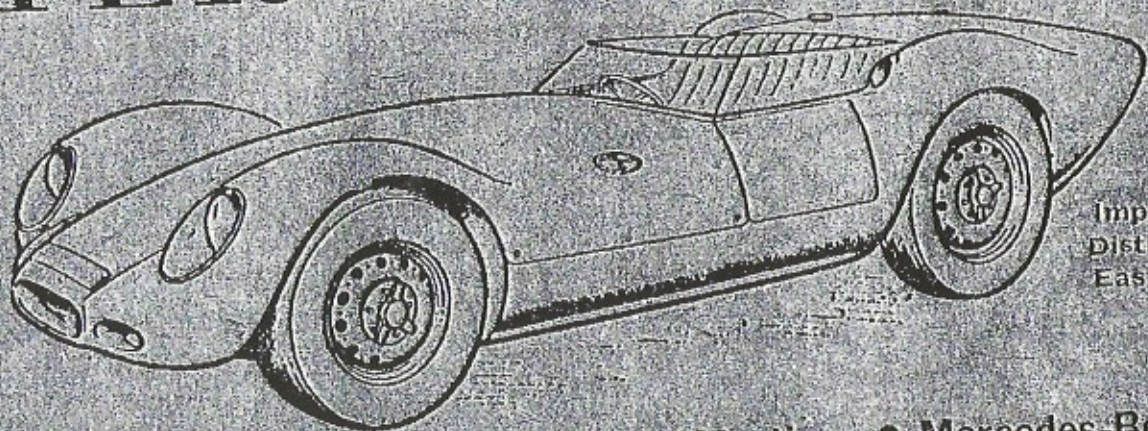


OSCA works in Italy is this all-new racing sports car featuring the (Photo by Hans Tanner)

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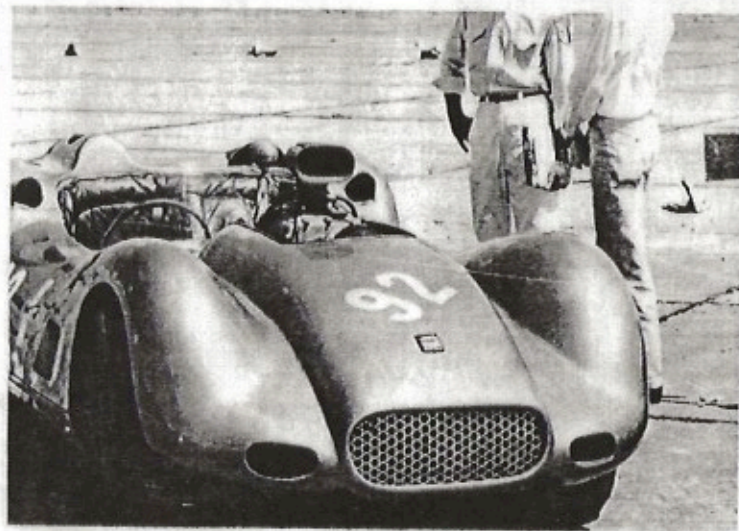
SHARP'S COOPER - MON-  
ACO - MASERATI (MON-  
ACORATI?) — "Honest, fel-  
lows, I've only got time for  
a short pit stop." (CDR)

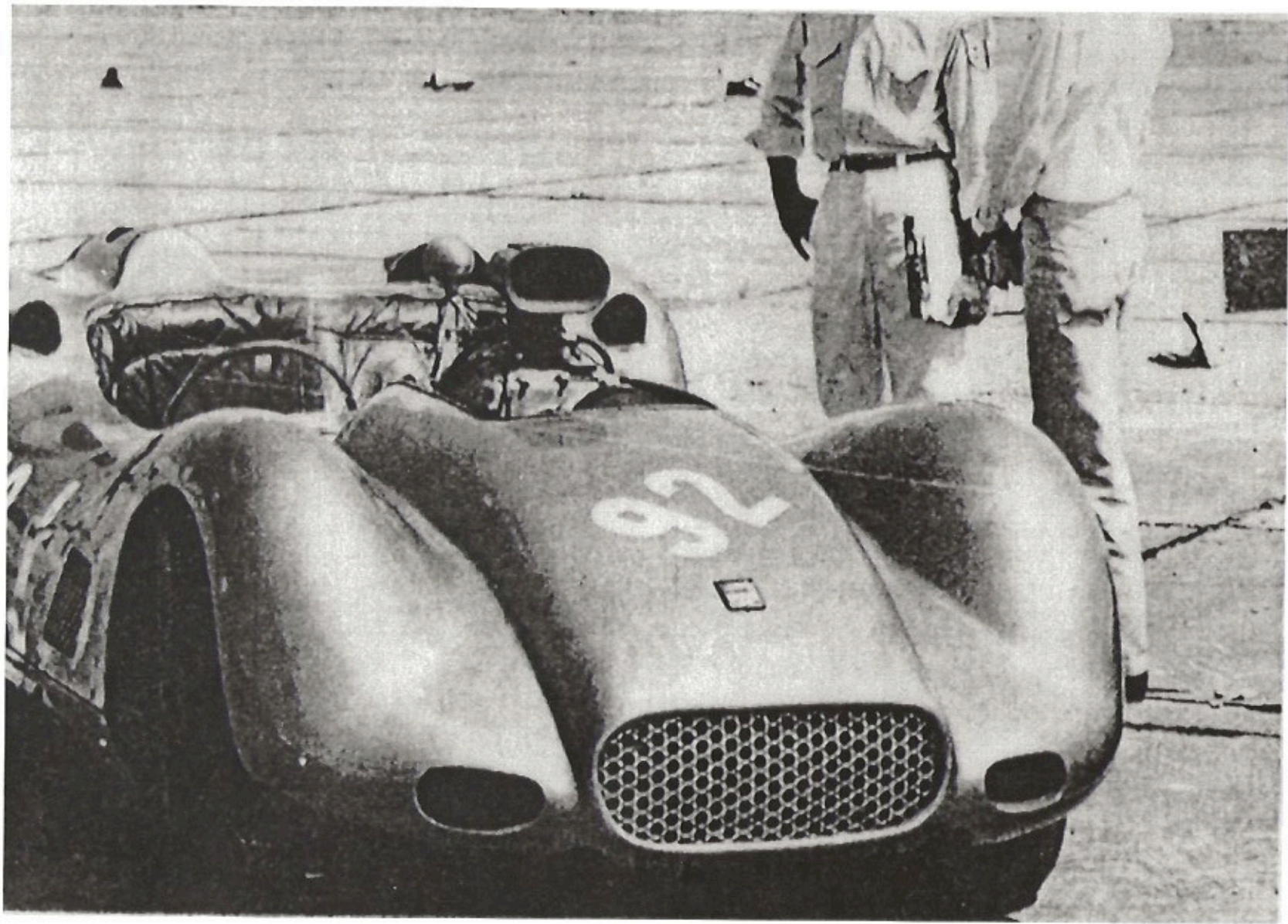
Photo by Carroll Thomas

THE TOWER OF POWER —  
Hissom's Lister-Corvette com-  
plete with cubic inch-  
stretcher. (Galveston)

Photo by A. Hardcastle, Jr.

noticed that Prince Rainier turned a very commendable lap during the unofficial training for the Monte Carlo GP (officially he was opening the course in a Peugeot 404). Save your old-style francs boys, the Grimaldis ride again!

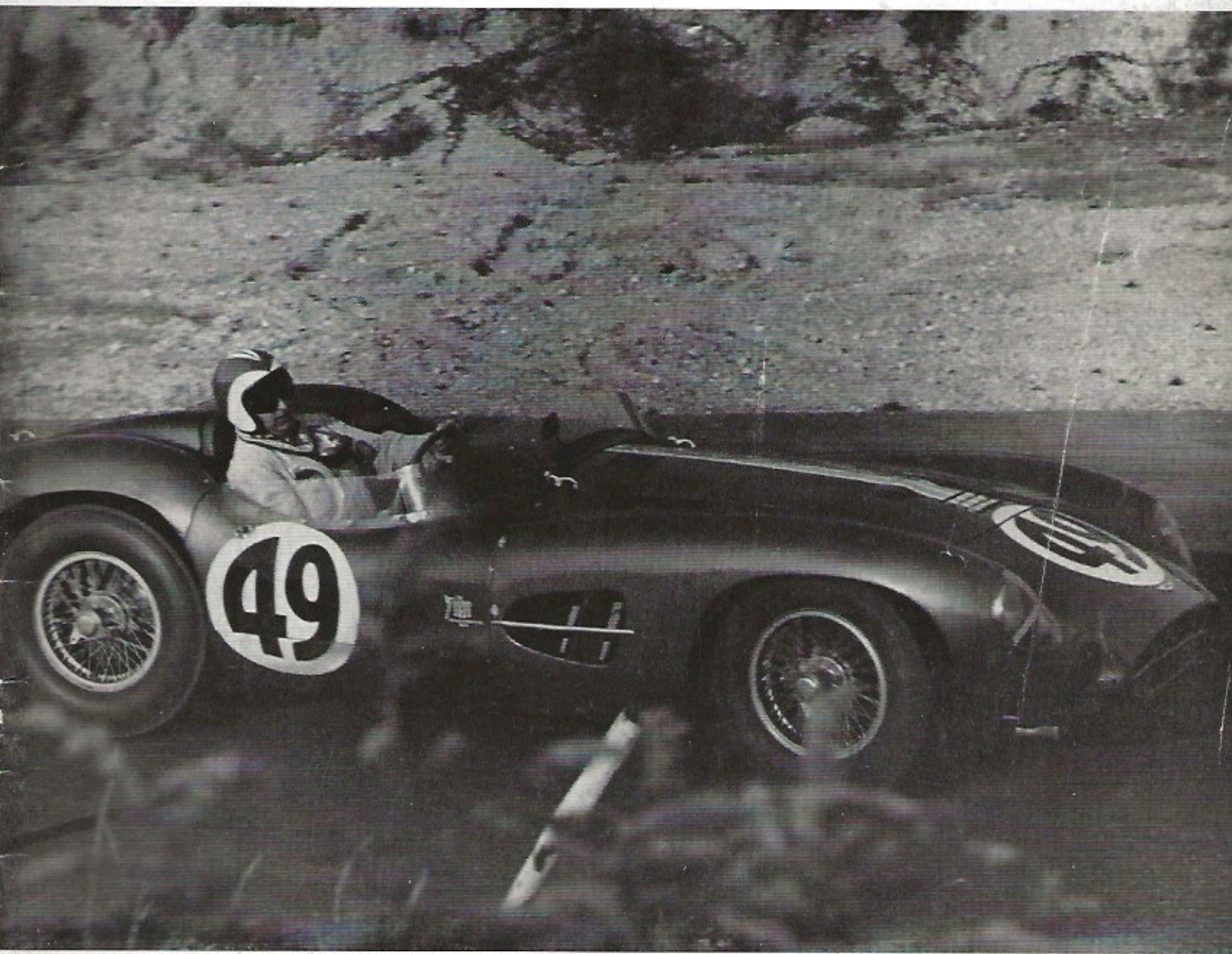






NOVEMBER 1959

# SPORTS CAR



IN THIS ISSUE

▶ ROAD AMERICA "500"

to be awarded on the basis of the greatest number of completed laps between the start and the checkered flag for any given car. If more than one car was on the same lap the awards would be given in the order of their receiving the checkered flag.

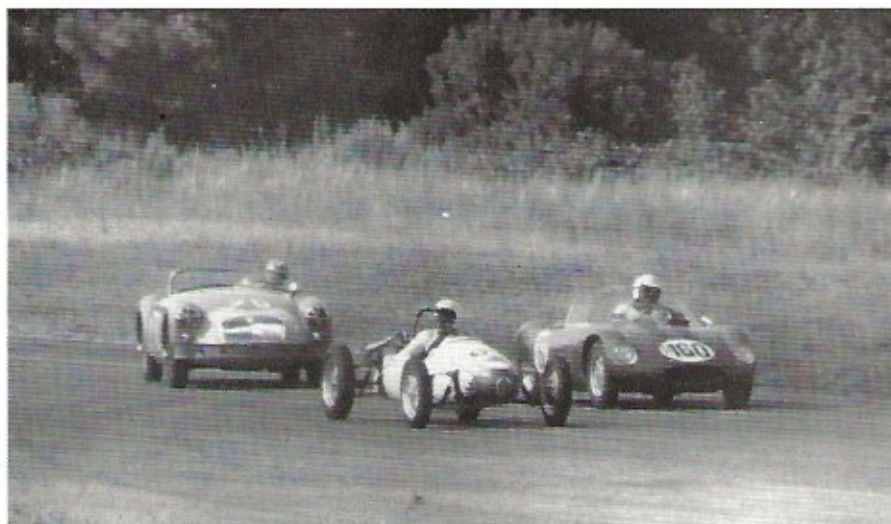
The timers and scorers shuddered!

