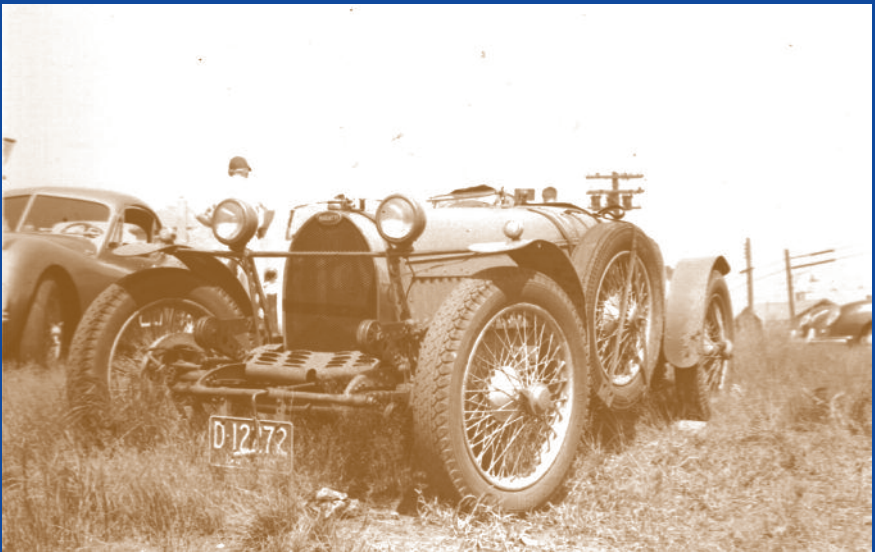


VINTAGE SPORTS CAR



NUMBER FOUR 2018

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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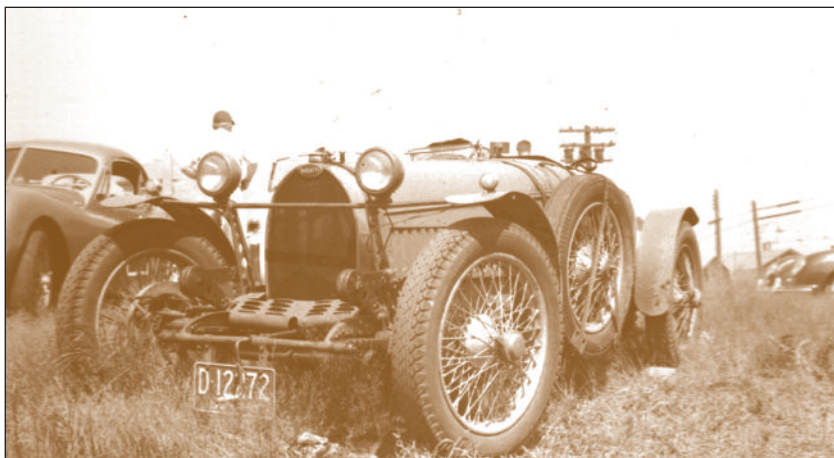
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VINTAGE SPORTS CAR



The “T.O.Miller “ T-39 GP Bugatti, chassis 4810, was captured in the paddock or the spectator area at what we expect was Elkhart Lake in 1952. It’s still in the same family today and was raced with enthusiasm at this year’s Bugatti Grand Prix. Long may it continue racing.

(story of event on page 13)

(paul richards)

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One can safely conclude that this has been a very good year, indeed.

Think of it. . . 19 Bugattis entered in a single race is an achievement and a historic moment in vintage racing of serious proportion. We were fortunate to witness the event and to share in the excitement.

More than that, the current VSCCA focus on reviving the prewar class is raising the enthusiasm level within the club and, to some extent, across the vintage racing landscape. If it's true - and in this writer's case it is - that "we came for the romance" in approaching this pastime, then we can also assert that the prewar class at our and anyone else's events is where that romance is found at its greatest intensity. Beginning with the prewar class the club's focus and its passion expands out to all of the other classes. Thanks to prewar, though, we can safely conclude that the sum is greater than the contribution of the individual parts.

This issue celebrates the International Bugatti Grand Prix at Lime Rock Park and wanders happily down a few more historic paths. The preservation of history is a big part of what we do.

One of our newest members has made his passion protecting and preserving the memory of one of the most iconic hillclimbs in the northeast, the Keene Mountain Hillclimb. His annual reunion is a low key event in the heart of the Adirondacks that is always pleasant. We visit it in this issue to whet the appetite for next year. Additionally we are taking just a quick glance at the Watkins Glen affair from 1952.

History, romance, and a little adventure along the way. The VSCCA's 2018 was a delight. We look forward to seeing what 2019 will be bringing and hope that you will join us on the journey.

Enjoy!

jpd



(jpd)

Lime Rock Historic Festival 36 *Aug. 30 - Sept. 3, 2018*

By Dow Smith

The automotive extravaganza held at Lime Rock Park in Northwest Connecticut, known as the Historic Festival, celebrated its 36th year this past Labor Day. It is easily the most important vintage motor racing weekend on the east coast and a major part of the VSCCA's own storied history. The Historic Festival has become much more than a vintage race, it is an automotive super event. Lime Rock owner Skip Barber and event chairmen Murray Smith and Bill Gelles, out do themselves each year in a celebration of truly fabulous automobiles and motorsports history.

This year the Historic Festival was particularly spectacular because it was the major stop for the International Bugatti Tour. The American Bugatti Club picked the Festival as the venue for their 10th annual Bugatti Grand Prix. Some 20 Bugattis came out to race in their own group while another 40 were on display in the paddock and on the midway including the rare and valuable Type 57SC Atlantic Coupe owned by honored collector Peter Mullin.

While Labor Day itself was a bit hot and muggy in keeping with this year's summer weather in the East, the rest of the weekend boasted perfect and cool weather. The hillside was packed with spectators every day.

If you love automobiles, particularly of the older variety, there is something for you during the Historic Festival weekend.

*Mr. Harmer (or
maybe Mrs Harmer)
leading the pack
through the uphill.*

(d.smith)



*Tom Cotter's Cunningham heeled over in the turn with an MG hard on
his tail.*

(d.smith)



*John Romano
looking smooth in his
immaculately present-
ed BMW 328.*

(d.smith)

There is the Sunday Concours in the Park which, this year, awarded Best of Show to a Bugatti owned by Ralph Lauren. There are also some 1,000 cars displayed in the Gathering of the Marques grouped all around the track. Once upon a time the SVRA Pocono event had a concours at the track but that was years ago. Today the Historic Festival is the only vintage event we can think of that includes racing and a concours at the same location.

For this weekend a new book celebrating six decades of Lime Rock Park was released so there were book signings by a collection of authors including Rich Taylor, who contributed several chapters, Judy Stropus, and VSCCA historian and editor jpd. They and the event's celebrities spent much of the weekend greeting enthusiasts and signing books, posters, hats, and photos.

Saturday evening featured a dinner and star-studded panel on the GTP Era of Sports Car Racing. That panel included a surprise appearance by local legend Sam Posey who once again traded barbs with old rival and close friend David Hobbs, although Geoff Brabham also got in a few comments as well. Tommy Kendall, Lynn St. James and Mike Joy were on the panel as well for a great evening recalling a great racing series.



Stu Forer's Turner looking a little out of place amongst the open wheeled lads chasing him into the left hander. (d.smith)

Part of the proceeds from the dinner went to the Michael J. Fox Foundation for Parkinson's Research, the official charity for the 2018 Lime Rock season. Track President Skip Barber said "This charity is especially near and dear to our hearts, as our good friend and former race car driver Sam Posey has Parkinson's." Throughout the weekend there were other fund-raisers for the Fox Foundation including a Hot Lap Charity Raffle and a chance to wave the Green Flag for Team Fox.



Mr. Bordin looking pensive at the wheel of the Philson.

(jpd)



Always smiling and seldom absent from the Historic Festival, Mr. Towner motors through the paddock. (jpd)



The president, Mr. Leith, smiling from the seat of the T- 37 Special.

(jpd)



Dorien Berteletti dwarfing the MG contingent from the seat of his very venerable Hudson Indy Car. He drove the same car at the very first festival 36 years ago. (jpd)

If one were shopping for rare parts or a rare car half of “B” paddock was given over to the annual swap meet featuring everything from cars in need of restoration to model cars, parts for all kinds of autos along with books and magazines and assorted automobilia. The midway at the top of the hill and the center of the infield featured food, drink, clothing and even more automobilia. Both were thronged all weekend.

At the entrance to the main A paddock a popular tent featured vehicles from the two honored collectors. This is an annual feature of the Historic Festival and this year in keeping with the Bugatti theme, Peter Mullin brought three Bugattis including his rare beautiful 1936 Bugatti type 57SC Atlantic.



Tom Ellsworth heading to the grid.

(jpd)

Mullin is well known for his work in building two great automotive museums, the Peterson in Los Angeles and the Mullin Museum in Oxnard illustrates his knowledge and love of Bugattis, French coach builders and other marvelous autos.

The other honored collector was David Fusiak who is a famed motorcycle restorer and collector with a long history of racing and riding motorcycles in legendary events. A number of his bikes were on display including several classic Harley Davidsons from the early years of the last century. Perhaps the most interesting bike was a 1913 Flying Merkel. It is believed to be a race-winning bike from Argentina. It was found in a junkyard near the Argentina/Uruguay border as a collection of parts and restored by Fusiak.

The weekend kicked off on Thursday with the now annual parade of vintage race and sports cars on a 17 mile drive through the nearby country side from the start finish line on the Sam Posey Straight to nearby Falls Village for a street fair with music, food and, of course, a car show featuring some of the cars entered in the weekend's races. The tour included the classic New England villages of Salisbury and Lakeville with their village greens and white wooden churches.

