsalus was sobering. I hope he makes a full recovery. I found the track to be quite demanding as I continued to learn how to drive the car. It seems everything I do is on edge as other drivers make their way past me. Charles Bordin's "Watch your mirrors" rang in my ears as I watched fast cars close in. Exciting? You better believe it!

The camaraderie amongst the drivers was like family. Afterwards I fitted new tires to #757 in the hope that the feeling of cornering on marbles would be lessened.

✱ *The test. White Mountain. NH July 8th and 9th. Well. If I thought Thompson was challenging, I believed White Mountain would be impossible. Two and one half miles in the mountain! Are you kidding?*

✱ *Who was the sadistic architect of this?*

✱ *First time out I thought I was lost!*

✱ *When would I ever get back to the start finish?!!*

✱ *Did I make a wrong turn and leave the track?*

✱ *Two and one half miles seemed like ten!*

✱ *I am going to run out of gas!!*

After settling in, and on new tires (the marbles have gone), I found the track to be intoxicating (Can I say that?). Practice led to qualifying which led to racing.

My times kept improving chasing Frank Filangeri. He doesn't know how to drive slowly. He is a great tutor and an inspiration. In fact, so are all the other T series drivers, they would do anything for anybody, who needs help.

As an aside; the Friday pot luck dinner worked on by Ben Bragg and his wife Carol, was a special highlight. There was so much food (thanks to driver's donations) that lunch on Saturday was also supplied. Perhaps a new tradition has begun.

Friday afternoon brought a surprise.

1. *Frank blew his clutch.*

2. *The White Mountain Grand Prix for T series was announced. I am not sure what transpired but somehow I crossed the finish line first. This rookie now has the cup proudly displayed on the mantle at home. Hey, that beautiful track in the mountains wasn't so bad after all.*

In closing, absolutely none of the events could occur, without the generous amount of time donated by all the volunteers and staff. I applaud you all.

A special thank you to Mark O'Day. By the way, Deb O'Day takes great photographs. I should not be having this much fun. The smile on my face is now permanent.

Thank you,

Graham Scaife (now also #757)



Jim,

I received Vintage Sports Car no.1-2022 and want to thank you for the Bugatti Register Ad. It was another great issue, but I was very surprised to learn about Dan Ghose's passing. He was a very good driver, and had some wonderful cars. He was also very instrumental in getting a number of the West Coast cars to last years Historic Festival at Lime Rock.

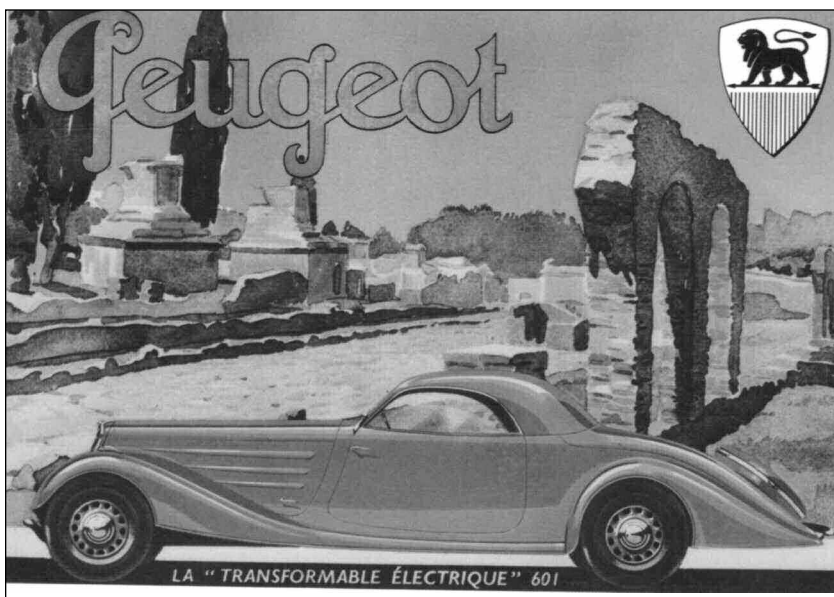
*Thanks again,
Tom Clifford*



jpd:

Clarification on my recently acquired Shelby (noted as an AC in the last issue). It is a Shelby Cobra. One of fifty continuation cars commissioned by Carol Shelby in 2012 (the year of his demise). It has CSX serial number as all his AC Cobras did. The title and all paperwork is hand signed by him. It is 289 powered with a more modern 5 speed gearbox, 4 wheel disc brakes and rack and pinion steering.