Twenty-four entries were processed, resulting in 3 Volvos forming F; 4 Ghias and 4 regular Volkswagens, plus an 1100 Goliath, competing in G; 2 Morris Minors, a Triumph TR 10 sedan, a Renault Daphne and a Dyna-Panhard made up H; 1 had 3 NSU Prinz sedans, 2 Fiat-Abarth 750's and a Saab 93. The one J class entry, a tiny Fiat Bianchina, elected to move up a class and run with the "big boys" since no first overall trophy was to be awarded.

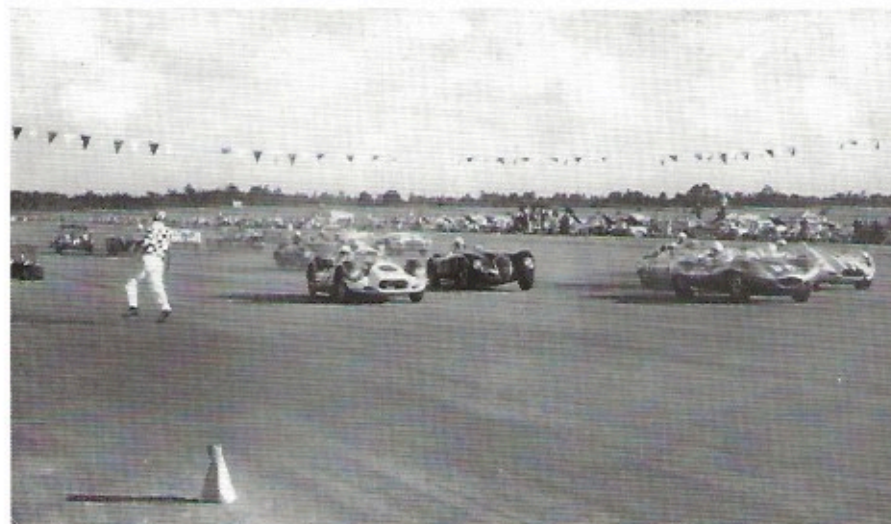
Pre-race practice and travel exigencies cut the field a little, but promptly at 2:00 pm twenty of the little stormers took off from their places on the grid. Starter Jimmy Stout's wildly waving flag sent them off for three grueling hours under the hot Louisiana sun. The regular sports car course was used, and the leaders were to complete 80 laps before they saw that checkered flag again. Almost 164 miles of fierce competition in "going-to-the-grocery-store-passing-up-the-gas-stations"-type equipment.

In the last thirty minutes the pace was, if anything, hotter as each driver tried to consolidate and/or better his position. Coming down the straight was the Dyna-Panhard, and he was first to take the final flag at a few seconds after the three hours. The other 15 finishers received the welcome "you-have-completed-the-race" sign, made their safety laps and went to their pits. To the spectators and interested parties it seemed as though they could have gone on forever. Some ran non-stop, others changed drivers and tires, added fuel, oil, water, etc. Thirteen laps separated the leading Volvo and the last place Fiat Bianchina — 31.2 miles in three hours of the most ferociously hard fought driving these small cars had ever experienced.

This type of event scotched the talk that "those GT cars are always in the way" on Sunday. It also gave the sports car drivers a chance to show their mettle in a little different machinery, and the boosters of *marques* other than the usual VW, Dauphine, and Morris Minor a chance to run and to show the stuff of which champions are made. At the end all agreed it was a wonderful way to spend a Saturday afternoon.



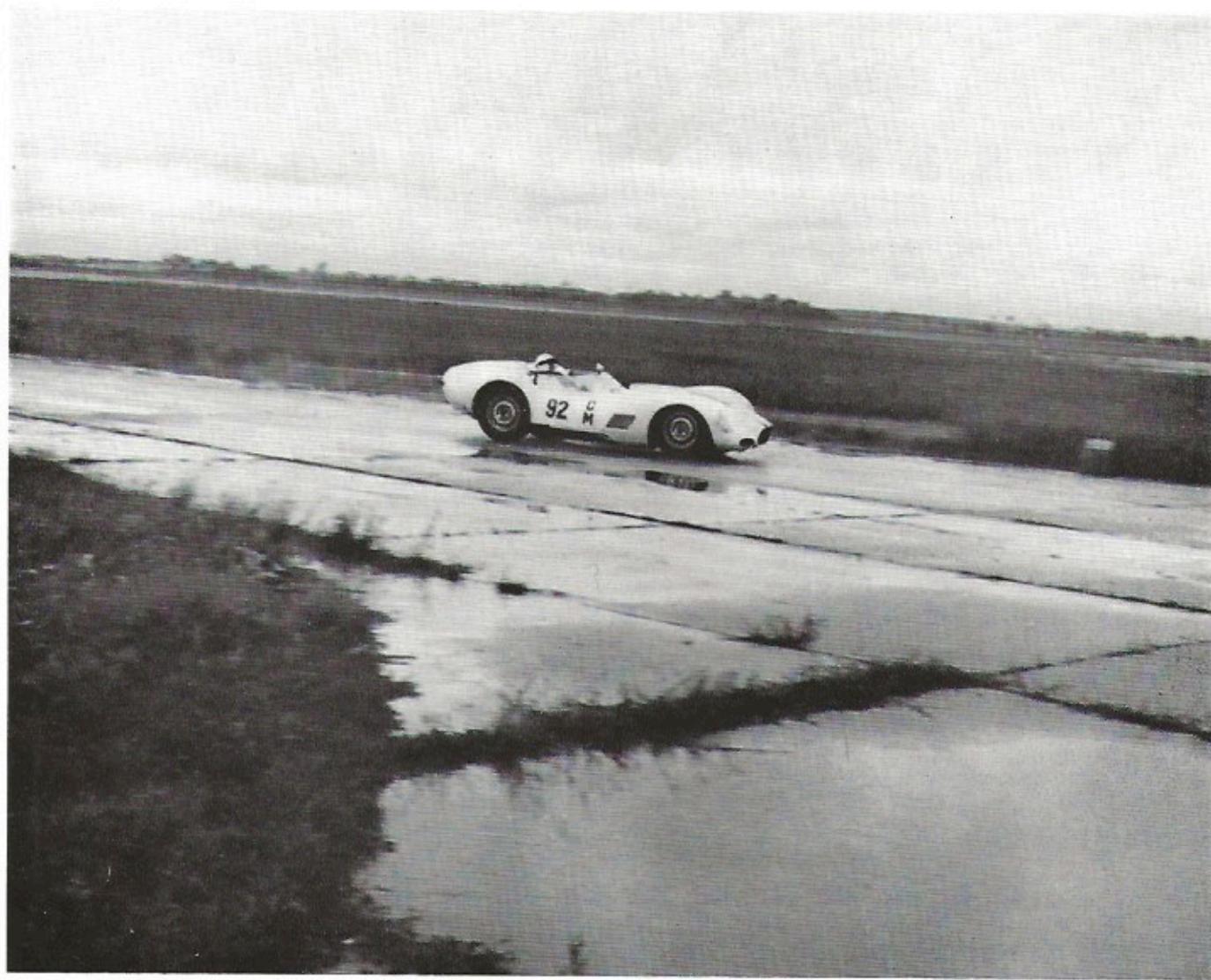
Herb Stelter, who started last in his F3 Cooper only to beat all 27 cars into the first turn, drove brilliantly.



Jimmy Stout drops the flag on the feature race, and then takes off as the big iron booms by.



Fuller (#17) and Hissom (#92) sit it out as the pack roars by after they tangled in a minor collision. Fuller was 2nd overall, and Hissom third, in Race #5.



Bob Hissom driving the Lister-Jaguar to first place in Race 5, while the rain was still at its height.

**BIG FIELD SWIMS WAY TO VICTORY—**

## *The Second Annual Independence Sports Car Races*

—Story by Bill Ong—Photos by Ross Cowman

OCTOBER 3 AND 4 were selected by the Kansas City Region, SCCA, for the second running of the Independence races because I knew, having lived in this area since the beginning of the glacier period, that autumn is at its loveliest at that time. To say that I erred this year is a euphemism of the highest order. However, I blame the whole thing on R.E. Seymour Laff of the Colorado Region and the seventh running of the Continental Divide Rally; he and his hairy mountaineers blew up a blizzard that week that paralyzed all motor traffic in Colorado except his rallyists, and even a few of them succumbed. Then the whole mess moved eastward and parked over Independence in a display of meteorological phenomena that saw stationary fronts, occlusions and moist

warm air masses overriding cold air for a solid week before the races. The resulting instrument soup caused even Dale Duncan, airline captain, to put away the latest copy of *Sports Car* and go to work for a change, leaving the stooge in the idiots seat with his nose flattened to the cockpit window and a prayer on his lips.

Meanwhile, back at the race, things were swimming. Of well over 100 entries, 93 made it through flooded roads, washed out bridges and what not, to appear like a bunch of ducks at safety inspection. The first practice session on Saturday got away with 35 cars leaving a wake strongly reminiscent of the battleship Missouri at speed. It had to happen, of course, and it did with Patsy Randall in a bor-

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AUGUST, 1960

VOLUME 2, NUMBER 1

## Galveston

Jim Hall, Sebring and Riverside Formula Junior winner, changed the size of his rides for the Galveston races of July 2-3. He came out just as well. Winning the feature handily, he set new records on three out of the last four laps on what is advertised as the Southwest's fastest course, finally ending up with a 104.8 mph lap standard and a 96.3 mph average for the 56 mile race.

For awhile it looked like a battle. Mason O'Keiff in the ex-Hinkle Kurtis, now powered by Corvette rather than Offenhauser, traded places with him several times in the first sixteen laps. But evidently Hall got the go signal, and after passing O'Keiff almost at will, slow line or fast, on nearly every turn on the course, he pulled quickly away for the last four laps. To O'Keefe went second overall, second in class, and the honor of being the first to accomplish a hundred-mile-an-hour lap on the airport course. Bill Fuller of Louisiana in a D Jag-Chevy was third, and first in CM.

Over 130 entries filled to overflowing all races except that for compact sedans, which had to be supplemented with production sports cars.

Ron Hissom's Lister-Corvette sported not only a new Bahamas Blue paint job but a tremendous hole in the bonnet and a mammoth GMC blower sticking up above the body — a veritable tower of power. It ran, now and then. In fact it ran well enough for the first four hundred yards of the feature to put Hissom a couple of hundred feet in front of the pack at the first turn. But it began cutting out there, and never did really catch hold again. The combination shows tremendous potential, especially for the first four hundred yards or so. So his crew stopped off at a drag race on the way home and turned 125 mph in the quarter.

As it may be evident, we didn't get too authoritative a report of the races. But boy, did we get a lot of lovely beach time and sunburn and seafood. Galveston we must assuredly vote for as a race town. In fact, we had so much fun, next year we may not even bother with the races . . .

(See Pictures, Page 5)



ENTRIES FOR SCCA DIVISIONAL CHAMPIONSHIP RACES AT DAYTONA  
INTERNATIONAL SPEEDWAY, September 1 - 2, 1962.