Friday began the racing practice and qualifying sessions. Over 200 competitors drove in eight race groups with four of those groups featuring VSCCA eligible cars. On Friday practice and qualifying session were each forty minutes but for racing on Saturday and Monday sessions were only 20-minutes.

Group One was called "VSCCA at Sixty" by event chair Murray Smith and featured cars from VSCCA grids with prewar and the early days of road racing in the US including a swarm of T-series MGs. Three interesting cars in the group were Tom Cotter's Cunningham Vignale C-3 (*last seen amongst us on the slopes of Mount Equinox in August*), a beautiful 1938 Aston Martin owned by Rob Burt and a lovely 1939 BMW 328 roadster owned by Tom Romano. As is often the case with this group it was dominated by Peter Greenfield in his formidable 1935 Alfa Romeo 8C. However, the first race on



A mixed gaggle of Group 1 entries working their way into the left hander. Berteletti's Hudson, Mount's MG, Callo's MG, McCue's Nash-Healey, and Freeman's Kurtis.
(jpd)



Whitney moving quickly in the Lotus Mk. IX.

(d.smith)

Monday morning saw Carl Whitney finishing first in the 1955 Lotus IX he helped restore with the late Dave Belden. Carl races the Lotus at the request of Dave's widow Alice. Frank Filangeri, always competitive, finished third on Saturday afternoon and Sunday morning. Michael Barstow and his 1953 MG TD took third Monday afternoon.

The next group was labeled Kent's Domain (Not Quite Street Legal) after restorer and Triumph Spitfire racer Kent Bain. His 1965 Spitfire usually places well running against some fast Alfa Romeo Giulietta Spiders as well as Austin Healeys, Elva Couriers and Porsche 914s.

Group Three ("Tin Top Dreams") featured hardtops ranging from the Datsun 240Z to BMC Minis and one feisty Hillman Imp. It was the Datsuns that dominated this group.

In another classic VSCCA grid small bore sports cars and a variety of front and rear engined formula juniors faced off in Group Four (Abington & Elsewhere). In a field filled with MG As and some interesting cars such as Simon Roosevelt's 1957 AC Bristol and Tony Wang's beautiful 1957 Maserati 300s, the rear engined formula juniors dominated.

The Bugattis made up Group Five for the Bugatti Grand Prix.



Chrisso Rheault having a spot of bother in the family T-37. All worked out just fine as he came back down on the wheels, caught his breath, and continued around and back into the paddock.

(dipleco)

August 30, September 3, 2018

Lime Rock Historic Festival

36

- Bugatti Grand Prix
- VSCCA Diamond Jubilee
- Sunday in the Park Concours
- Gathering of the Marquises

1937

Type 57SC Gangloff
Drop-Head Coupe

Ettore Bugatti, 1902



1936
Type 57SC
Atlantic

1936
Type 57G "Tank"

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

*This looks to be
Mrs. Wang's 250
Ferrari - - -
always perfectly
presented.*

(jpd)



Salomon's Elva leading Lehrman's Alfa toward the no-name straight.

(d.smith)



An eclectic crowd exiting the esses, Lotus, Healey, Morgan, and MG.

(d.smith)

Englishman Charles Knill-Jones won three of the four races and didn't compete Monday morning giving the win to Michael Gans in his ex-Fred Willits and long loved VSCCA mount, the 1926 T35C. VSCCA President Sandy Leith driving his historic 1931 T37 had an up and down weekend with problems on Saturday but a fifth and sixth place finish in the Monday races.



Mr. Leith cruising down pit lane and about to enter the fray.

(jpd)

The group following the Bugattis was something completely different and a real change of pace following these elegant reminders of a different era. Fastest lap in that Bugatti scrum was chalked up by Charles Knill-Jones excellent 1:12:220 in his T51. This crowd's fastest was Rick Bell's Formula A Ralt at 53:431. Hardly prewar, this was the Formula Libre Group, with super fast open wheel Formula Atlantic and Can Am cars.

Group 7 was labeled "Muscle vs. Sinew" but it was more about muscle and big bore production-based racers like the Donovan prepared Jaguar XKEs, Chevy Corvettes, Ford Mustangs and Porsche 911s in all their variety.

Formula Fords and assorted fast sports racers made up the final group. Group 8 was called Eric's Choice (finely designed sports racing cars) after Lola founder Eric Broadley.

At the end of five days Historic Festival Chairman Murray Smith said that he felt this was one of the "most interesting and dramatic examples in the 36 years of the festival. Smith promised that next year's Historic Festival will be even more "eclectic, interesting and exciting." Vintage racing fans on the east coast can't wait to see what Murray will produce. There is already some talk of fielding a "preservation" class. Watch this space.

A Bugatti Grand Prix





(jpd)

There were Bugattis everywhere, many were GP cars but (below) also some of the most glamorous luxury motors of the era.



(d.smith)



Fred Simeone's glorious T-57G "Tank" that won at LeMans in 1937 with Wimille and Benoist driving.

(jpd)

The oldest Bugatti taking part in the Grand Prix was Alan Travis' 1913 T-22 Brescia.

(d.smith)



Michael Gans in the T-35C Monoposto waiting to exit the false grid. Gans finished second in the Bugatti GP at the wheel of this, arguably the most iconic racing Bugatti in the history of the VSCCA. It has been racing at Lime Rock with us since the sixties.

(d.smith)

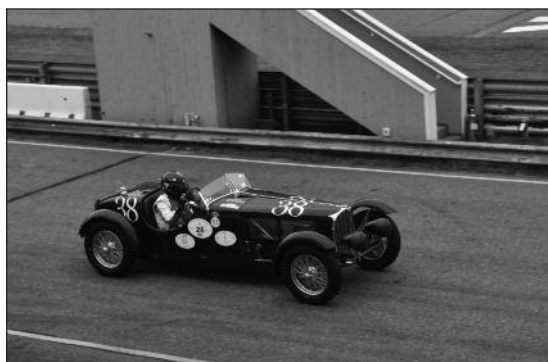
*Jim Stranberg
was driving
the Giddings
car as Peter
was not able
to join us this
year.*

(jpd)



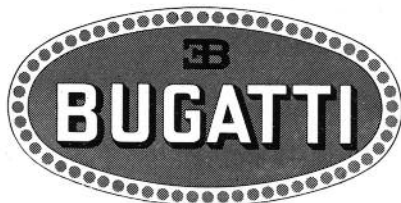
*Larsen's T-37A touring the paddock. On the track he finished
third in the GP race.*

(jpd)



*Peter Greenfield driv-
ing Peter Mullin's T57SC
replica and heading onto
the circuit.*

(jpd)



Le pur sang Bugatti court toujours, et partout...

... et, 99 fois sur 100, monté par un gentleman, son propriétaire.

Au 1^{er} Juillet 1934 : Total des victoires Bugatti, 537, dont 136 en 1934 (131 par des amateurs).

Sa 1500 cmc.

4 cyl.

Sa 2 litres

8 cyl.



Le Pur Sang des Automobiles

ETTORE BUGATTI

MOLSHEIM (Bas-Rhin)

Téléphone : 14 à Molsheim

PARIS : 116, Avenue des Champs-Élysées

Téléphone : Elysées 60-81 et 40-03



*Scott Larsen's T-57.
Is this the car that once
had Jerry Sherman's
home-brew coachwork
up it?*

(jpd)



Charlie Shalvoy in the T-39 leading a group of his colleagues through the left hander. His car is also our cover photo for this issue in a photo taken sixty-six years previously.

(jpd)

*It's hard to imagine
but here is the
"uphill" crowded
with Grand Prix
Bugattis working
their way through
in very close
company.*

(d.smith)



*Sandy Green leads
Andrew Larsen
and the T-40 onto
the no-name
straight.*

(d.smith)



Sandy Green again, this time coming down the main straight. He's leading Clifford and Rosenblum.

(d.smith)



*Is the Ebert's T-40? We
rather suspect so.
Corrections, if needed,
please.*

(jpd)



*Alan Rosenblum's
T-37A exiting the
pit lane.*

(jpd)



*The road-going Bugattis (i.e. Not GP Cars) lined up in the pad-
dock in a delightful array.*

(jpd)

*Cruising the pad-
dock on a sunny
day.*



(jpd)

10th U.S. Bugatti Grand Prix

No.	Driver	Car	Disp.	Pos.	Overall	Lap
<u>Class I: Over 2L supercharged (Types 57SC, 51, 35B, and 35C)</u>						
32	C. Knill-Jones	1932T51-51126	2.3L(s)	1	1	1:12.2
41	Michael Gans	1926 T35C-37228	2.3L(s)	2	2	1:12.3
51	Robert Kauffman	1931T51-51129	2.3L(s)	3	5	1:18.7
35	George Davidson	1930 T35B-4955	2.3L(s)	4	9	1:19.4
77	Doug Cushnie	1927 T35C-4833	2.3L(s)	DNS		(1:27.1)
57	Peter Greenfield	T57SC	3.3L(s)	DNS		(1:20.1)

Class II: 1.5L 8-cylinder and over 2L unsupercharged (Types 39A, 35,T37*)

4	Sandy Greene	1925 T35-4596	2.0L	1	4	1:19.7
2	Sandy Leith	1931T37-37387*	3.3L	2	6	1:21.1
39	Charlie Shalvoy	1926T39A-4810	1.5L(s)	3	7	1:20.6
7	Goy Feltes	1924T35-4412	2.0L	4	15	1:18.8

Class III: 1 .5L 4-cylinder supercharged

(Type 37A)