*very best
Bob Millstein*





FOR SALE
Mk II 1954 Le Mans Replica Frazer Nash
Chassis # 421/200/403
Engine Number BS4/408

* Car delivered in February, 1954 to John Fitch's Sports and Utility Motors, White Plains, NY, and acquired in 1957 by Robert Richer with 1021 miles on odometer. Present mileage: 47,000.

* In its 68 years of existence, 40 of them were under the ownership of Robert Richer

* Car now owned in England by Frazer Nash expert and owner of three Frazer Nashes. It's in immaculate condition and suitable right now for club racing, rallies, and any tour imaginable.

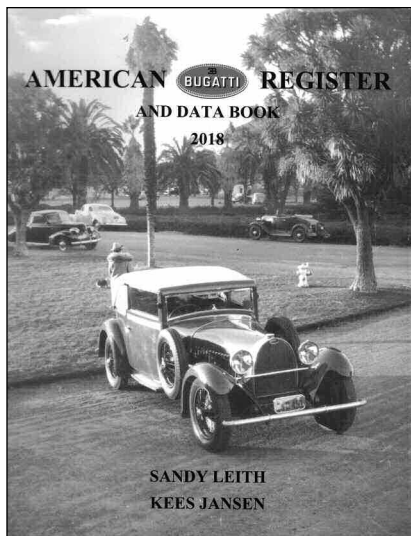
* de Dion rear axle and chassis specially constructed 5" longer to allow engine to be placed further back, allowing superb handling.

* This wonderful machine was built to run at Sebring and thus has a high rear axle ratio of 3.9:1, delivering very comfortable cruising. But it never ran at Sebring.

Price: Asking £700,000 (\$788,0000). The last Le Mans Replica sold in US was George Waltman's, which went for slightly more than \$1.0 million. That car did not have a de Dion rear axle.

Contact: Robert E. Richer
860 882 4091
cfaricher@snet.net

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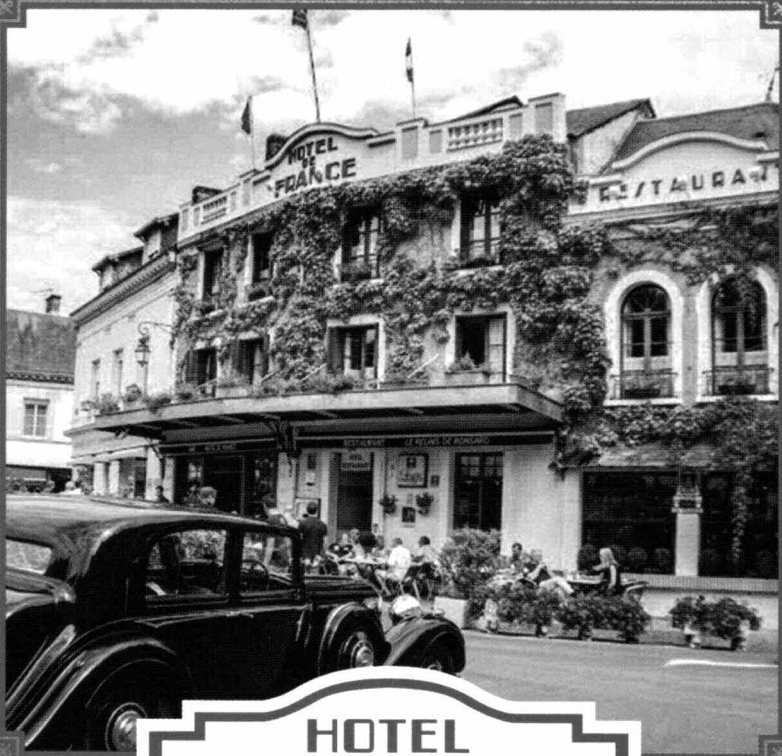
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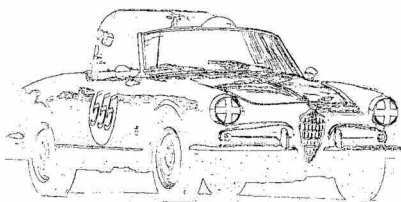
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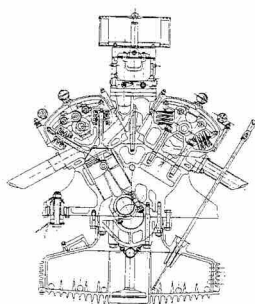
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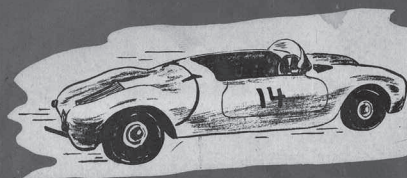
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