Car No.	Driver and Home	Type Car	Class	Races
1	Bill Story, Clearwater, Fla.	Lotus Mk 17	G M	2-B-D
2	Bob Staples, Miami, Fla.	Porsche N	F P	2-B
3	H. I. Kleinpeter, Key Biscayne, Fla.	Begra	G M	2-B-D
4	Ken Stevenson, St. Petersburg, Fla.	Porsche S-90	C P	1-A
5	Thomas A. Scott, Boynton Beach, Fla.	A-H Sprite Mk2	G P	3,C
6	Lyle Witmer, Eau Gallie, Fla.	Beavercafe Rdsth	H M	3,C
7	B. S. Carpenter, Jr., Birmingham	Triumph TR-3	E P	2-B-D
8	Evan Armstrong, Atlanta, Ga.	A-H Sprite	H P	3,C
9	John M. Ballew, Orlando, Fla.	Triumph TR-4	E P	2-B
10	Arnold Davis, Jacksonville, Fla.	Porsche N	F P	2-B-D
11	Ralph Nosedá, Miami, Fla.	A-H Sprite	G P	3-C
12	Myron R. Way, Sanannah, Ga.	Triumph TR-3	E P	2
14	Tom Wright, Orlando, Fla.	Morgan +4	E P	2-B-D
15	Gerald Kennedy, Tampa, Fla.	Triumph TR-3	E P	2-B
16	Roger West, Birmingham, Ala.	MG Midget	G P	3-C
17	Bill Buchman, Sarasota, Fla.	Sunbeam Alpine	F P	2-B-D
18	Cesar Sandoval, So. Miami, Fla.	A-H Sprite	G P	3-C
20	William Redeker, Largo, Fla.	Lotus Elite	C P	1-A-D
21	Bill Eve, Cocoa Beach, Fla.	Porsche	F P	2-B-D
22	Grey Blanton, Columbus, Ga.	Porsche N	F P	2-B-D
23	Bill Ward, Miami, Fla.	Cooper	F Jr	1-A
24	Dr. J. P. Marinelli, Maderia Beach	Lotus Am.	G P	3-C
25	Robert West, Athens, Ga.	Sprite Mk 2	G P	3-C
26	Bill Willis, Knoxville, Tenn.	Porsche	F P	2-B-D
27	Dr. Paul Buchanan, Charleston, S.C.	MGA Twin Cam	E P	2-B-D
28	Thomas Davis, Eau Gallie, Fla.	Lotus Mk 2	G M	2-B-D
29	Jef Stevens, Miami Springs, Fla.	BMW 700	H M	3-C
29	Jef Stevens, Miami Springs, Fla.	Corvette	B P	4-D
30	Alice Stevens, Miami Springs, Fla.	A-H Sprite	G P	3-C
31	Tom Nial, Ft. Lauderdale, Fla.	A-H Sprite	H P	3-C
32	Dr. Jesse Emerson, Gainesville, Fla.	Alfa Veloce	D P	1-A-D
33	John Hill, Jr., Cocoa Beach, Fla.	MGA Twin Cam	E P	2-B-D
35	Lee Koon, Mayo, Fla.	Morris Minor	Sed	3-C
36	Don Bolton, Vero Beach, Fla.	Saab Spl Rdstr	H M	3-C
37	Jim Bolanger, Maitland, Fla.	Porsche	F P	2-B-D
38	Ed Lewis, Riverside, Conn.	Porsche	F P	2-B-D
39	Dr. David Lane, Ft. Laudersale, Fla.	Ole Yaller	A M	4-D
40	Dr. Gary McKay, Jacksonville, Fla.	Fiat Abarth	H P	3-C
41	Jim Benton, Hiawassee, Ga.	Fiat Abarth	G M	2-B-D
42	Josef Hoppen, Daytona Beach, Fla.	Porsche Spyder	F M	1-A-D
43	Ernest Croucher, Jacksonville	Porsche	F P	2-B-D
44	R. Stoddard, Jacksonville, Fla.	BMW Super Spt	H M	3-C
45	Linley Coleman, Jacksonville, Fla.	BMW Super Spt	H M	3-C
46	Jack Wright, Jacksonville, Fla.	Saab	Sed	3-C
47	Glenn Lewis, Ft. Rucker, Ala.	A-H Sprite	H P	3-C
48	Tommy Charles, Birmingham, Ala.	Ferrari-Chevy	C M	4-D
49	H. Spencer Lichtie, Ft. Lauderdale	Ferrari	D M	4-D
50	Louis Costanza, Jacksonville, Fla.	Stanguellini	F Jr	1-A-D
51	Howie Franklin, Clearwater, Fla.	Alfa Veloce	D P	1-A-D
52	Anthony Mannino, Daytona Beach and Dana Kelder, Daytona Beach	Triumph TR-3	E P	2-B-D
53	Larry Sorenson, Cocoa Beach, Fla.	Elva Courier	E P	2-B-D
55	David Pearl, Atlanta, Ga.	Fiat Abarth	H P	3-C
57	William Dunn, Orlando, Fla., and E. L. Brenaman, Orlando, Fla.	BMC (F. Libre)	F Jr	2-A-B-D
58	Bill Pearson, Macon, Ga.	A-H 3000	D P	1-A-D
59	Bruce Morehead, Tampa, Fla.	Morris 1000	Sed	3-C

Page 2 - SCCA Divisional Rades, Sept. 1-2, 1962.

80	Robert Roe, Orlando, Fla.	Stanguellini	F	Jr.1-A-D
82	Herb Byrne, Orlando, Fla. and Col. George Smith, Orlando, Fla.	Formcar FV	F L	2-B-D
83	John Ryan, Griffin, Ga.	Porsche RSK	F M	1-A-D
84	T. J. Kelley, Augusta, Ga.	Morgan +4	E P	2-B-D
85	Bill Duckworth, Orlando, Fla.	Formcar FV	F L	2-B-D
87	Bob Kingham, Auburndale, Fla.	Maserati-Chevy	C M	4-D
88	L. C. Coker, Bartow, Fla. and W. C. Mancil, Bartow, Fla.	Alfa Guillieta	G P	3-C
91	R. W. Richardson, Clearwater, Fla.	Alfa Spyder	D P	1-A-D
95	Jim Symons, Eau Gallie, Fla.	Fiat Abarth ZagH	P	3-C
96	George W. Taylor, Orlando, Fla.	Lotus Mk 2	G M	2-B-D
97	John Leicht, Athens, Ga. and Nolen Richardson, Athens, Ga.	Turner	F P	2-B-D
100	Lt. Bill King, Lakehurst, N. J.	Falcon Spts	G M	2-B-D
101	C. T. Lloyd, Ft. Lauderdale, Fla.	Merlin	F Jr	1-A-D
102	Burrell Besancon, Hollywood, Fla.	Lotus LeMans	G M	2-B-D
105	Rajah Rodgers, Sarasota, Fla.	San Remo Spl	H M	3-C
106	Don Streeter, Ft. Lauderdale, Fla.	Porsche S-90	C P	1-A-D
108	James E. Smiley, Cocoa, Fla.	Crosley	H M	3-C
110	Philip Hotchkiss, Marietta, Ga.	Sadler	F Jr	1-A-D
111	Jere Mosiman, Ft. Myers, Fla.	TVR Grantura	E M	4-D
112	Owen D. Oates, Ft. Pierce, Fla.	MGA Twin Cam	E P	2-B-D
113	Robert Matthews, Bartow, Fla.	MGA Cpe	F P	2-B-D
114	Charlie Mathis, Gainesville, Fla.	Alfa Romeo	G P	3-C
115	Tom DuPree, Miami, Fla.	MGA	F P	2-B-D
116	Chuck Cassell, Ft. Lauderdale, Fla.	Porsche Abarth	F M	1-A-D
117	Elliott Robinson, Savannah, Ga.	Triumph TR-4	E P	2-B-D
118	A. M. Perry, Melbourne Beach, Fla.	Triumph TR-3	E P	2-B-D
119	John P. Belperche, Orlando, Fla.	Triumph TR-3	E P	2-B-D
120	Gean V. Guy, Tampa, Fla.	A-H Rdstr	E P	2-B-D
121	Richard Bassinett, Palm Beach Shores,	A-H Sprite	G P	3-C
122	Ken Frazer, Orlando, Fla.	A-H Sprite	G P	3-C
123	John Jacobson, Cocoa Beach, Fla.	A-H 100-6	E P	2-B-D
124	Graham Shaw, Columbia, S. C.	Lister Corvette	C M	4-D
125	Mike Carpenter, Cocoa Beach, Fla.	Lotus Mk 2	G M	2-B-D
127	Roy Schechter, Miami Springs, Fla.	Elva Mk 9	G M	2-B-D
131	W. O. Stone, Pensacola, Fla.	A-H Sprite	H P	3-C
132	John Greeven, Key Biscayne, Fla.	A.C. Bristol	C P	1-A-D
135	Charles Presely, Clearwater, Fla.	Alfa Veloce	D P	1-A-D
141	David Reaves, Gainesville, and John Hood, Gainesville, Fla.	Fiat Spyder	H P	3-C
143	Ernie Croucher, Jacksonville, Fla.	Porsche	D P	1-A
144	Herb Byrne, Winter Park, Fla.	MGA	F M	1-A-D
145	Julian J. Mericle, Miami, Fla.	Porsche N	F M	1-A-D
147	George H. Robertson, Locust Grove, Ga.	Corvett <sup>3</sup>	A P	4-D
150	Donald Kearney, Clearwater, Fla.	Triumph TR-4	E P	2-B-D
151	Jack Slotag, Naples, Fla.	Arnold Bristol	C P	1-A-D
153	Bill Knowe, Nashville, Tenn.	Porsche S-90	C P	1-A-D
154	M. H. Kurkjian, Jr., Ft. Lauderdale	Porsche Carrera	D P	4-D
155	Gene Beach, Clearwater, Fla.	Begra	H M	3-C
161	Donald Kearney, Clearwater, Fla.	NSU Sprite	H P	3-C
168	Jonathan Kronsberg, Charleston, S. C.	Porsche S-90	C P	1-A-D
169	Dr. William Mirhen, Clearwater, Fla.	Lotus Mk 11	G M	2-B-D
170	George W. Barber, Birmingham, Ala.	Porsche S90	CP	1-A-D
171	E. R. Cantrell, Tampa, Fla.	Maserati 2 Litre	EM	4-D
172	Ross McCain, Atlanta, Ga.	Ferrari	C M	4-D
174	Spencer Anderson, Merritt Island, Fla.	AC Bristol	C P	1-A-D

Back

World Championship 1962

BHL 18

- 1. round : Daytona
- 2. round : Sebring
- 3. round : Sebring
- 4. round : Garda
- 5. round : Targa Florio
- 6. round : Avus
- 7. round : Nürburgring
- 8. round : Le Mans
- 9. round : Clermond-Ferrand
- 10. round : Pergusa
- 11. round : Goodwood
- 12. round : Nürburgring
- 13. round : Bridgehampton
- 14. round : Bridgehampton
- 15. round : Montlhéry