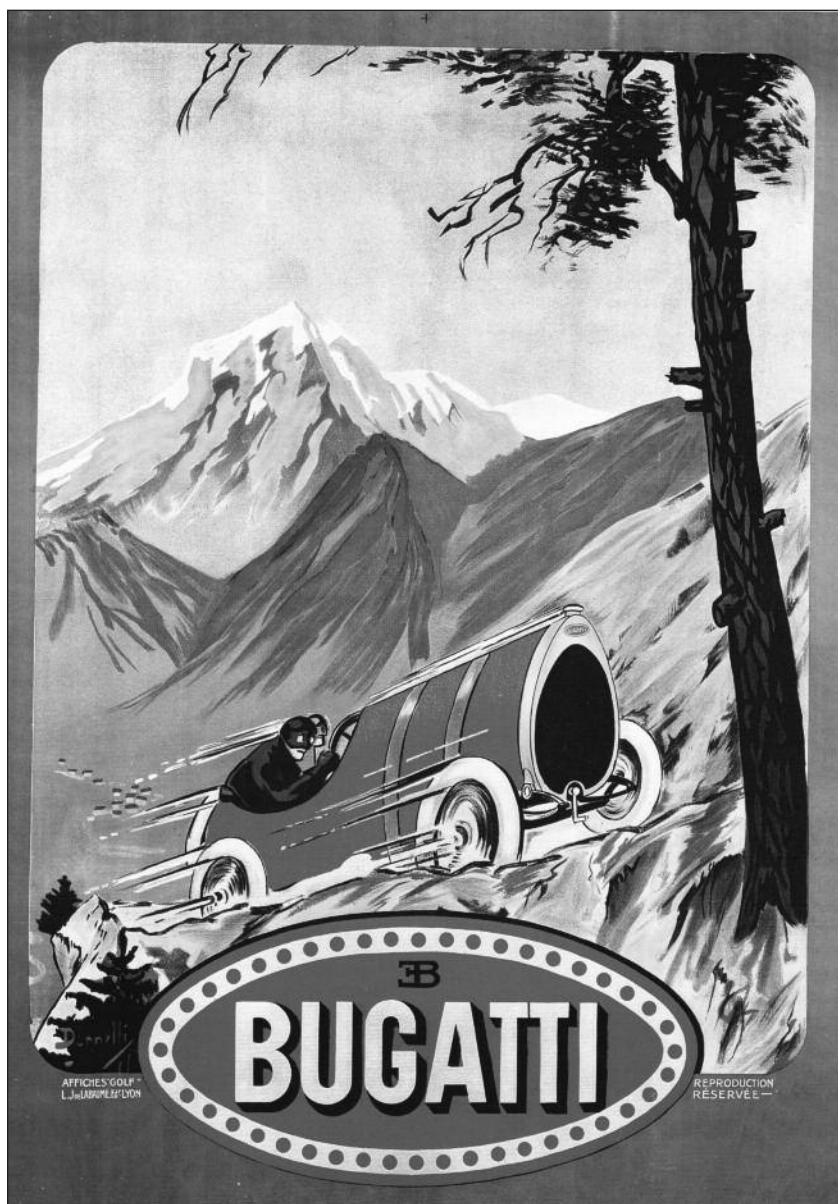
33	Andrew Larson	1927 T37A-37265	1.5L(s)	1	3	1:16.7
31	Jim Stranberg	T37A-BC86	1.5L(s)	2	10	1:23.3
3	Tom Clifford	1929T37A-37367	1.5L(s)	3	11	1:28.1
11	Alan Rosenblum	1927 T37A-37290	1.5L(s)	4	12	1:28.5

Class IV: Sports Cars

157	Scott Larson	1937 T57-57478	3.3L	1	8	1:20.6
18	Chrisso Rheault	1926 T37-37 144	1.5L	2	13	1:38.1
13	Alan Travis	1913 T22-674	1.5L	3	14	1:53.4
408	Peter Charlap	1925 T30-44424	2.0L	4	16	NA
8	Scott Ebert	1928 T40-40690	1.5L	DNS		(1:32.4)



(d.smith)



AFFICHES GOLF
L. J. LABAUMIERE LYON

REPRODUCTION
RÉSERVÉE —



(jpd)

Keene Mt. Hillclimb Reunion: 15 September, 2018

Few would argue that one of the goals of the VSCCA is to preserve our motorsports history - particularly as it applies to sports cars of the eras we focus upon.

One of the best known regional hillclimbs of the fifties into the early sixties was the Keene Mountain Hillclimb that took place in Keene, NY from 1950 to 1966. In its day it was one of the important events of the season for club racers and enthusiasts from all over the northeastern USA. Erwin Goldschmidt won it in his Ferrari. Jim Haynes did pretty well in his Cooper FIII until a bit of an incident after the hump backed bridge sent him into the trees. Jerry Greaves drove here, and so did a guy named Nick Rizzo, who won it a couple of times as well.

Though long gone, now, a small group of folks from Keene, led by Mike and Ann Hartson have dedicated themselves to keeping the memory of the event alive, gathering up bits and pieces of its history and staging an annual Hillclimb Reunion. The reunion is fairly low key and includes a car show in Keene at a lovely small grass airstrip as well as demonstration runs up the old course. Their hospitality is impressive, the company congenial, and the runs up the hill - even at exhibition speeds - help one understand just how daunting this event had been for those driving it as hard as they knew how.



The congenial chairman of the event, Mike Hartson, smiling from the cockpit of one of his favourite Corvettes.

(hyman)



(hyman)



Back to enjoy the mountain, Nick Rizzo won the event in the early sixties in his Oldsmobile Special. These days he comes in a Miata.

(jpd)



*... a nice place
for a low key
car show and
paddock area.*

(jpd)



Mr. & Mrs. DiCola relaxing at lunch.

(jpd)



*It would seem
that English
roadsters still
predominate.*

(jpd)

Lovely Lake Placid



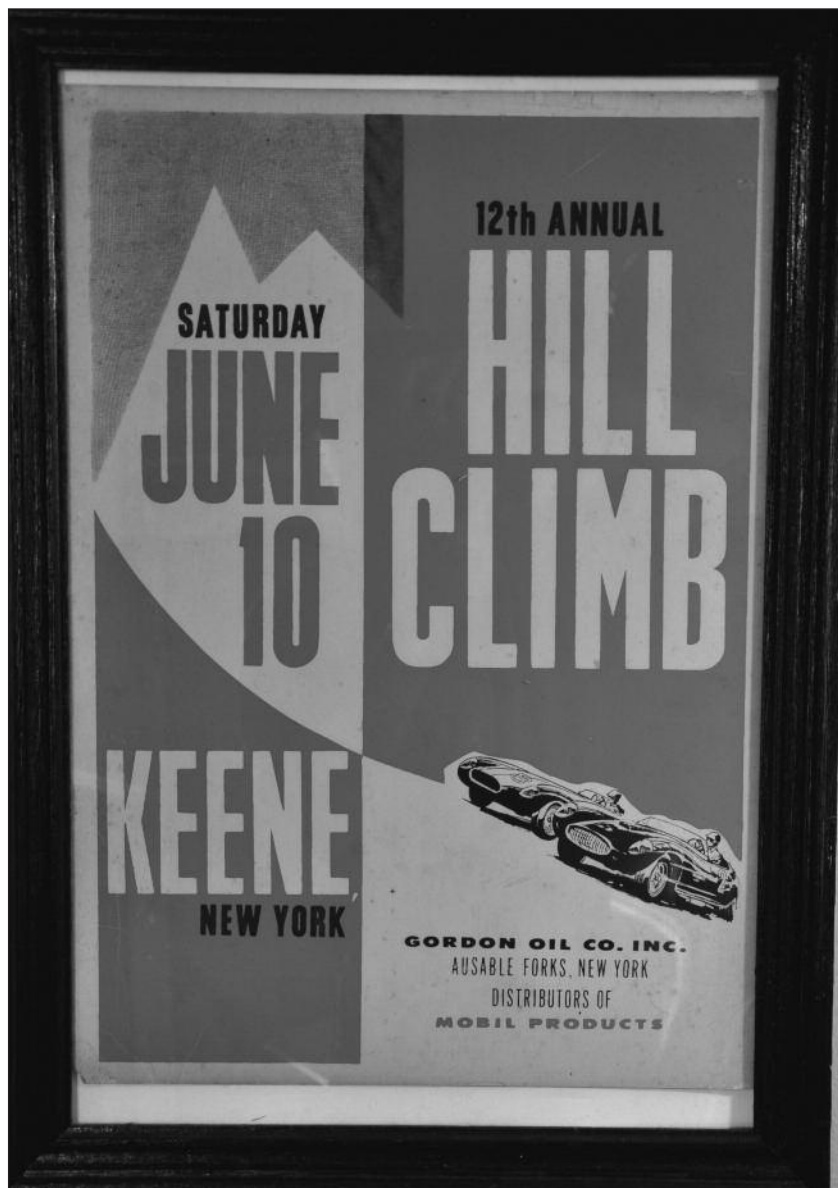
(jpd)



(jpd)



(jpd)



For the year 2018 there were three VSCCA entries, Jeff Sinkiewicz, Ed Hyman, and yrs trly. One of the three had a street legal car, the other two . . .not so much. The run from the car show field to the base of the hill is a couple or three miles and then the run to the top is another couple or so. In theory this is all open road and things like registrations and inspection are sort of expected by the local gendarmerie. Fortunately, for the eleventh year in a row, the minions of the law were nowhere to be seen as we motored prudently down the highways to the exhibition runs and back again.



This TR3 is driven to the event most years. It has been in the same hands almost since new. We rather like the two tone paintwork. (hyman)



Mrs. Sinkiewicz holding onto her hat while Jeff enjoys the pleasures of the MG's loud pedal.