3 h Daytona Continental

11.2.1962

3 h Daytona

1. round

Practiced: 54  
 Started: 50  
 Classified: 31

Race: 6,132 km \* 82 laps = 500,683 km      AVG: 166,833 km/h

FL: Ricardo Rodriguez      1 Ferrari Dino 246SP      2:06,000      175,1884 km/h

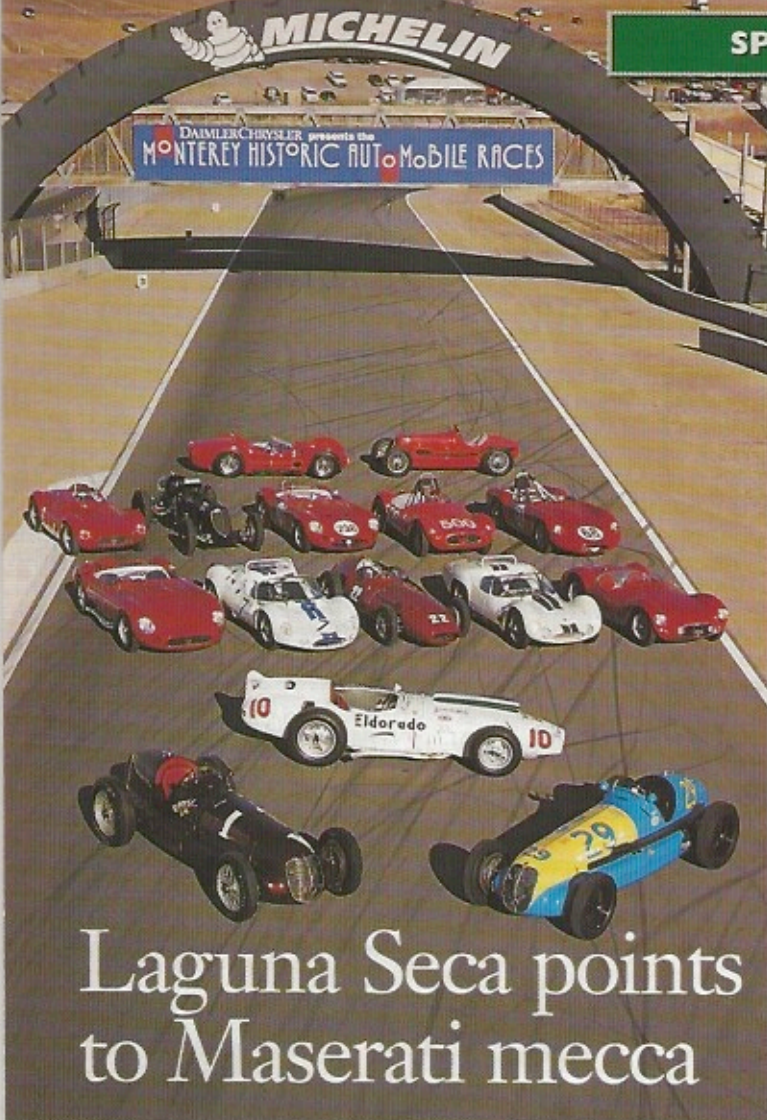
Pos.	NO	Driver / Nationality	Car	Entrant	Laps	Time/retired	Group	Practic
Classified:								
1.	96	Dan Gurney / USA	Lotus 19B Climax	966 Frank Arciero	82	3:00:04,000	1. S2.5	
2.	1	Phil Hill / USA	Ferrari Dino 246SP	0796TR North American Racing Team	82		2. S2.5	
		Ricardo Rodriguez / MEX DNS - Peter Ryan / CDN						
3.	66	Jim Hall / USA	Chaparral 1 Chevrolet	001 Chaparral	82		1. S+5.0	
4.	18	Stirling Moss / GB	Ferrari 250 GT SWB E	2643GT North American Racing Team	80		1. GT3.0	
5.	49	George Constantine / USA	Ferrari 250 TR59/60	0746 John T. Bunch	79		1. S3.0	
6.	0	Dick Rathmann / USA Harry Heuer / USA	Chaparral 1 Chevrolet	002 Peter Hand Brewery	79		2. S+5.0	
7.	14	Bob Holbert / USA	Porsche 718 RSK	Bob Holbert	79		1. S2.0	
8.	9	John Fulp / USA Skip Hudson / USA	Ferrari Dino 196SP	0784 North American Racing Team	78		3. S2.5	
9.	16	Chuck Cassel / USA	Porsche 718 RS61	Brunos Porsche	78		2. S2.0	
10.	99	Herb Swan / USA	Porsche 718 RS61	Herb Swan	78		3. S2.0	
11.	23	Bob Donner / USA	Porsche 718 RS61	Bob Donner	77		1. S1.6	
12.	22	Fireball Roberts / USA	Ferrari 250 GT	2725GT North American Racing Team	77		2. GT3.0	
13.	11	Dick Thompson / USA DNS - Ed Lowther / USA	Chevrolet Corv 20867S103980	Grady Davis	76		1. GT+5.0	
14.	6	Peter DaCosta / USA	Porsche 718 RS61	Peter DaCosta	76		2. S1.6	
15.	50	Ricardo Rodriguez / MEX Peter Ryan / CDN	Ferrari 250 TRI/61	0794TR North American Racing Team	76		2. S3.0	
16.	28	Olivier Gendebien / B	Ferrari 250 GT SWB	2845GT Scuderia Serenissima	75		3. GT3.0	
17.	62	Walt Hansgen / USA	Jaguar XKE	Briggs Cunningham	75		1. GT4.0	
18.	77	Doug Thlem / USA	Ferrari 250 GT	North American Racing Team	75		4. GT3.0	
19.	10	Don Yenke / USA DNS - Grady Davis / USA	Chevrolet Corvette	Grady Davis	75		2. GT+5.0	
20.	20	Marvin Panch / USA DNS - George Robertson, Jr.	Chevrolet Corvette	Red Vogt	75		3. GT+5.0	
21.	25	Dave Morgan / USA DNS - Delmo Johnson / USA	Chevrolet Corv 20867S105683	Delmo Johnson	73		4. GT+5.0	
22.	80	Guido Lollobrigida / I	Maserati 200SI	Sorocaima	72		3. S3.0	
23.	75	Jack Knab / USA DNS - John Walker / USA	Chevrolet Corvette	John Walker	71		5. GT+5.0	
24.	83	Charlie Kolb / USA	Alfa Romeo Giulietta SZ	Alfa Romeo	70		1. GT1.3	
25.	44	Pat Corrigan / USA DNS - E. Linley Coleman	Porsche 356B 1600	Brunos Porsche	70		1. GT1.6	
26.	82	Paul Richards / USA	Alfa Romeo Giulietta SZ	Alfa Romeo	70		2. GT1.3	
27.	21	Rodger Ward / USA	Pontiac Tempest	Frank Nichels	67		2. GT4.0	
28.	91	Ross Durant, Jr. / USA	Alfa Romeo Giulietta SZ	Ross Durant, Jr.	65		3. GT1.3	
29.	30	Jim Clark / GB	Lotus Elite	Peter Berry	60		4. GT1.3	
30.	48	William Storey / USA DNS - Charlie Kolb / USA	Lotus Elite	William M. Storey	58		5. GT1.3	
31.	8	Joe Weatherly / USA DNS - Larry Frank / USA	Lister - Chevrolet Corvette	Bill Frick	57		3. S+5.0	
32.	27	Milo Vega / USA DNS - Howard Franklin / USA	Lotus Elite	Milo Vega	51		6. GT1.3	
33.	63	Robert Keyes / USA DNS - Dick Stephens / USA	A.C. Ace Bristol	Robert Keyes	51		GT2.0	
34.	51	Anson Johnson / USA	Lister - Chevrolet Corvette	David Lane	30		S5.0	

Did not finish:

15	Jo Bonnier / S DNS - Huschke von Hanstein	Porsche-Abarth 356B Carrera Porsche		70	Engine	GT1.6
46	Roger Penske / USA	Cooper T61 Monaco Climax	Roger Penske	66	Oil pressure	S2.5
7	Innes Ireland / GB	Ferrari 250 GT SWB	2735GT UDT-Laystall	59	Brakes	GT3.0
24	Art Huttlinger / USA	Lister - Chevrolet Corvette	Art Huttlinger	54		S+5.0

BHL 18

SPORT



winner and was jubilant after steering Steve Earle's C-type Jaguar to victory, despite losing the lead on the rolling start to Randy Riggs' 657cc Kurtis 500SX.

Law drove aggressively to regain the lead by Turn 3 and said: "I knew he'd get the jump, so I had to drive hard. There wasn't a lot of room when I got past, but, once in front, I really enjoyed myself - it's a great circuit and I love the Corkscrew." He finally won from John Buddenbaum's Parkinson Special.

The 14-race meeting threw up some real gems, none more so than Brian Redman starting from the back after a pit-lane stall and battling his way up to fourth of the 22 runners in the Porsche RS-61L. In the same race, Coys boss Jeffrey Pattinson escaped being flagged after spinning off at



Top: diverse Formula 1 grid and, below, 450S pair: McCaw passing stranded Hollfelder

# Laguna Seca points to Maserati mecca

Rob Walton's fabulous Maserati 8CL was one of the Trident stars at the 27th Monterey Historic Races, at Laguna Seca in the US, on August 19-20. The fastidiously restored ex-Riganti 1940 Indy racer proved a real handful for Walton, who finished third in the pre-war group but won the coveted Monterey Cup. Also memorable was the Alfa Romeo 12C-37 which Jeff Kline took to a maiden victory (see p12), ahead of Rick Hall in a Maserati 8CM.

Rising historic star Justin Law made his mark as the only British



Top: Maserati group headed by 8CLT and Walton's 8CL. Above: 904s chase. Below: Morton's Daytona

Andretti's on the first lap and, after the entire field flowed past, regained his composure to pilot his Lotus 23B up to ninth.

The sight of five Oscas on track at once was amazing but, having secured the first four spots on the grid, they were split in the final reckoning with William McKinley's Osca 2000SC winning out.

The hallmark of the event was the astonishing speed of some of the cars, with one race covering unevenly matched F1 cars from the treaded tyre era of 1966 to full ground effects racing of 1984. Pete Lovely was a popular participant in the Lotus 49B he campaigned across Europe in his heyday, but the car couldn't keep up with the searing pace set by the front-runners. Eventual winner was Charles Nearburg in a

Williams FW07C from Duncan Dayton's ex-Andretti Lotus 79.

Sir Jack Brabham also won, after the ding-dong 10-lap Group 5 race was stretched to 13 when the field was stuck behind the pace car waiting for an oil spill to be cleared. Then leader Don Breidenbach in a Lola Mk5A was black-flagged for dropping the oil, letting Brabham in for a popular victory, almost as popular as the Chevy-powered Dailu MkII of Mike Leicester outgunning the Birdcages and Listers. In class 2, Corvettes took the top six places, headed by Noel Park.

Stirling Moss, banned for a year after crashing the Aston Martin DBR1 in 1999, took part in a special parade of honoured marque Maserati which announced its re-entry into the US market.



Walton's Birdcage and Haden's Lister head '50s grid. Eliminator lurking on left



# SVRA, Spring Fling

Roebling Road, GA, Apr. 5 - 8  
Photos By Walt & Louiseann Pietrowicz

- 1) The 1976 Dekon Monza of Jim Mallone.
- 2) The 1968 Ginetta G16 of Larry Neviasser is pursued by the 1968 Mallock Mk8 of Bob Grozier and the 1973 Porsche 911 of Skott Burkland.
- 3) Brian McEachern in his 1959 Austin Healey Sprite tries to hold off a hard-charging Van Worsdale, in his 1967 Lotus 7.
- 4) The 1958 Lister Chevy of John Harden.



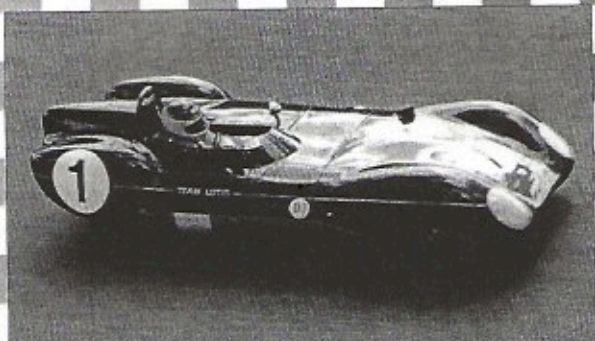
LIME ROCK PARK  
**Vintage  
 Festival**  
 PRESENTED BY BMW  
 August 30 - September 2, 2002

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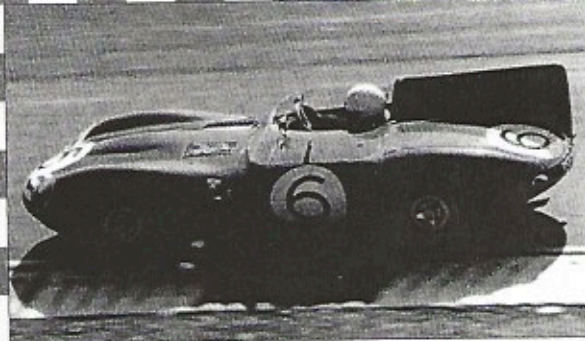
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**NOT PICTURED**

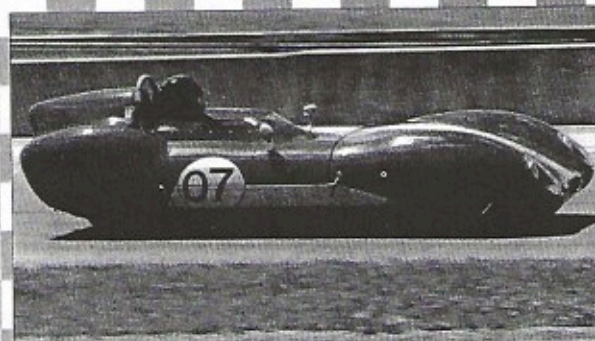
Car#	Year/Marque	Disp.	Chassis No.	Driver
2	1957 Aston Martin DBR2	4164cc	DBR2/1	John McCaw
22	1955 Devin-Jaguar Spl.	3800cc	S817284	Robert Bodin
32	1959 Lister-Chevy	4638cc	BHL 132	Syd Silverman
92	1959 Porsche RSK	1587cc	718-032	Roy Walzer
123	1959 Philson/Falcon Special	2785cc	01	Charles Brodin
238	1957 Maserati 300S	3000cc	3071	Anthony Wang
570	1959 Lola Mk1	1220cc	L2	Bob Gett
582	1959 Elva Mk5	1220cc	100/93	Skip Persson
723	1959 EDP Special	4932cc	001	Eno DePasquale
927	1956 Lotus 11	1460cc	226	Greg Galdi



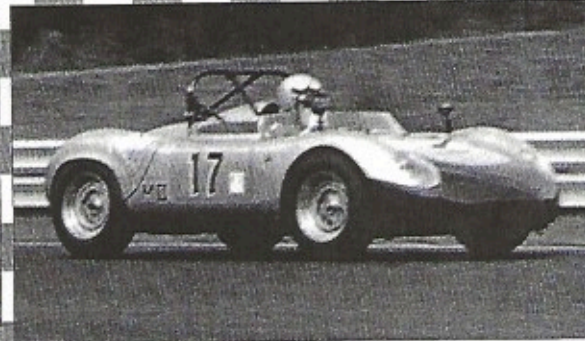
**1** Year/Marque: 1958 Lotus 11 LeMans Disp: 1498cc  
 Chassis No: 339 Driver: Rob Burt



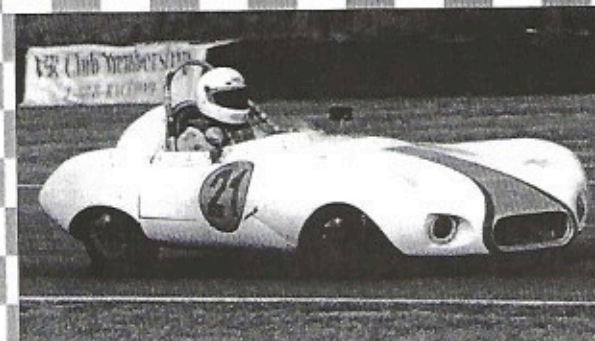
**6** Year/Marque: 1955 Jaguar D-Type Disp: 3800cc  
 Chassis No: XKD 504 Driver: Lou Sellyei, Jr.



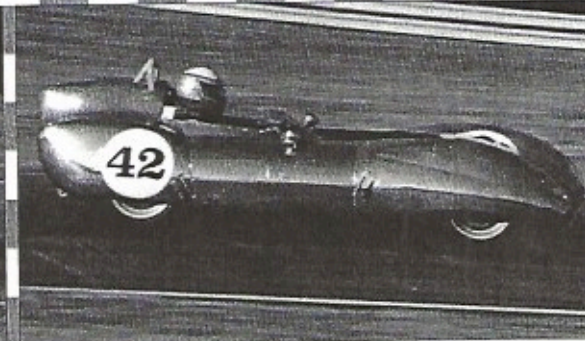
**7** Year/Marque: 1957 Lotus 11 LeMans Disp: 1460cc  
 Chassis No: 393 Driver: Dudley Cunningham



**17** Year/Marque: 1959 Porsche RSK Disp: 1600cc  
 Chassis No: 718 021 Driver: Tom Beil



**21** Year/Marque: 1957 Elva Mk 2 Disp: 1220cc  
 Chassis No: 100/36 Driver: Fred Burke



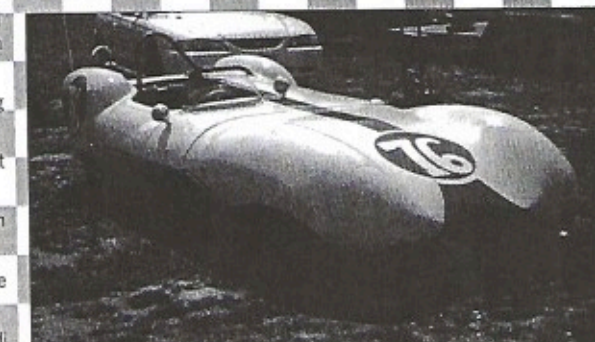
**42** Year/Marque: 1956 Lotus 11 LeMans Disp: 1490cc  
 Chassis No: 224 Driver: Brian MacEachern



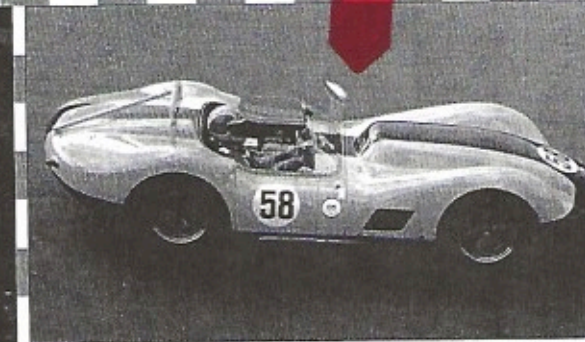
**43** Year/Marque: 1959 Lotus 17 Disp: 1460cc  
 Chassis No: 652 Driver: Henry Giffin



**44** Year/Marque: 1959 Porsche RSK Disp: 1800cc  
 Chassis No: 23 Driver: John Higgins



**48** Year/Marque: 1958 Lotus 11 Disp: 1098cc  
 Chassis No: 1098 Driver: Joseph Maria



**58** Year/Marque: 1958 Lister-Chevy Disp: 4638cc  
 Chassis No: BHL18 Driver: John Harden

# 2002 VINTAGE FESTIVAL ENTRY LIST CONT'D

Car #	Group	Car	Disp	Entrant	City	State
22	5	1960 Ferrari 250 SWB	2990cc	Robert Bodin	Wayzata	MN
22	8	1971 Camaro	5080cc	Sal Giglio	Chardon	OH
23	5	1962 Morgan +4	2138cc	Richard Fohl	Richmond	VA
23	6	1965 Ferrari 275 GTB/LM	3286cc	John McCaw	Seattle	WA
23	7	1972 Porsche 911	2492cc	Steven Segal	Ridgefield	CT
23	8	1968 Z-28 Camaro	5000cc	Michael Eisenberg	Northridge	CA
24	1	1933 MG K	1271cc	Frank Allocca	Chester	NJ
26	6	1964 Lotus 26R	1600cc	John Delane	Redondo Beach	CA
28	8	1968 Mustang	4949cc	Nick DeVitis	Sammamish	WA
30	1	1932 Buick Indy	4500cc	Benjamin Bragg IV	Portsmouth	NH
31	1	1935 Alfa-Romeo 8C T35	3000cc	Peter Giddings	Alamo	CA
31	5	1965 Alfa-Romeo GTA	1570cc	David Rivkin	Jamaica Estates	NY
31	6	1966 Shelby GT-350	4867cc	Michael Caputo	Bayville	NY
32	4	1959 Lister-Chevy	4638cc	Syd Silverman	Greenwich	CT
33	5	1958 Lotus 7 Mk1	950cc	Frank Righetti	Cortland Manor	NY
33	7	1970 Datsun 240Z	2400cc	Allan Robbins	Rochester	NY
34	1	1935 American Twist Drill Spl.	4096cc	Kim Eastman	Standish	ME
34	6	1963 Corvette	5359cc	Randy Peterson	Sonoma	CA
37	1	1931 Studebaker Champ car	5007cc	Robert Valpey	Center Harbor	NH
39	7	1967 Porsche 910	2495cc	Howard Cherry	Fairfield	CT
41	1	1926 Bugatti T-35C	1991cc	David Van Schaick	Newtown Square	PA
42	4	1956 Lotus 11 LeMans	1490cc	Brian MacEachern	Galloway	OH
43	4	1959 Lotus 17	1460cc	Henry Giffin	Norfolk	VA
44	4	1959 Porsche RSK	1800cc	Rick Grant	Dayton	OH
44	7	1973 Porsche 911	2700cc	Mike Piera	Danbury	CT
46	8	1968 Datsun 510	1998cc	Kent Bain	Stratford	CT
47	6	1966 Lotus Europe 47	1594cc	Ed Mettelman	Pelham Manor	NY
48	4	1958 Lotus 11	1098cc	Joseph Maria	White Plains	NY
48	5	1958 Turner 950s	948cc	Stuart Forer	Warwick	RI
50	7	1972 Porsche 911	2466cc	Prescott Kelly	Weston	CT
51	1	1935 Riley 12/4	1500cc	Marco Stoffel	Scarsdale	NY
51	5	1965 Turner MkIII	1558cc	Mike Muckle	Charlottesville	VA
52	7	1971 Lotus Europa	1585cc	Gordon MacKenzie	Millbrook	NY
54	3	1946 Allard K1	5400cc	Marcel Perlman	New Fairfield	CT
55	6	1966 Shelby GT-350	4739cc	Christi Edelbrock	Torrance	CA
57	6	1966 Austin Cooper S	1300cc	David Reid	Marblehead	MA
58	4	1958 Lister-Chevy	4638cc	Syd Silverman	Greenwich	CT
59	5	1960 Austin-Healey Bug Eye	988cc	Doug West	Asheville	NC
59	8	1968 Fiat 124	1438cc	Kurt Bissell	East Hampton	CT
61	2	1954 Porsche 356	1600cc	Nils Westberg	Bristol	RI
61	6	1965 Jaguar XKE	4200cc	Brian Donovan	Lenox	MA
61	7	1969 Lola T-70 Mk3B	4998cc	Bruce Waller	Upper Brookville	NY
62	6	1962 Jaguar XKE	4200cc	Brian Donovan	Lenox	MA
65	4	1965 Beach Mk4B	843cc	Nick England	Chapel Hill	NC
67	7	1967 Chevron BMW B6	1990cc	Gordon Medenica	Pelham	NY
68	1	1926 Bugatti T-39A	1500cc	John Kendall	Boston	MA
69	2	1948 MG-TC	1250cc	George Smith	S. Egremont	MA

Lime Rock  
AUG 30-SEPT 2  
2002







racers feel welcome and SVRA's annual visit unique in the world of vintage racing.

Up on the hill, the Zippo United States Grand Prix spotlighted the Mini. The Mini Coopers racing in Sunday's Mini Clash were solidly supported by throngs of civilian Minis plying the streets of the village and the track's infield roads. HSR's ThunderSport cars were imported to run the seventh race in their annual series. Receiving top-billing as the event's premiere race, the New York Governor's Cup, the ThunderSport group mustered a rather thin 16-car field for its race. Given the 3.4-mile length of Watkins Glen's full course and the field quickly spreading out



3



4

#### SUNNY SMILES

- 1) At the downtown festival a rare pair of ex-works MGA Sebring coupes take their place in the sun. No. 43 competed at Sebring in 1961 and No. 52 in 1962.
- 2) John Harden manhandled Syd Silverman's '58 Lister-Chevy to a victory in Sunday's combined Group 4 and 5 race. Former SVRA owner Peter McLaughlin's '63 Lotus 23B harries the Lister.
- 3) SVRA sponsor Vic Edelbrock and his '63 Corvette Z06 lead Russell Flynn's '66 Shelby GT350 and others during the Group 6 race.
- 4) Mark Palmer, winner of the 2002 Collier Cup, enjoys a lap of the original circuit in his bright red '57 MGA.

EXCLUSIVE: JIM HALL'S CHAPARRAL 2E "CONTINUATION" SERIES

# Vintage Motorsport

The Journal of Motor Ra

NOV/DEC 2005.6

## THE MONTEREY WEEKEND

The Cars.  
The Auctions.  
The Drivers.  
The Races.

Bill Krause and Ol' Yeller

Justice Brothers Garage

Track Reviews: Thunderhill Park and  
Autobahn Motorsports Club

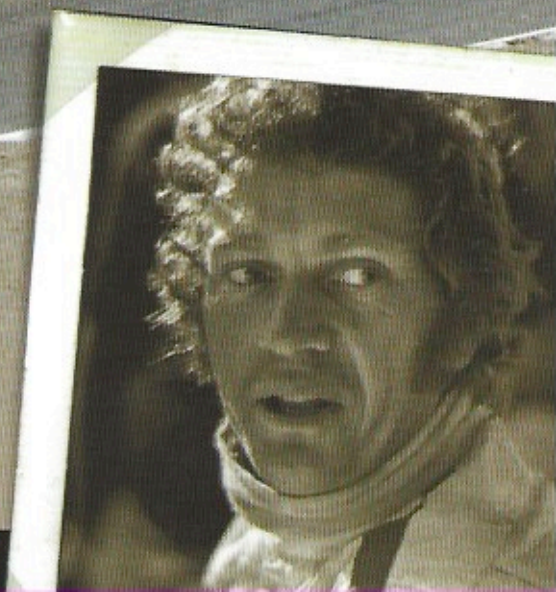
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When Giants Raced, Part 2:  
The 12 Hours of Sebring

Steve McQueen at Sebring, 1970 >>

vintagemotorsport.com



## In The Shadow of Mt. Hood

The 29th annual Portland Historic Races brings out the best of the best.

Story by Llew Klinst.

For historic racers, early July is the best time of the year to be in the Pacific Northwest. Attracting participants from all across the western states, Fourth of July celebrations with world-class fireworks are set between two weekends of historic racing on two of the most under rated racetracks in the country in Seattle and Portland.

The Portland Historic is the oldest vintage event in the Northwest and, as has become expected at an HMSA event, a quality entry made its way to Portland International Raceway July 8-10 for the 29th annual race. Located in a park setting, the event has grown over the years to include car shows, an extensive midway of vendors and a food and wine pavilion where spectators and participants can sample local cuisine.

This time, HMSA saluted the 40th anniversary of the Shelby GT350R. Four of the 36 factory-built GT350Rs took part in the races and were a major attraction in the paddock.

Friday's practice day was highlighted by two Portland Historic traditions—race car



Group 2's Formula cars ran some of the quickest laps of the weekend.

PHOTO LLEW KLINST

rides for the kids of the Children's Cancer Association, and strawberry shortcake served to everyone in the paddock thanks to Ernie Speda and his crew. It was a huge treat to see the smiles and excitement in the kids' eyes as they climbed into the race cars for a few laps of the 1.967-mile circuit.

Most of Friday's practice sessions were run in the wet, but by Saturday the weather had improved and a dry track was enjoyed throughout the day for practice and qualifying.

The first race on Sunday was for Group 8's Historic Stock Car group. At the green

Garland Self, Steve Schoelhorn and Dick Young led the field. Each lap going into the Festival curves, these three would swap the lead. Meanwhile Jim Hague was carving his way up from the back passing eight cars in the first eight laps. Hague continued to chase the lead cars and was able to get by Young on the last lap for third. Schoelhorn's ex-Jeff Gordon, Chevrolet Lumina took the win.

Group 1's Early Production Car race represented what road racing used to be. Matthew Flinn thrilled spectators by tossing his beautiful '59 Fiat Abarth

John Harden and his booming Lister-Chevy earned the Corner Worker's Choice award.



PHOTO BOB PENNINGTON

## John Harden -- 1958 Lister-Chevrolet "Knobbly"



Harden leads Steven Read into Turn 8.



Harden and Don Orosco battle exiting Turn 8.