(hyman)

The VSCCA Entry of 2018

*Jeff and Nancy
Sinkiewicz, MGA.*

(hyman)



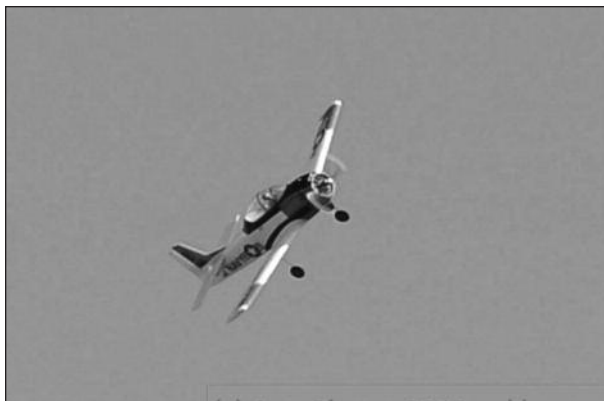
jpd, Allard J2

(hyman)

Ed Hyman, Porsche 356.

(dicola)





*Well, we did say
the headquarters for
the event is a little grass
airfield, didn't we? That
being the case, why not enjoy
a little model aviation as
well? And so we did.*

(hyman)



The actual exhibition runs take place on the same course that was raced upon over forty years ago. Nowadays, though, with the road open to traffic, one may pass a minivan with a soccer mom coming in the other direction. The neighbors along the road come out to the ends of their driveways to watch and wave and make us feel very welcome, indeed.

It's not a competitive event, though, so speeds are prudent on this open road with two-way traffic. Thus nomex and full face helmets are not required. Yrs trly does the climb each year in an old cork lined leather Herbert Johnson helmet and a pair of stringback driving gloves. Most drivers settle for a pair of sunglasses. . . Passengers are welcome.

It should be noted that most of the cars are road-legal, moderately late, sporty cars, Miata, BMW, Porsche, and a fair number of road going MG variants, Triumphs, Corvettes and nearly anything else. Driving to the event is the usual approach and offers the option then of enjoying all of the pleasures the roads in the area offer.

Lake Placid and the High Peaks of the Adirondacks can be intoxicating in their beauty, especially as the summer slowly turns to autumn. For our mid-September weekend the mostly coniferous forest's few deciduous trees were only beginning to turn but with that came the hint and promise of glorious autumnal colours. The village of Lake Placid, itself, is charming and offers shopping in any number of types of boutiques and a variety of restaurants to please nearly anyone.

We shall return again for the next running and hope to see even more VSCCA folks there as well.

jpd



Lake Placid appears to be aptly named.

(jpd)



(jpd collection)

BOOK REVIEW:

The Golden Days of Thompson Speedway & Raceway Sports and Formula Car Events in two volumes:

Volume One: The Formative Years: 1945-1959 (352 pages)

Volume Two: Changing Fortunes: 1960-1977 (pages 353 to 758)

By Terry O'Neil

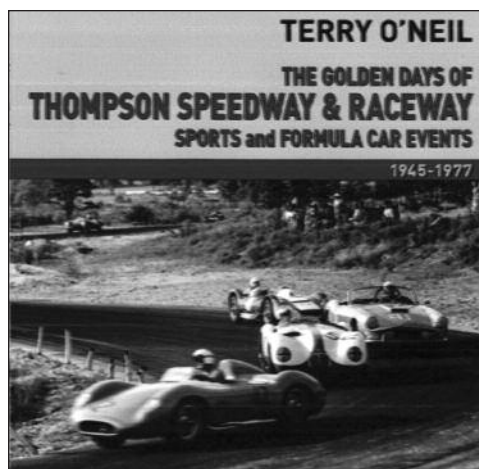
Published in 2018 by Dalton Watson Fine Books

www.daltonwatson.com

ISBN: 978-1-85443-298-8

Terry O'Neil's latest compilation represents an enormous amount of work which chronicles the evolution of the Thompson tracks of the Hoenig family and of George B. Weaver, Jr. Sources include the Barbara Weaver archives at the Connecticut State Library, the Thompson Historical Society, the International Motor Racing Research Center (IMRRC) at Watkins Glen, the collection of our Honorary Member, Valerie Weaver Clark, the SCCA archives and the records of the Hoenig family. The double volume is housed in a sturdy slipcase and double boxed for safe and undamaged shipping. Only 500 copies were printed; my copy was no. 158.

An incredible 133,000 words of text and 1,100 images were used by author O'Neil in telling this remarkably detailed and complete story. The two volumes chronicle by year the history of the two tracks beginning with the Speedway and the New England Region of the SCCA. Many familiar names appear in these early events: George Felton, George Weaver, Bill Leith, Otto Linton, Russ Sceli, Ted Robertson, Roger Merrill; all of these gentlemen raced at Thompson between 1948 and 1952 and all of them would later be founders and early members of the VSCCA. A brief but thorough biography of George



Weaver follows as a prelude to the construction of his Raceway and complicated financial and lease arrangements with John Hoenig and his sister. Briggs Cunningham emerges as an angel investor and remains a staunch supporter of Weaver's efforts for many years. Each year's history is followed with the SCCA scoring sheet summaries which enable the reader to follow certain drivers and cars during their SCCA membership. As the chapters progress, so too does the quality of competition car and driver as the SCCA began their gradual ascent into professionalism. Left unmentioned, unfortunately, was the resultant decision to create the Vintage Sports Car Club of America due to the SCCA's rapid growth.

The second volume continues with the SCCA annual events, but the clouds soon darken for George Weaver and the Raceway. The lease expired on August 6, 1967 and with it, the end of the Weaver Raceway. Donald Hoenig quickly formed the New Thompson Speedway and built a new road course incorporating their old oval track. Many of our brethren participated at the new Hoenig road course; Stu Forer, Alex Dearborn, Dave Belden, John Schieffelin and Ernie Steubesand to mention a few. Tragically, despondency overcame George Weaver and he ended his own life three days short of his 59th birthday in 1970. The Hoenig road course, well supported from 1968 until 1973, struggled on until 1977 when the SCCA removed it from their calendar. It closed soon thereafter, although it opened once again in 2014 and rejoined the VSCCA schedule.

For those interested in the history of the Weaver and Hoenig tracks, there will not be another effort remotely close to this impressive effort. While expensive at \$225.00, it is a must for any fan of regional SCCA racing and the legacy of the Thompson tracks.

Sandy Leith

The American Bugatti Register and Data Book 2018

Sandy Leith and Kees Jansen

Published by the American Bugatti Club

Available from the Club

ISBN 978-1-5323-755-6

The 2018 version of the American Bugatti Register turns out to be a most amazing offering. The title of the tome would seem to promise a fairly dry reference for those interested in filling the obscure lacunae of this storied marque. Previous editions have mostly given us a few details on the individual cars and usually kept it to about half a page per chassis. (i.e. When was it built? Who has owned it? Who has it now? What changes has it undergone?) Not so the 2018 version, which offers a full page for every chassis.

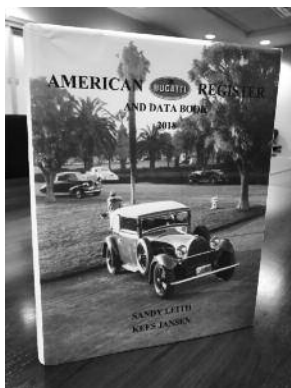
The Register, lovingly compiled by Sandy Leith and Kees Jansen, builds on the works of previous registrars, including the late Andre Rheault and some of the notable Bugattistes around the world. In 425 pages they provide the “Story” that goes with nearly every Bugatti that has ever set tyre on these shores. It is also copiously illustrated with photos, both period and contemporary. The degree of detail is simply astounding but the story telling is even more so. As an example, this writer noticed that a previous owner of the Leith T-37 Ford Special had been the legendary Ray Gilhooley. Once upon a time in American racing circles spinning out was referred to as “having a Gilhooley.” Ray spent a fair amount of time sideways it seems.

Some of the cars are shown to be of dubious parentage, while others, whose identity may have been lost for years, are identified clearly after what could have been fifty or more years of sleuthing. We also get stories of bits and pieces, engines, sumps, gearboxes, etc., long separated from their original chassis, located and reunited after what may have been fascinating negotiations.

Even if one has little interest in the details of chassis numbers and engine blocks this book manages to catch much of the romance of these legendary motors from Molsheim and some hint of the adventure that they offered to their various caretakers. This one is NOT just for budding Bugattistes, but will provide hours of pleasure for nearly any enthusiast who understands that this hobby - dare we say “passion?” - of ours began long before most of us discovered it. Leith and Jansen have provided us the perfect marriage of reference work and story book.