Harden finished 4th in Syd Silverman's familiar yellow and green car. Here he powers out of Turn 8.



An unusual look at Harden in the corkscrew.

Next: [Herb Wetanson -- 1959 Cooper Monaco](#)

Back to: [John Mozart -- 1958 Lister-Chevrolet "Knobbly"](#)

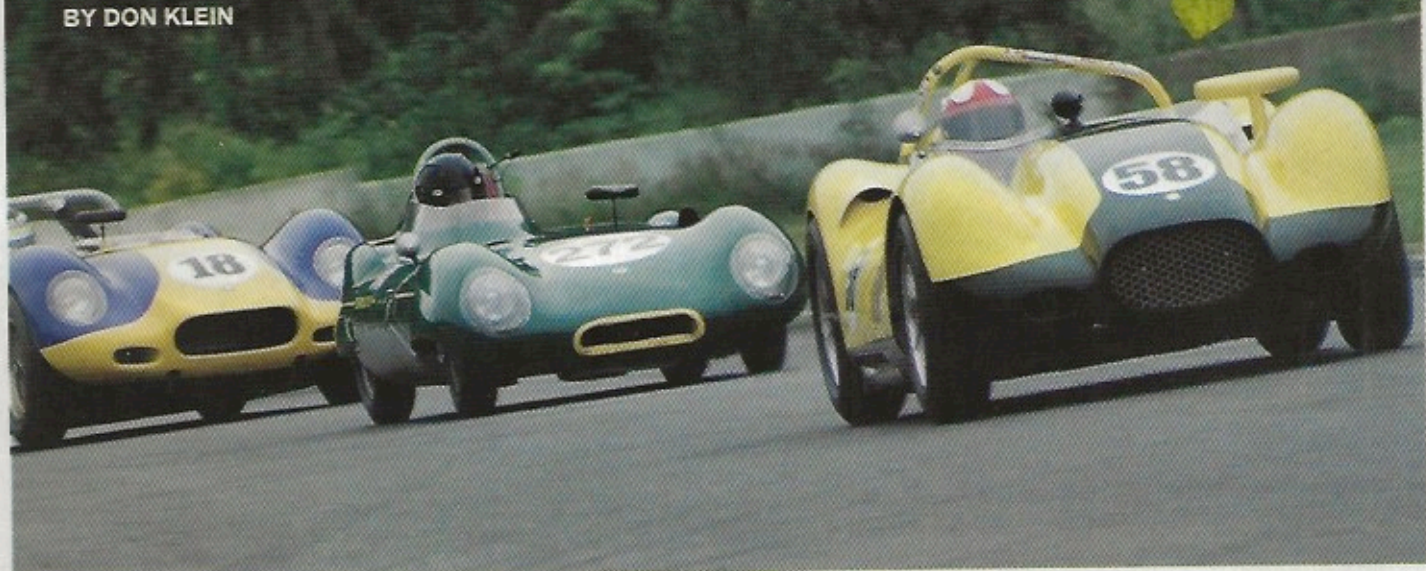
Back to: [Group 4A -- Homepage](#)

*MONTEREY HISTORIES 2006*

## ROCK ON!

AFTER 50 YEARS, LIME ROCK PARK IS STILL MAKING HISTORY

BY DON KLEIN



**T**HE FIRST SINGLE-SEATER TO thunder down the main straight at Lime Rock wasn't a Cooper T-53 or a Brabham BT-4. It was a Caterpillar D8 bulldozer.

The year was 1955, and the man at the controls was Jim Vaill, whose father, Frank, owned the place. The Vaills were potato farmers, but Jim had turned a chunk of the property into a gravel pit to earn extra cash. His buddy Jack Fisher would often drop by in his MG TC, which they thrashed around the perimeter of the pit. The resulting dirt path sparked the rumor of "a racetrack up in Lakeville." With encouragement from local SCCA drivers, Vaill got the town to okay the project, and soon he was atop his trusty D8, carving the track's basic layout. The rest, as they say, is history.

And history is what Labor Day weekend at LRP is all about. This year's event celebrated both the 50th anniversary of the track and the 25th anniversary of the Vintage Festival, with a special salute to historic IMSA GT cars. Sunday's traditional car

show surpassed most historic competition concours, with iconic racing iron such as the 1935 Alfa Tipo C that had been driven by a guy named Nuvolari.

Having achieved semisacred status with drivers and fans alike, the festival underwent a major change four years ago, when vintage racing impresario Steve Earle took over as race organizer. And while some of the faithful argued that Earle's entry standards are too restrictive, everyone agreed that the caliber of the cars and the competition was excellent. Watching Joel Finn in his '72 Chevron B19 come from behind to overtake Californian Bruce Canepa's Porsche 935 in the final laps of the final race raised no complaints.

Earle's guest list is selective as well. IMSA founders John and Peg Bishop were there, along with Bruce Kessler and the Ferrari TR500 he drove in Lime Rock's first race. One of Kessler's competitors in that race—John Fitch—was also in attendance, as was the Cunningham-prepped D-Type he drove on opening day. Still fit and razor-

sharp at 90, Fitch helped design the challenging 1.53-mile road course and was its first manager.

Also on hand was local hero Sam Posey, who, among his many accomplishments, was first to turn a sub-one-minute lap on the track that launched his career.

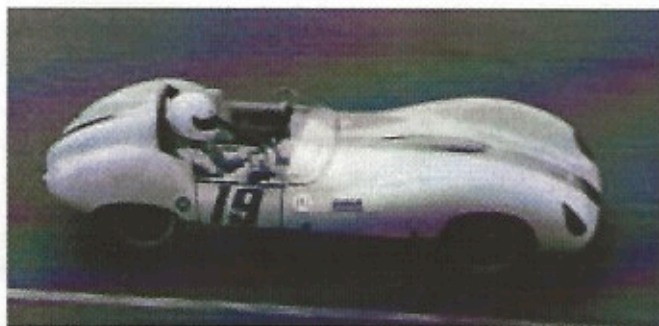
"It's hard to explain what makes Lime Rock so special," Posey observed. "It's got a warm, family-oriented feeling. It's the kind of place where a father introduces his son to racing."

As if to underscore Posey's point, up comes Jim Steerman and his son James. When James was five years old, Jim took him to LRP, where they admired Armand Giglio's 1959 Lancia Dagrada Junior. Giglio let the boy sit in the cockpit, where he pronounced, "Someday, I'm going to race a car like this!" Twenty-two years later, Giglio decided to sell the Lancia. He still had the Steermans' phone number. Aside from that change in ownership, the car is virtually unchanged.

History, indeed. 🍀

# Group 5

## 1955-1961 Sports Racing Cars



19

**Year/Marque:** 1959 Lola Mk1  
**Chassis No:** BR-4

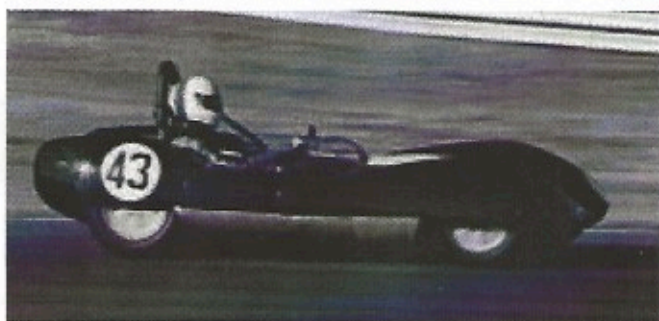
**Disp:** 1220cc  
**Driver:** Cap Chenoweth



78

**Year/Marque:** 1958 Elva Mk5  
**Chassis No:** 100/102

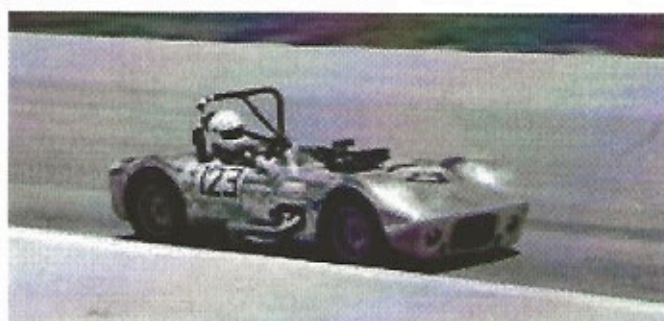
**Disp:** 1220cc  
**Driver:** John Greller



43

**Year/Marque:** 1959 Lotus 17  
**Chassis No:** 652

**Disp:** 1460cc  
**Driver:** Henry Giffin



123

**Year/Marque:** 1959 Philson Falcon  
**Chassis No:** 01

**Disp:** 2785cc  
**Driver:** Charles Bordin



58

**Year/Marque:** 1958 Lister Knobbly  
**Chassis No:** BHL 18

**Disp:** 5555cc  
**Driver:** John Harden



723

**Year/Marque:** 1959 EDP Chevy Special  
**Chassis No:** 001

**Disp:** 4932cc  
**Driver:** Eno DePasquale



60

**Year/Marque:** 1958 Lister-Costin  
**Chassis No:** BHL 123

**Disp:** 3800cc  
**Driver:** Michael Silverman

### Not Pictured:

Car No.	Year/Marque	Disp.	Chassis No.	Driver
42	1956 Lotus 11	1490cc	224	Brian MacEachern
62	1958 Lister-Costin	5555cc	BHL 132	Syd Silverman
70	1959 Ol' Yellar II	6571cc	Mark II	Ernie Nagamatsu
117	1958 Lotus 11	1480cc	349	Richard Fryberger
238	1957 Maserati 300S	3000cc	3071	Anthony Wang
308	1959 Elva Mk 4	1460cc	100/86	Tom Grudovich
321	1958 Elva Courier	1500cc	100-15L	Michael Oritt
391	1959 Lola Mk1	1460cc	BR-6	Herb Wetanson
469	1956 Lotus 11 S2	1460cc	346	Lawrence Macks
570	1959 Lola Mk1	1460cc	L-2	Bob Gett
598	1959 Elva MkIV SR	1220cc	100/076	Dotti Bechtol
630	1957 Elva MkII	1100cc	100/40	Richard Meyer



The Rolex Vintage Festival Presented by BMW



# Five-Inch Tires and 500hp

This issue marks the 26th year of publishing *Vintage Motorsport*, and the sport of vintage racing is revving like never before. It is my 64th issue as editor, the magazine having grown to an average of 140 pages from 80 pages during my time here. And thanks to the hard work of Tammie Boyette and Michael Silverman, advertising pages, the lifeblood of most consumer magazines, are at record highs.

In thinking back to all the stories we've covered during the past year, I applaud the excellent efforts of our talented contributors, many of whom I've had the pleasure of working with for more than 10 years. With this issue, longtime VM contributor and columnist Burt Levy rejoins the magazine after a two-year hiatus, when he was lured away by wine, women and song, or maybe it was just the promise of someone who would haul all the books he sells to the races. Whatever, we're happy to have Burt back on these pages, if for nothing else, so he and I can fight over how many lines of his copy get cut for publication.

I must say that Burt was very helpful this past October when I headed to Road Atlanta to race there for the first time in Syd Silverman's most powerful Lister-Chevy. I had signed up for the SVRA's Thursday practice sessions to learn the circuit, but a daylong rain meant little was learned with 500hp on 5-inch contact patches.

Burt talked me around the circuit, explaining its tricky nuances, then we drove it in a rental car, a good way to get the feel of a circuit. Road Atlanta is not a track to take lightly, because it's very fast in most sections, with concrete walls and little runoff room.

When things dried out, I began to get more comfortable in the No. 58, although it was plagued by a partial throttle "burble" the entire weekend. Early Hilborn Injection being little more than a controlled leak, nothing we did


cured the problem and it was a problem because of several sections of the track where I couldn't use full throttle, like the downhill into Turn 12. But what a thrill this car is to drive.

Thanks to Syd, I've had the opportunity to race five different Listers, and each one, though similar, has a personality all its own. The Lister-Jaguars are easier to drive simply because they don't have as much power as the Lister-Chevys. However, they can be frustrating, because while competing in the same race group, the Lister-Chevys simply disappear as soon as they hit the straights.

The No. 58 uses a period-correct 283 small-block that's been bored and stroked to 339cid. With this very stout motor, in top gear we were reaching 7200rpm on the back straight, or 160mph. That definitely had my attention.

Unfortunately, with very few Group 4 entries, we were placed in Group 5, running against those newer rear-engined "roller skates," a McLaren M8C and a Lola T-70, so I really didn't have many "equal" cars to race with. It would have been even more fun had there been a few other Lister-Chevys to get sideways with.

As far as the circuit goes, I never really got it wired, partly because of my half-throttle engine stumble which I think was costing me about two seconds a lap, and simply because it's a difficult track that requires plenty of seat time to learn. Even so, I shaved two seconds off the car's previous best lap time there, turning a 1:43.7, running faster each time out.