That experience is nearly unique in our memory.

jpd



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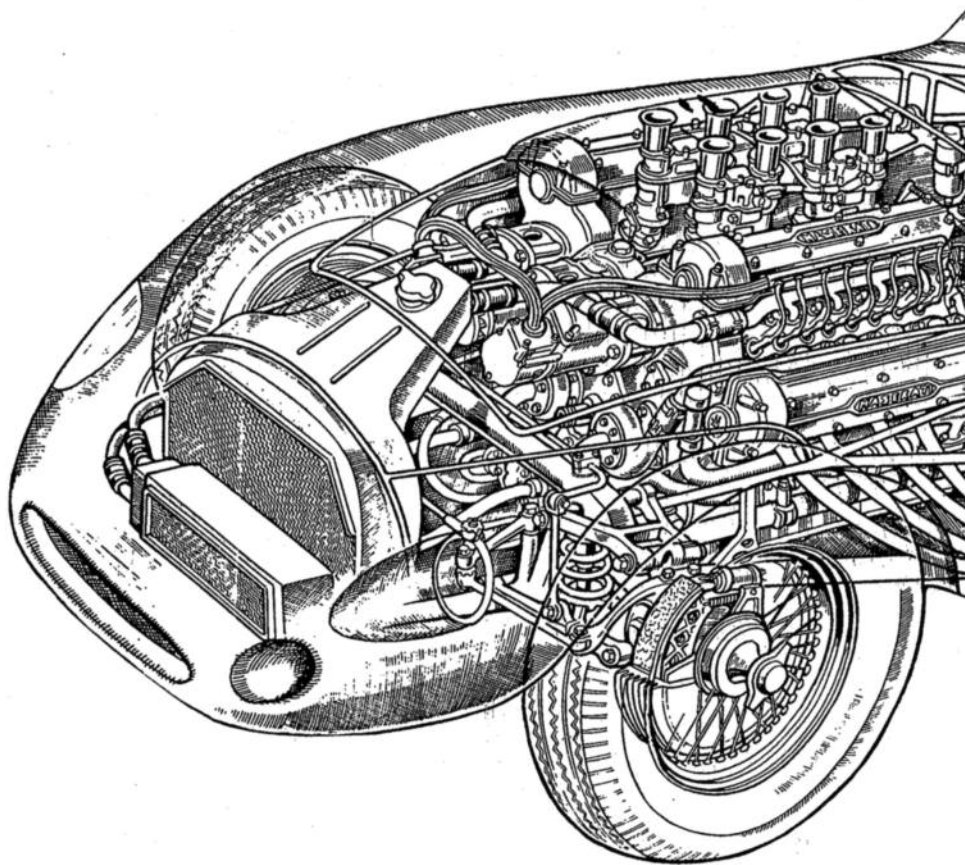
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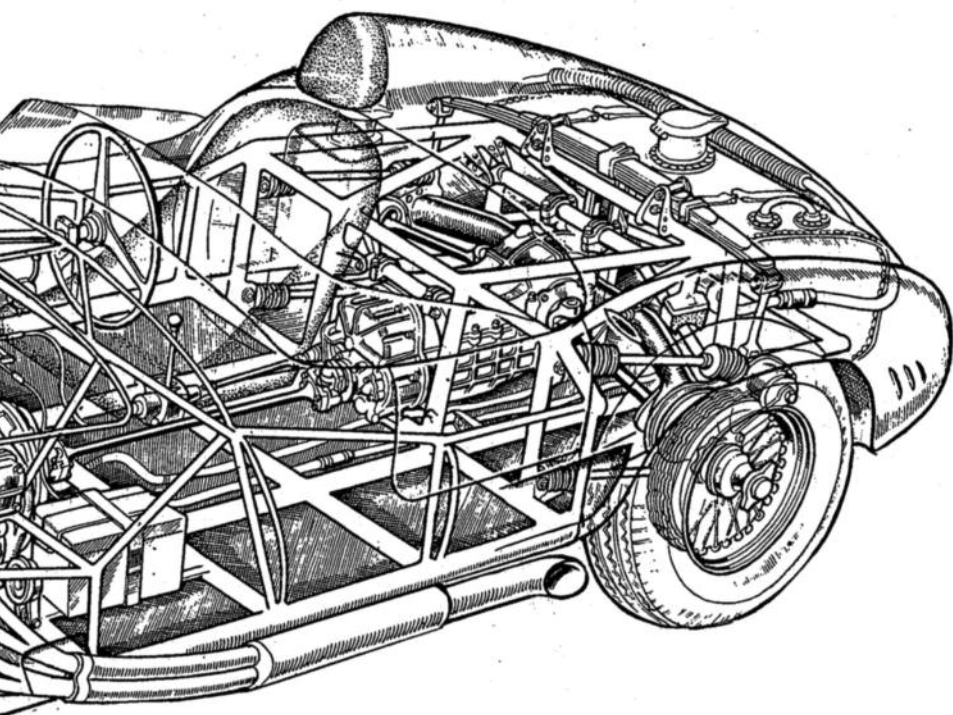
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1957 Maserati 4



50 S





*Sandy presenting
the Goodchild
Award to Mark
O'Day.*

(hyman)

2018 Goodchild Award **Mark O'Day**

At the Annual General Meeting of the Club, (AGM) the president, Mr. Leith, presented the annual Tony Goodchild Award to long time member, Mark O'Day.

The award is named after the late Tony Goodchild, a much loved and respected member, who could be counted upon to drive with consummate skill and enthusiasm. When not at the wheel he would often be found assisting other drivers or helping out with gridding the next group. The award is presented by the Board to a driver who best exemplifies these attributes.

Active with his MG-TC now for many years, Mark and his wife, Deb, are found at most events. She, as often as not, with a camera around her neck and a welcoming smile lighting up her face and the entire area around her.

Driving with skill and enthusiasm, Mark seldom puts a wheel wrong. His TC is exquisitely prepared and beautifully presented. He and Deb also have a long history acting as event chairmen. They have provided yeoman-like service in creating the Tamworth event and working out the glitches at Whiskey Hill.

Congratulations are truly in order to both.



*At speed in
the TC.*

(d.o'day)



(d.o'day)



Making some most gracious comments in accepting the award.

(hyman)



(d.o'day)

Recent Acquisitions, Restorations, Repairs and assorted Mechanical Minutia

Sandy Leith's BMW 328 is progressing through its restoration. Scott Sargent has it up in the North Country and is making quite a job of it. Originally white, the Bimmer spent most of its life a deep navy blue. Sandy, however, notes that "all of my cars are blue so I wanted a change." The BMW will next be seen among us in a pleasing shade of grey.



(leith)



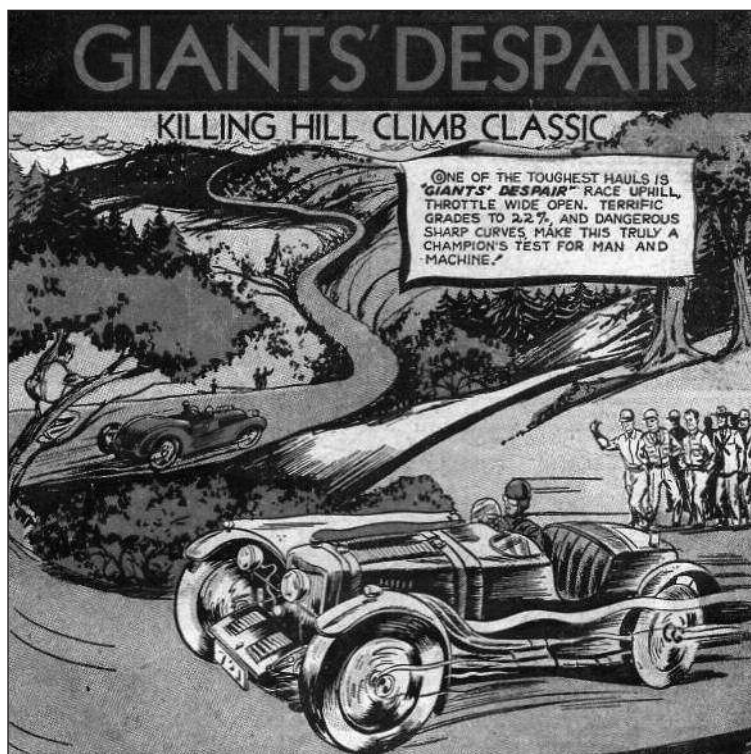
The TAPG motorsports team had quite a season in the NASA West Coast Endurance racing championship. The series consists of five races between March and October. There are three races of three hours duration, one of four hours and one of six. The team, with a fair bit of VSCCA leadership from driver Mike Donick, won four of the five and finished second in one.

Taking the car to the 25 Hours of Thunderhill in early December, the team was joined by VSCCA Secretary, Scott Fenley as a crew member. Sadly the engine let go to a fare-thee-well just before the eight hour mark. The team was sitting first in class at that point.

Both Mike and Scott promise to be back next year.



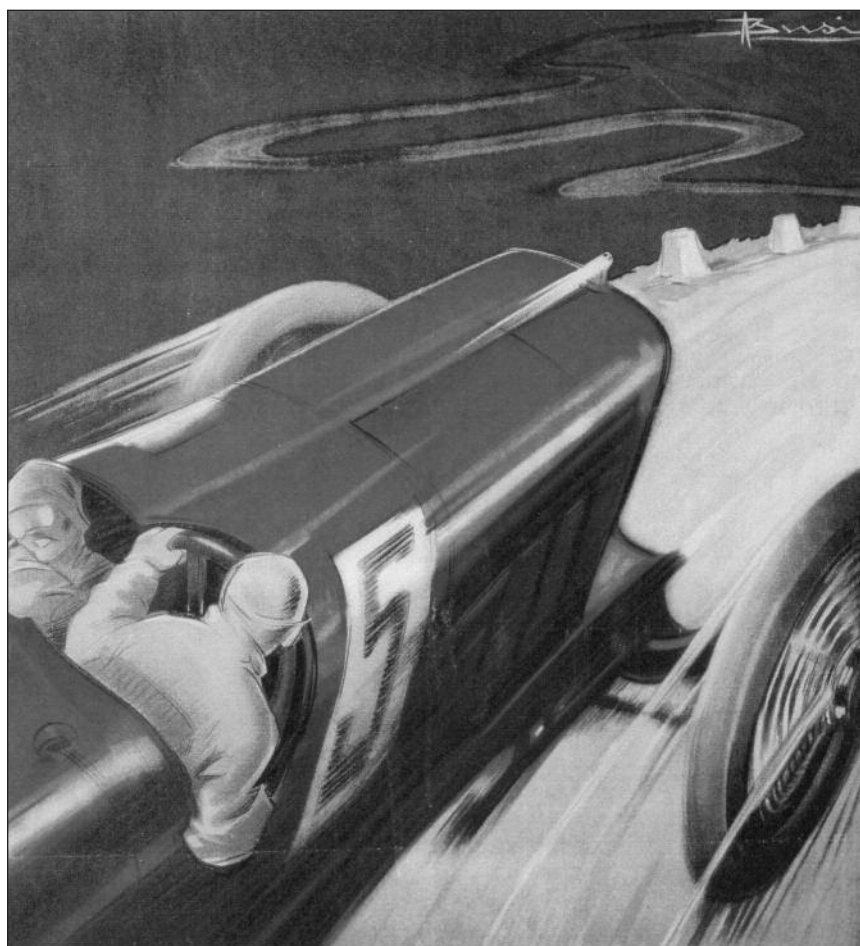
The editorial HRG is currently in the Saratoga Automobile Museum's VSCCA Exhibit but, when that is over the old girl has an appointment to have new top and sidescreens prepared to make her a little more of an all weather over the road motorcar.



From the Sunday Comics section sometime in the fifties, compliments of Gene Herman.

★ ★ ★

Mr. DiCola is making progress again on the Giabardo Special that he shares with the editor. Joe Giabardo build it in the early fifties in Bill Wonder's garage out on Long Island. It has an MG TD engine in the front, a Porsche transaxle at the rear, Porsche suspension all around on a tubular frame and an aluminum body that is only a shade thicker in material than the aluminum mom used to use to wrap our sandwiches. Watch this space.



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(greenlees collection)

David Greenlees recently unearthed this photo from the 1935 New York Auto Show held at the Grand Central Palace. He asked if anyone knew the cars. Sandy Leith responded, “I can tell you about two of them. Far left is an MG-NB which I believe Dan Hamilton of the ARCA owned for a brief spell. After WW2, it was owned by my father, Bill Leith, from 1947 to 1950. Far right is McClure Halley’s T51 Bugatti, chassis 51132. Recently deaccessioned from the Mullin Collection, it is now with an Arizona collector.

Can anyone add anything on the third car? It’s clearly an MG and it is likely a safe assumption that it saw some action with the ARCA? Thoughts?



(fuller)

Joe Fuller is reporting the near completion of his Healey Hundred. We are hoping to see it out and among us this upcoming season. Healeys do well on Equinox, you know, Joe.



We were delighted to see Joe Freeman's white HRG 1100 joining us at the Fall Finale. Running with the editor's HRG 1500, the two cars gave the crowd on the hill a glimpse of exceptionally rare motor racing as they toured the circuit pretty much nose-to-tail.

Willem van Huystee had his HRG at Hershey this year and Scott Fenley is making noises about bringing one of Gary Ford's examples out next year. Maybe we could get four on the circuit at one time. That would be truly historic. Mayhaps next season we will be talking about an HRG Renaissance in the VSCCA?



(jpd)



(hyman)



(stoler)



(jpd)



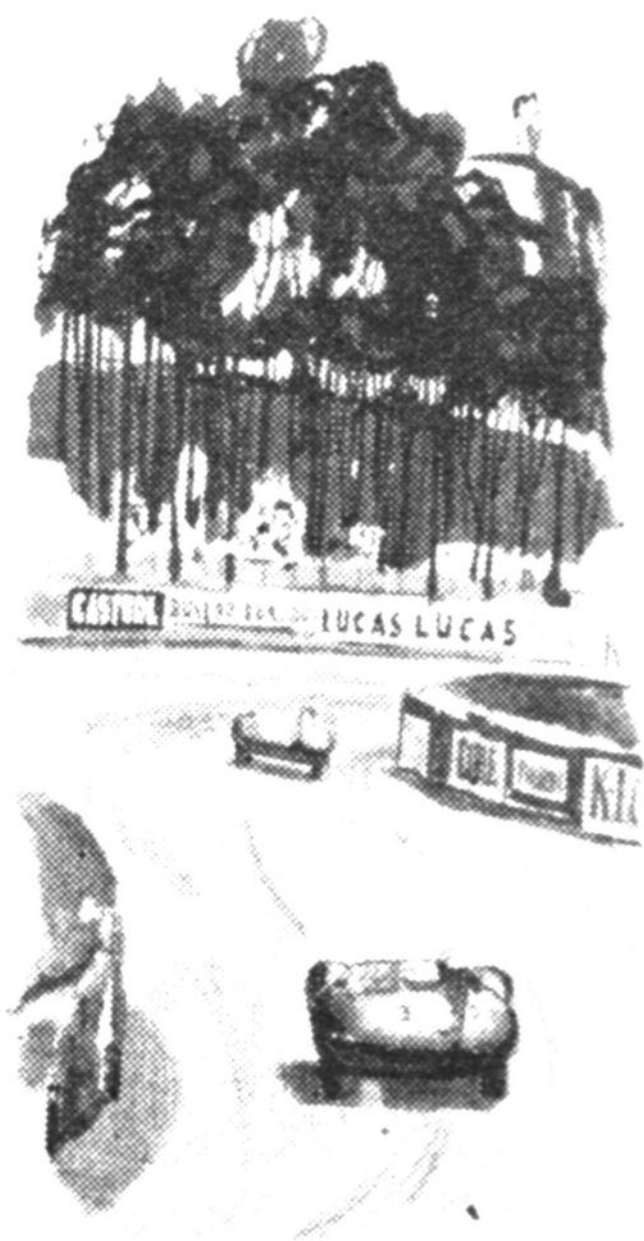
(jpd)

van Huystee at Hershey.



(hyman)







Saratoga Automobile Museum:

Celebrating 60 Years of the VSCCA

3 November, 2018 to 24 March, 2019

Our friends at the Saratoga Automobile Museum are staging a special exhibit over the winter of 2018 to 2019 to celebrate 60 Years of the VSCCA. Dow Smith and the editor, jpd, were asked to curate the collection and to juxtapose some structure on the exhibit. It was an interesting challenge.

The cars on display are all actively used in VSCCA events and were chosen to illustrate the diversity of VSCCA enthusiasm via the various classes and groups that are regularly seen at our events. Ranging in age from Tom Clifford's T-37 Bugatti, and Peter Ross' MG J2, the seventeen cars go all the way to Roger Cassin's Elva Mk 7. Even Joseph DeLucia's Mini Moke is present to represent transportation around the paddock as well as giving some colour to the sometimes whimsical nature of what we do. The only drawback to such a glorious collection is that our cars are best seen in their natural habitat - on the road or on the track. It is in motion that they are truly alive. Nevertheless, the exhibit, complete with photos from Messrs. DiPleco, Hyman, Smith, and Milano and drawings from Robert Selkowitz, does a marvelous job of introducing the VSCCA to a wider audience and chronicling the texture of the VSCCA experience.

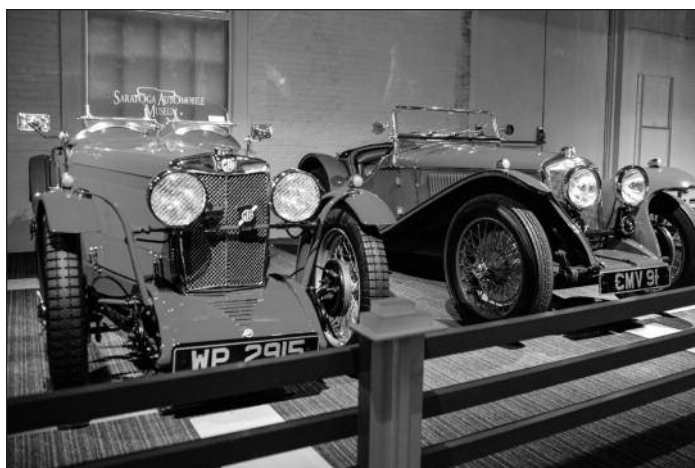
*Dick Waite's
Sunbeam Tin Top.*

(d.smith)



Tom Clifford's T-37 Bugatti

(d.smith)



*Representing the
rest of prewar,
Peter Ross' MG
and Joseph
DeLucia's Riley.*

(d.smith)



The Formula Juniors are represented in both front and rear engined configuration. Larry McKenna's Stanguellini illustrates the former. (d.smith)



Joe Fuller's Mog looking spiffy.

(d.smith)



*Andy Greenberg's
Aston is the only car in
the exhibition that was
driven to the museum
over the road.*

(jpd)



*There are a number of plac-
ards throughout the museum offer-
ing some additional insight into
the VSCCA and its events. This one
talks about how to join.*

(jpd)

*The lighting within the
museum adds a degree of
drama.*

(jpd)





*Representing
specials and sports
racers, Roger
Cassin's Elva and
Richard Campbell's
Bunce Buck Special.*

(jpd)



*A little background on VSCCA
Hillclimbs and Rallies.*

(jpd)

*Enjoying the opening
night festivities, (l to r)
Rachel Ross, Mark
Sherman, and Peter
Ross.*



(jpd)

The crowd in rapt attention as Messrs. Smith and Donick offer comments on the cars.

(jpd)



Opening night of the exhibit was also the very first official VSCCA outing for the newly married Mr. & Mrs. Spadaro. Santo and Molly had only returned from their wedding trip a few days before.

(jpd)



Bonnie and Dow Smith having an opening night chat with Rachel Ross.

(jpd)



A few postwar coupes offering a marvelous view of VSCCA diverse approaches to the events. (jpd)



The early postwar cars have a spot of their own.