The Lister-Chevy is a friendly beast, requiring a driver's complete attention every second of every lap, especially when powering out of a second gear turn. It wants to jump right out from under you, representing the very last of the 1950s front-engined sports racing cars, an era long-gone, but one that lives on each time these cars make a charge for a waving green flag. 

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# GROUP 4



3 1960 Pirhana Sports Racer 2000cc  
Frank Zucchi



4 1960 Porsche RS60 1700cc  
Bill H. Lyon



5 1960 Maserati T-61 2800cc  
Carl Moore



9 1958 Ferrari 250 TR 2984cc  
David Love



17 1961 Elva MK6 1100cc  
Tom Thinesen



25 1959 Lotus 11 1460cc  
Pete Lovely



26 1957 Maserati 200S 2000cc  
Nick Colonna



28 1962 Elva MKVI 1098cc  
Roy Bruckner



35 1957 Monsterati Spl. 5751cc  
David Swig



38 1958 Lotus 11 LM 1460cc  
Bruce Miller



41 1960 Lola MK1 1460cc  
Kurt DelBene



50 1962 Jaco Spl. 843cc  
Jonathan Ornstein



58 1956 Lister-Knobby 4639cc



59 1958 Lotus 15 2500cc  
Don Orosco



60 1959 Lister-Jaguar 3800cc  
Michael Silverman

Wine  
Country  
2009



May 29-31, 2009 - Wine Country





*Sonoma Histories*  
*JUNE 6, 2010*





JUNE 4, 2010

SONOMA HISTORICS

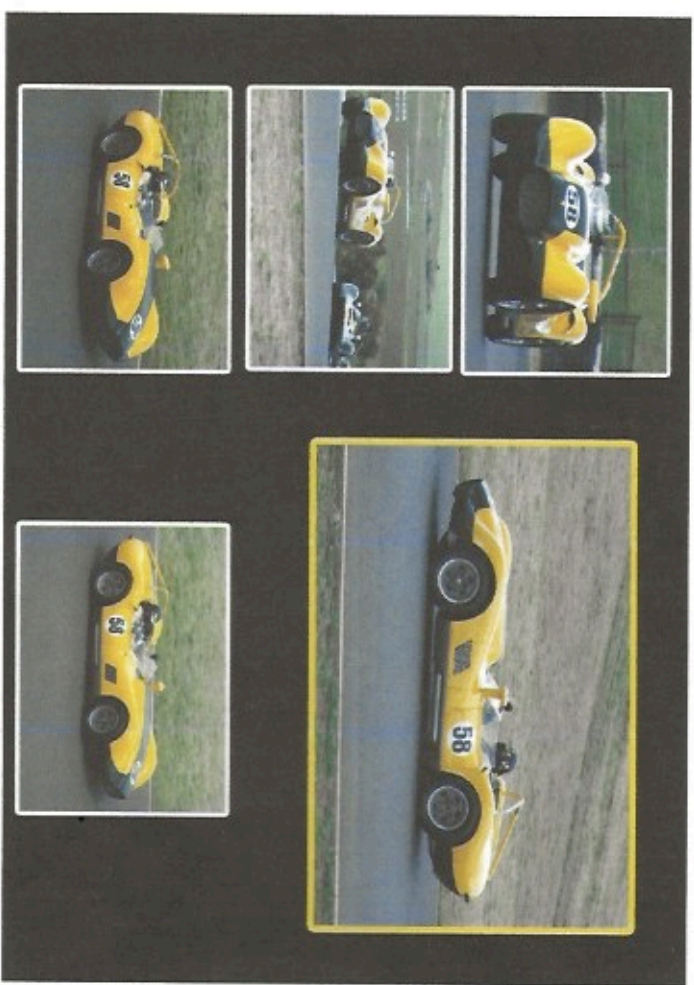
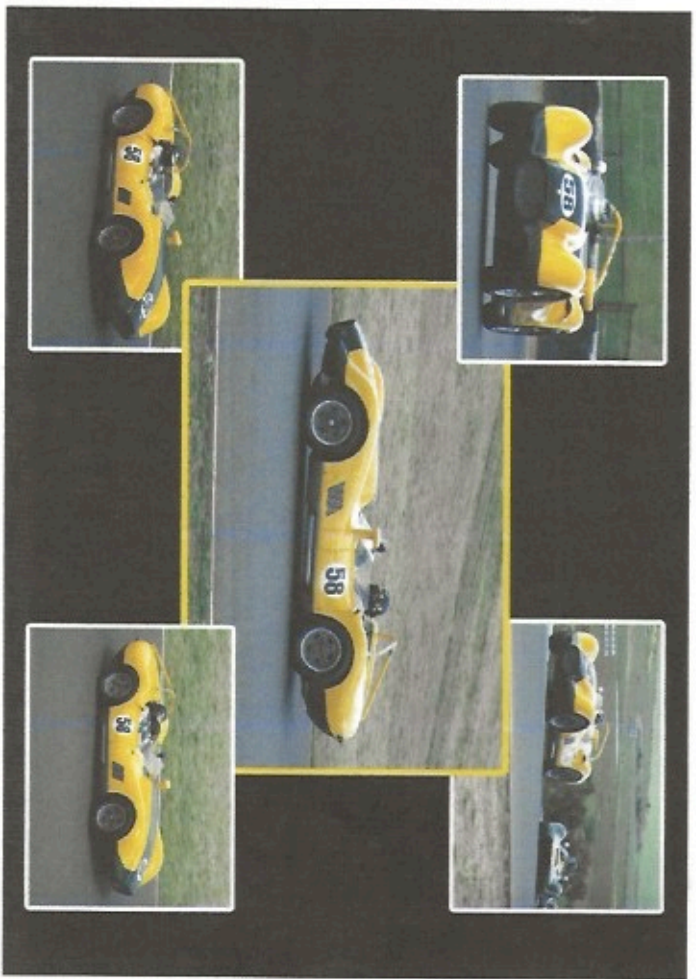
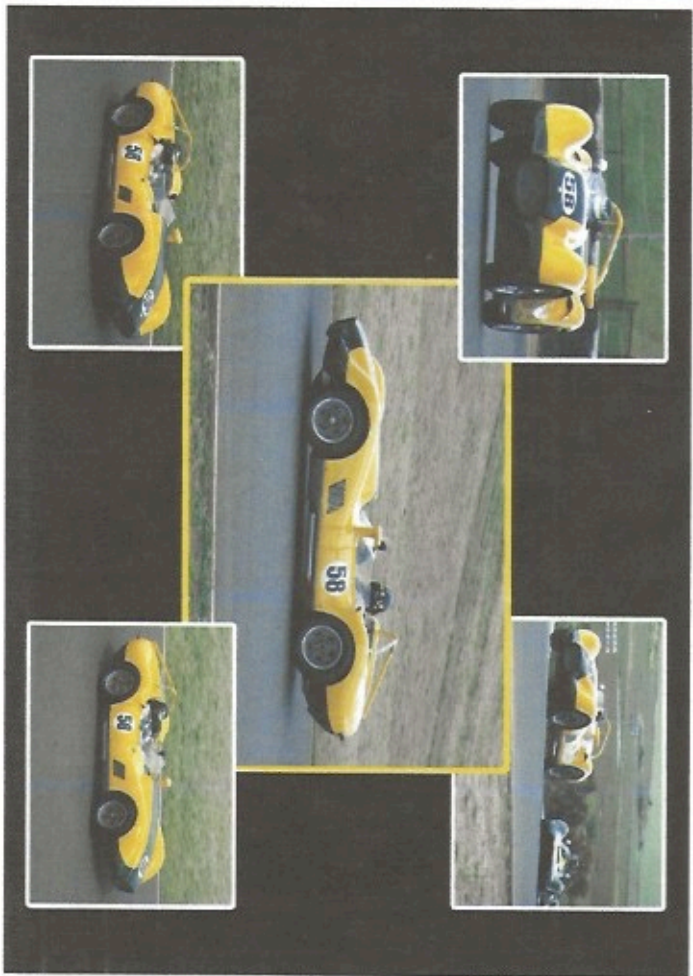
PHOTOS BY AARON DAVIS



JAN 14-16, 2011 WHEELS OF WELLNESS



6-5-2011  
Savanna  
HISTORICS





Corvette. "The Quest" is the documentary film that traces his son Lance's effort to complete his father's dream in 2010 reuniting Fitch (then 92) for a ceremonial lap in the restored 'Neue prior to the 24-hour race in France.

In addition to the Fitch Corvette were two other Cunningham team cars, the first '58 Lister-Jaguars imported to the U.S. and together for the first time in 52 years; Bob Bondurant's winning '59 Corvette, plus a Le Mans-start display out front of a Jaguar C-Type, Birdcage Maserati, Porsche 904, Alfa Romeo TZ, Ferrari 250 LM, Ford GT40 and Porsche 934 (7th OA in '77) plus Mario Andretti's Lotus 77 F1 car and Gilles Villeneuve's championship-winning March 76B Formula Atlantic.

Adding to the festivities, which included a screening of "The Quest" for the 200-plus attendees and a VIP autograph session, was the good-natured banter and presence of Corvette racing legends Bob Bondurant, Jim Jeffords, Dick Guldstrand, Joe Freitas and Paul Reinhart. Event chair Lyn St. James is already planning next year's WoW event.

#### **VRG Announces 2012 Vintage Celebration May 12-13**

*Bethlehem, PA*—The Vintage Racer Group (VRG) and New Hampshire Motor Speedway recently announced some of the details for the 2012 Vintage Celebration. NHMS will host the two-day vintage racing event, sanctioned by VRG, on May 12-13, 2012. This year's event is shaping up to accommodate several automotive interests. It will be a "transition year" as plans continue for an expanded Vintage Celebration in the future.

This year the event will be run on Saturday and Sunday with access to the paddock and garages all day Friday leaving plenty of time to get through tech. The schedule has been expanded beginning at 8 a.m. and running through 6 p.m. both days. Saturday night will feature VRG's celebration dinner with several menu choices for kids big and small. On Sunday, the group races will wrap up around noon with a spectacular All-Comers race rounding out the weekend. The vintage motorcycles, legend cars and circle track cars

will have race groups as well.

Looking to the future, NHMS and the VRG are planning to move this event to a new summer date and expand the car show and flea market.

VRG is a racing organization based in the eastern United States that offers four to six race events per season. The VRG is a non-profit, volunteer-driven organization that emphasizes safety, value and most importantly—fun.

Online entry forms and event details are available on the VRG website [vrgonline.org](http://vrgonline.org).

#### **Nifty '50s Race Group Sets Seattle and Portland Races**

*Westley, CA*—Organizers have launched a new effort to give more of the 1950s-era road-racing specials and European sports racers a chance to go vintage racing with their own kind with the debut of the Nifty Fifties Focus Group scheduled this summer for back-to-back weekends at Seattle and Portland.



Group founder and longtime vintage racer and restorer Butch Gilbert said SOVREN has invited the group to share a grid with their vintage-prepared (1940-62) race cars at the Pacific Northwest Histories June 31-July 2 at Pacific Raceways in Kent, Wash. The following weekend, HMSA has agreed to a dedicated Nifty '50s grid at its Portland Historic Races at Portland Int'l Raceway July 6-8. For both events, the group has been asked to deliver a grid of at least 25 qualifying cars. The group rules are simple, with cars required to be prepared or returned to period-correct specs and run on Dunlop vintage racing tires, with HMSA and General Racing Ltd. rules as a framework. The aim is to ensure owners of a fair and safe arena in which to compete and exercise their rare cars.

Currently, most of these valuable purpose-built sports racers and specials such as Ferrari, Maserati, Devin SS, Kurtis, Lister, Jaguar, Allard, Lotus, Elva, Bocar, Scarab, Porsche 550s and others are seen racing together in sufficient numbers only at the Monterey Motorsports Reunion in August. Gilbert's plan is to use these two initial events to establish the Nifty '50s as a viable feature group to offer as a gate-booster to prominent vintage racing events around the country, similar to the

Historic Trans-Am, Can-Am and Historic Grand Prix® run groups. He told VM they are well on their way to filling both Northwest racing grids and making plans for grids next year in the Midwest and East Coast.

For more information call 209-894-3950 or e-mail [niftyfifties@hughes.net](mailto:niftyfifties@hughes.net).

#### **Frank Bott 1921-2012**

*Rancho Palos Verdes, CA*—Frank Bott, 90, who raced in the Chicago region of the SCCA and nationally, passed away Nov. 25, 2011.

Service manager for Max Hoffman's Mercedes operation in Chicago, Bott happened to be a good race driver, and was entered at Sebring five times, with a best finish of 8th in 1954, teamed with Rees Makins in an OSCA MT4. He also drove for Briggs Cunningham and was very popular with his fellow competitors.

#### **Tom "T.C." Lemons 1938-2012**

*Ocala, FL*—Tom "T.C." Lemons, 74, died January 12 at his home on the grounds of the Don Garlits Museum of Drag Racing in Ocala. The cause was a heart attack.