(jpd)



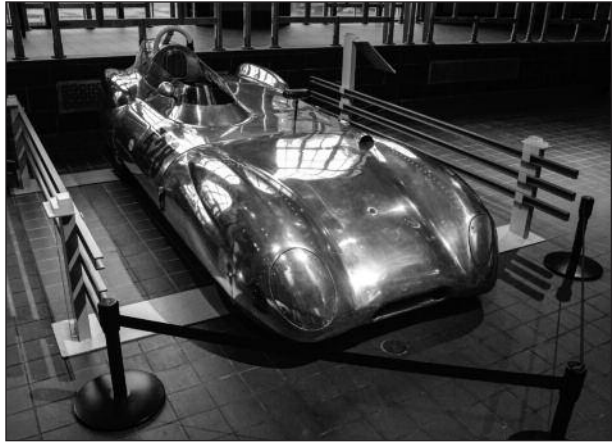
There is another gallery on the second floor and it houses much of the museum's more or less permanent collection. The view of the exhibit area down below is dramatic from there.
(d.smith)



The editorial HRG represents early post war. We confess that we hadn't seen it quite so clean in a very long time.
(jpd)

*Vince Irwin's Lotus 11
has center stage in
the main exhibit hall.*

(d.smith)



*The evening's festivities
were only heightened by the
elegance of the exhibition's
presentation.*

(jpd)

Aside from the cars, there are placards showcasing some of the club's signature events as well as explaining the classing structures and even how to pursue membership if interested.

The VSCCA is planning a Northern Tech Seminar at the Museum on the 2nd of March where the entire club can enjoy a day there and revel in the pleasures of the exhibition.



The DeLucia Riley

(jpd)



Richard Campbell's exotic looking Buncie Buck Special.

(d.smith)

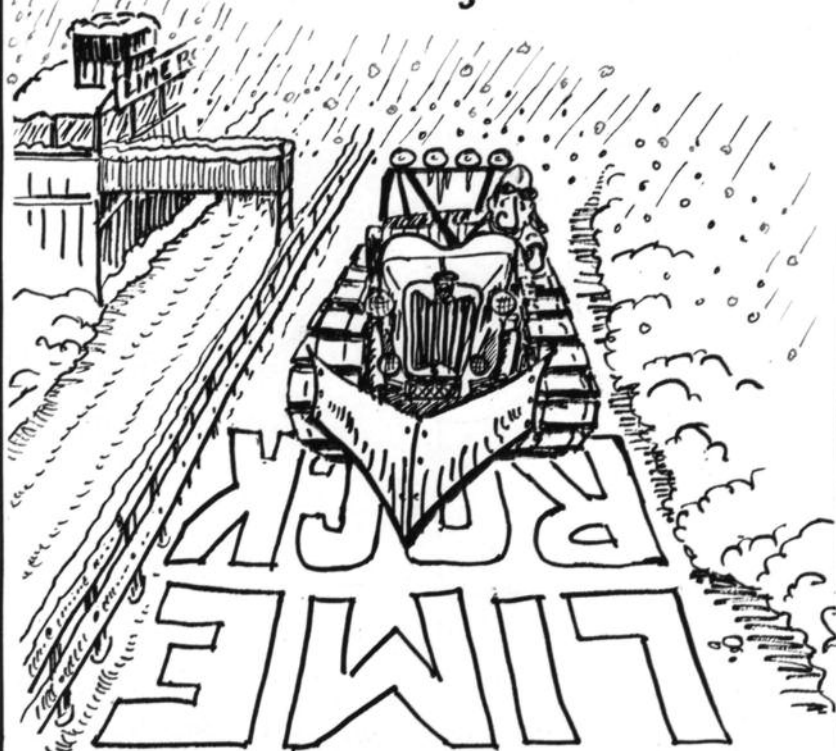


Cars in the Exhibit :

- 1929 Bugatti T-37A from Tom Clifford
- 1932 MG J2 from Peter and Rachel Ross
- 1935 Riley Imp from Joseph and Terri DeLucia
- 1948 MG TC from George Smith
- 1950 HRG 1500 from Carol and jim Donick
- 1951 Allard J2 from Carol and jim Donick
- 1956 Porsche 356A Coupe from Ed Hyman
- 1957 Lotus 11 from Vince Irwin
- 1958 Alfa Romeo Giulietta Sprint Veloce from Santo and Molly Spadaro
- 1958 Morgan +4 from Joe Fuller
- 1959 Bunce Buck Special from Richard Campbell
- 1959 Stanguellini FJ from Larry McKenna
- 1960 Lotus 18 from Joe Fuller
- 1962 Sunbeam Rapier from Dick Waite
- 1963 Aston Martin DB4-GT from Andy Greenberg
- 1964 Elva Mk 7S from Roger Cassin
- 1965 Austin Mini-Moke from Joseph and Terri DeLucia

VINTY

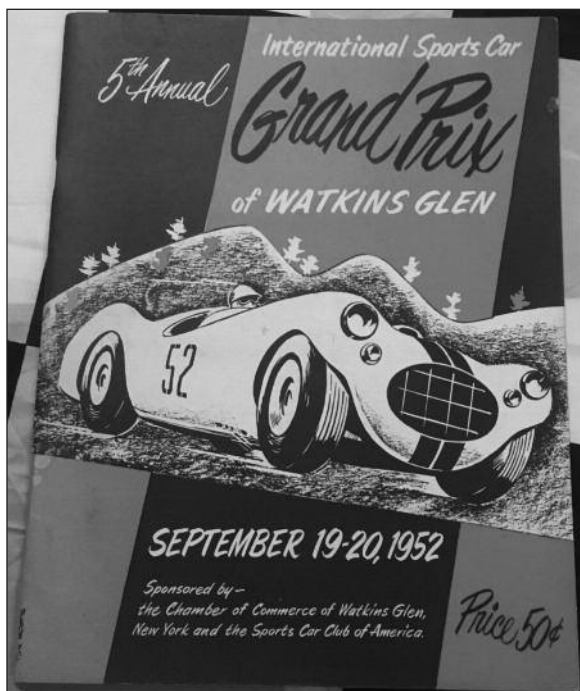
by Storch



I'm ready for the "SPRING SPRINTS" this year!

2-96

From the Album:Watkins Glen 1952

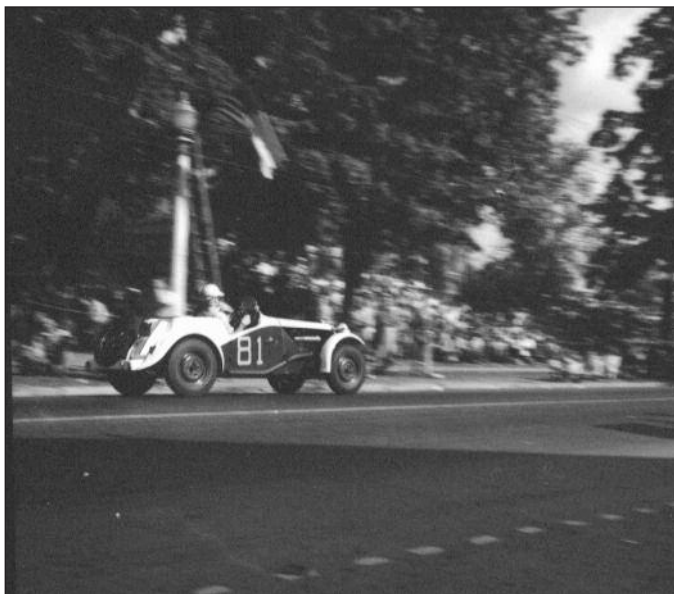


On the grid well before the start. On the left is the Meyer Special and on the right what looks to be the Cunningham "Bu-Merc."

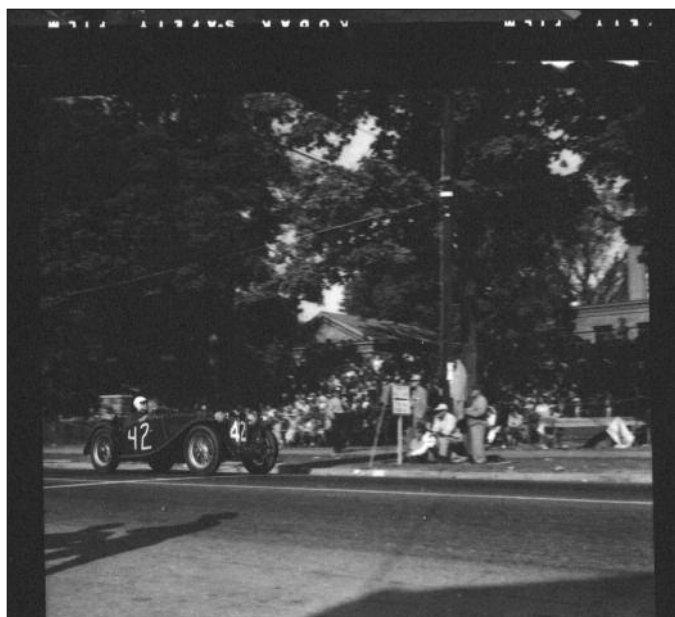
There had to be at least one Allard J2. (actually there were several) This one was driven by George Harris.



The starter, Nils Mickelson, verifying the grid is ready for the start.



Bill Lloyd's MG TC isn't exactly as it left the factory. Somewhere along the way it acquired an Offenhauser engine. He finished fifth in the Queen Catherine Cup.



Puckett's TC finished 25th in a crowded Queen Catherine Cup but he was only a lap down on the leaders.



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



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1954 JAGUAR XK 140 RACE CAR SPECIAL

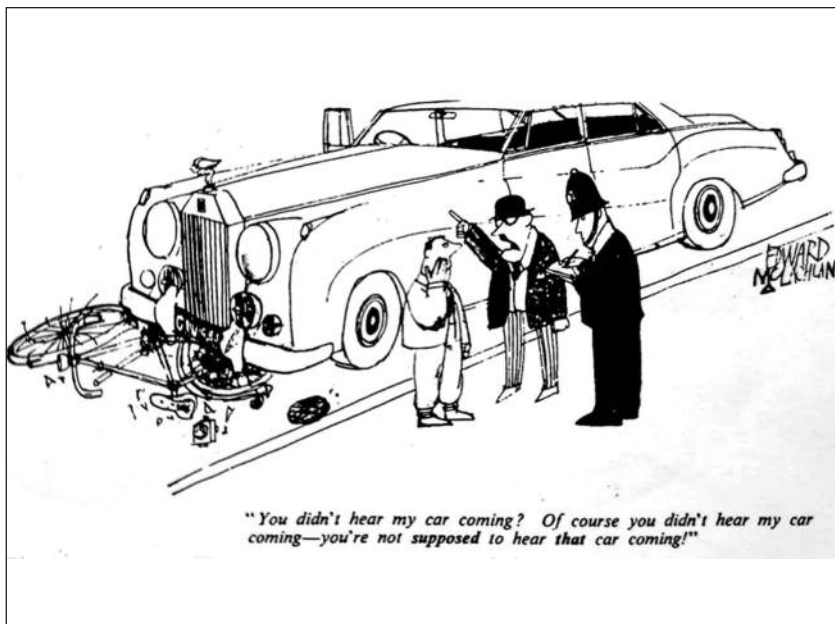
This 1954 Jaguar XK 140 two seater Race Special was built on Jaguar chassis # 817692 – Engine # G-45558 – Gearbox # 3387. Underneath its body, the car is an absolutely original XK140 with a mildly developed engine, equipped with twin 2 - inch SU's, a lightened flywheel and newly converted hydraulic clutch. The car has competed at Mosport and Mount Equinox and a book was written about its conversion from a "field-find" into this handsome car. (Full description and photo gallery on my website www.jaguarcollection.sale) \$78.000

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1933 MG L2 Magna

L2064 is a numbers matching example, with known history from new. Having underwent a full concours restoration by marque specialist, this car is finished in its original colors of black over green wire wheels. With relatively little use since, the restoration remains fresh and shows wonderfully. Fully sorted, L2064 is an extremely correct example, with brass fuel pump (not currently installed), optional badge bar, complete tool kit, and full weather gear. This L2 Magna is a stunning addition to any collection, and is priced aggressively at \$115,000 USD.



1930 MG 18/80 Mk I Speed

Rarely seen in MG circles, this 18/80 Mk I Speed model is a matching numbers example, with known history from new. Having undergone a body off restoration by marque specialist, it is wrapped in it's

correct tuxedo fabric. Fitted with stunning custom built fenders and running boards, the originals are included in the sale. Wonderful details, such as the quick fill radiator cap, and large brooklands style fish tale exhaust adorn the car, while a full tool kit is included. Exceedingly rare, and relatively unseen by the public for several years. Asking: POA.

1917 Simplex LaFrance Touring Car

Delivered new to the City of Dunn North Carolina, this Simplex LaFrance left the Elmira NY LaFrance factory on June 16th, 1917. Built as a fire chiefs car, this example now sports a beautiful aluminum touring car body built in England by the former owner, done in old English white over Jaguar midnight blue fenders. Powered by it's 6 cylinder 100 h.p., 14.5 liter engine, this Simplex LaFrance is chain drive, fitted with high speed sprockets. With period correct Rolls-Royce hubs and wire wheels, this touring car drives wonderfully, and shifts smoothly. Asking \$175,000 USD.





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

1993 Porsche RS America:

#337 of 701 built - Build date - February 1993, Red/ Black Leather Sport Seats, Decal Delete. Equipped with all 4 factory options: Sunroof, Limited Slip, AC, and Radio (Upgraded). Rear seat delete, G-50 Trans, 17 inch wheels and M030 Sports Suspension are standard. 3 Owners from new, clean car fax, never tracked. This RSA has just had a full 60k mile service by marque specialist in additional to any other items requiring service. Starts, runs, and drives extremely well - very tight and with perfect road handling. Margins are excellent with original paint showing very well. Asking \$96,500 USD.



1929 Rolls-Royce Twenty 3 Position DHC:

Originally ordered as a Sedan with coachwork by Thrupp and Maberly Limited, GEN 70 was sold new to Col. John Kennedy. Retaining its original coachwork until October 27, 1937, it was then commissioned to have the more attractive 3 Position Drophead Coupe body by The Southern Motor Co. fitted. GEN 70 passed through several ownership changes, until it was purchased by Jean C. Chouinard in June of 1968. He then shipped GEN 70 to the U.S., where it resided in his ownership until 1971. With its current owner of 47 years, it has undergone a full cosmetic restoration: paint, upholstery and a new top approximately 10 years ago. Driven very little since, it has been properly stored, and recently re-commissioned / serviced; running and driving as it should. Asking \$90,000 USD.

Originally ordered as a Sedan with coachwork by Thrupp and Maberly Limited, GEN 70 was sold new to Col. John Kennedy. Retaining its original coachwork until October 27, 1937, it was then commissioned to have the more attractive 3 Position Drophead Coupe body by The Southern Motor Co. fitted. GEN 70 passed through several ownership changes, until it was purchased by Jean C. Chouinard in June of 1968. He then shipped GEN 70 to the U.S., where it resided in his ownership until 1971. With its current owner of 47 years, it has undergone a full cosmetic restoration: paint, upholstery and a new top approximately 10 years ago. Driven very little since, it has been properly stored, and recently re-commissioned / serviced; running and driving as it should. Asking \$90,000 USD.

1966 Ford Mustang Notchback A/S 289.

Raced from new with documented history, having ran at Nelson Ledges & Watkins Glen from 1967-1970. Accompanied with 2 period photographs, this Mustang was later owned and raced by famous race driver Lauren J. Fix. Immaculate condition by meticulous collector owner of nine years. Refreshed every 8 hrs, 2 hrs on car now, with recent original gearbox rebuild. Fully sorted & track ready with SVRA & SCCA logbooks, regularly run at LRP. Price Reduced: \$75,000 USD.



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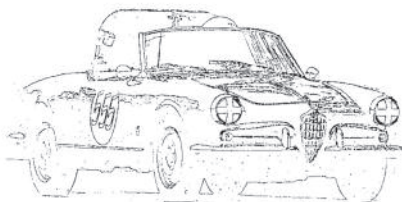
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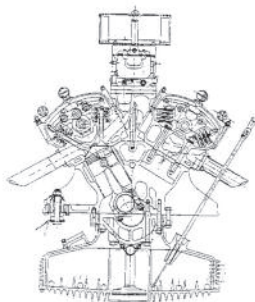
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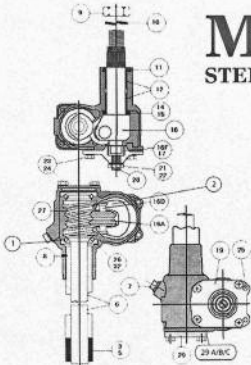
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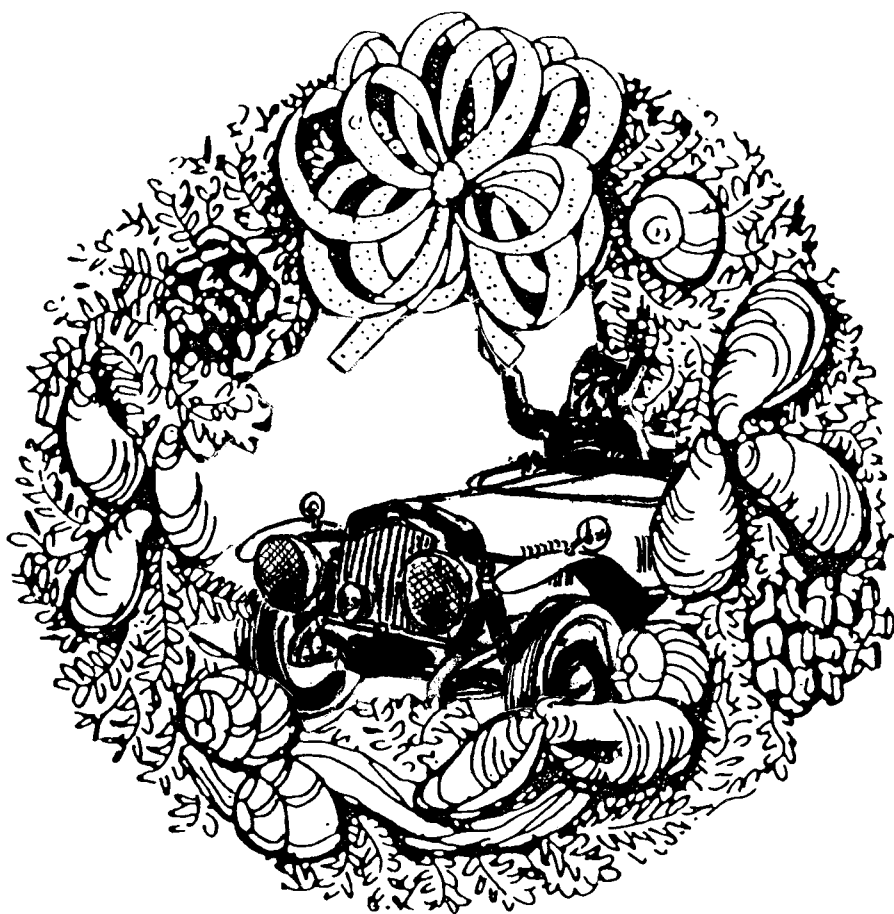
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