Lemons was a drag racing legend, although his status was gained as a crew chief rather than a driver. Lemons met "Big Daddy" Don Garlits in 1968 and remained by Garlits' side for more than four decades and was instrumental in developing and perfecting Garlits' rear-engine Swamp Rat 14 that revolutionized drag racing in 1971.

Named an Honoree at the 2010 Holley NHRA National Hot Rod Reunion, Lemons was involved in the construction of 19 of Garlits' famous Swamp Rats and meticulously restored a number of the original race cars now on display in the museum.

"Tom is in a better place now; he had been suffering tremendously during the last couple of months," said Garlits.

#### **Gianpiero Moretti 1944-2012**

*Milan, Italy*—Gianpiero Moretti, gentleman racer and the founder of MOMO, the modernizer of racing steering wheels, passed away January 13 here. He was 71 and had been suffering from lung cancer.

Moretti was the quintessential "gentleman driver" who raced at the 24 Hours of Le Mans and the Daytona 24 Hours. In 1998 teamed with Mauro Baldi, Arie Luyendyk and Didier Theys, he finally won the Daytona 24 in a Ferrari 333SP on his 15th try in what was a very emotional victory, as he crossed the finish line aboard the 333SP.

Moretti sold Momo in 1995 and today it is owned by a group of private investors. He is survived by sons Matteo and Marco.





# Sussex Trophy

## RACE 16 - GRID

ROW12		29	27	1:56.183	Matteo Maria TULLIO	30	7	Subject to Qualification	Jonathan BAILEY			
ROW11	26	23	1:39.290	Klaus LEHR	27	18	1:43.100	Hans-Jorg HUBNER	28	70	1:43.216	Ernest NAGAMATSU
ROW10		24	21	1:38.159	Josef Otto BETTENMEIER	25	19	1:39.021	Conrad ULRICH			
ROW9	21	11	1:37.217	Derek HOOD	22	16	1:37.782	Olivier CAZALIERS	23	2	1:37.935	Wolfgang FRIEDRICHS
ROW8		19	29	1:35.560	Fick HALL	20	12	1:35.579	LISTR - CHEVY			
ROW7	16	6	1:34.564	Carlo VOGELE	17	1	1:35.040	Brian REDMAN	18	14	1:35.487	Roberto GIORDANELLI
ROW6		14	9	1:33.955	Gavin PICKERING	15	17	1:34.564	Max GIRARDO			
ROW5	11	30	1:31.777	Malcolm GAMMONS	12	15	1:32.008	Richard KENT	13	28	1:33.522	Gregor FSKEN
ROW4		9	60	1:31.040	Stefan ZIEGLER	10	24	1:31.283	Graeme DODD			
ROW3	6	8	1:30.088	Gary PEARSON	7	22	1:30.191	Mirino FRANCHETTI	8	3	1:30.791	Frederic WAKEMAN
ROW2		4	4	1:29.258	Nick LEVENTIS	5	20	1:29.619	Jason MINSHAW			
ROW1	1	26	1:26.900	Julian MALZUB	2	10	1:27.528	Anthony REID	3	13	1:27.632	Emanuele PIRRO
			Pole									



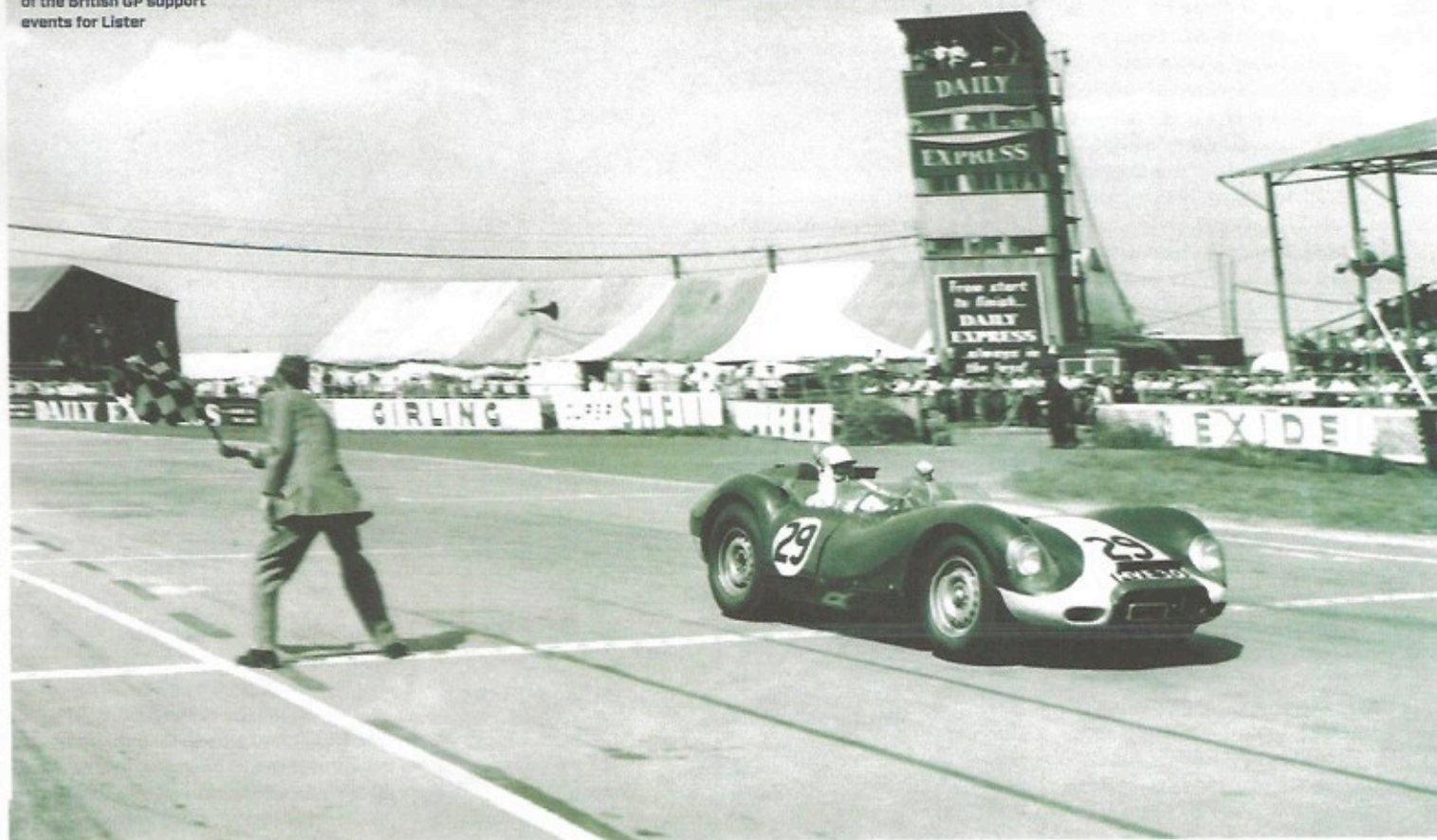
FROM THE ARCHIVES WITH

# DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious

Silverstone 1958:  
Stirling Moss wins one  
of the British GP support  
events for Lister



## LISTER STORM BREWING?

One of Britain's most famous old racing names has a new owner – and they're on a crusade to eliminate bygone deceptions

IN AUGUST, A QUITE SURPRISING e-mail was sent to assorted luminaries involved with Lister sports-racing cars. It came from Andrew Whittaker of Warranty Wise Insurance Services, a well-established road car provider, based in Clayton-Le-Moors, Lancashire.

His email read: "I can formally announce that the Lister Motor Company Limited is now a wholly owned subsidiary of Warranty Wise Insurance Services (Warrantywise).

"I have recently purchased from George Lister Engineering Limited of

Cambridge the original jigs, plans and drawings and all assets and intellectual property rights associated with the design and manufacture of the Lister cars of the 1950s and 1960s and in particular the Lister 'Knobbly' cars.

"Similarly, I have also purchased from Laurence Pearce all assets and intellectual property, trademarks, trade names and logos in relation to Lister, Lister Jaguar and Lister Storm.

"The Lister Motor Company Limited now owns full title, all assets, intellectual property and all commercial rights surrounding the design and manufacture of all past, present and

future Lister and Lister Storm cars and their component parts and comprises the following group of companies: Lister Cars Limited, Brian Lister (Light Engineering) Limited, Lister Jaguar Limited, Lister Storm Racing Limited, Lister Storm LMP Limited, Lister Heritage Limited.

"I have invested a significant sum to bring into being the Lister Motor Company and now intend to invest significantly more in the Lister brand to manufacture once again Lister race cars and component parts at George Lister Engineering works in Cambridge. Some of the old guard have been called up into service, including Martin Murray, Colin (Chippy) Crisp, Graham (Curley) Hutton, Laurence Pearce and even Brian Lister himself may be lending a hand. Heading up the manufacturing project is Mark Hallam, Technical Director at George Lister Engineering.

"For those Lister car owners with genuine BHL chassis number cars, George Lister Engineering will be able to supply genuine and accurate specification Lister spare parts, manufactured from the original Brian Lister plans and drawings.

"I am aware (and more than a little alarmed) that a number of non-factory, so-called 'tool room copies' of Lister cars exist in the market place. It is more than likely that such cars infringe our intellectual property rights. However, for those previously built cars we are to provide a 'sanction service'. Such cars will in future be able to visit the factory and undergo an evaluation and appraisal procedure, the culmination of which may lead to the car being given a BHL sanction chassis number and Lister log book. The alternative is that these so-called 'tool room copies' will have to desist from being described as a 'Lister' and may have to alter their specification and/or appearance.

"Even more concerning is that at this moment in time there may be some persons attempting to build such copies of Lister cars. This is totally unacceptable and we will defend our rights and pursue any infringements of the Lister trade mark and intellectual property. That said, however, I am keen to develop commercial links with specialists who are interested in becoming involved in the development of Lister cars and with this in mind such persons will be invited to contact me directly and put forward any proposals they may have.

"Please do not hesitate to contact me



Jamie McIntyre's youthful 'Knobby' leads a 'Costin' at the Goodwood Revival Meeting in 2008

directly or to pass this information or my details onto others... My son Lawrence Whittaker is Managing Director of the new Lister Motor Company..." etc.

As you can imagine, this bolt from the blue – composed to grab the Lister racing (and faking) establishment's full attention – has done just that.

He also called me to discuss the

matter, I guess because of my *Powered by Jaguar* book. Andrew explained how he had bought a Lister project, believing it to be based upon "half an original chassis frame". It proved to be based upon no such thing, and he resolved to get deeper into what constituted "a real" historic Lister... and what did not.

Lister cars in the 1950s were relatively simple. When 'Mr Brian' lost his great

## ON THE TRAIL OF TRAGEDY

Is this where motor racing's first fatality occurred, during a French road race 115 years ago?

**M**OTORING THROUGH FRANCE recently, my wife and I stopped in Périgueux, where I recalled a local landmark in motor sporting history. The first two participants to be killed in a racing accident fell during the Course du Périgueux on May Day, 1898.

Local enthusiasts had organised the 90-mile event, anti-clockwise on a public road circuit out via Mussidan to Bergerac, then back through Le Bugue. The entry comprised 10 cars and eight motorcycles. But within minutes of the first car being flagged away at 8am, word arrived of a terrible accident...

It happened near Marsac-sur-l'Isle, a village

on the Périgueux to Mussidan road. A glance at the map found Marsac, on the modern D6089. I also recalled a photo of the aftermath, with the two cars involved lying in a roadside field down a shallow embankment to the right of the road. To the left a steep, densely wooded bluff soared from the verge. So all we had to do was locate a corresponding stretch, allowing for change over 115 years. When I explained my masterplan, Mrs Nye's reaction started with something like "We are meant to be on \*\*\*\* holiday!"

In his seminal 1909 book *A Record of Motor Racing 1894-1908*, Gerald Rose described how: "The officials hurried to the scene of the disaster... finding two cars in the field bordering the road, one battered but upright, and the other on its side. Of the four occupants, only one was unhurt, and the others appeared to be in the last extremity..."

"M de Montariol, the only one to escape unhurt, started on his light Parisienne (Benz) car one minute in front of the Marquis de Montaignac, who was driving one of the big and heavy Landry et Beyroux vehicles. On his more powerful car the latter soon caught up M de Montariol, who drew aside on being warned

friend and superb works driver Archie Scott Brown at Spa in May 1958, the heart had been ripped out of their programme. When replacement 1959 works driver Ivor Bueb was then killed in an F2 Cooper at Clermont-Ferrand, and Peter Blond had rolled one of the works Costin cars into a ball at Brands Hatch, Brian retired from racing.

One item dumped at that time was his works chassis record, and as historic racing took off into the later 1970s and early '80s so the racers – and dealers – hunted down Lister cars, bodies, bits... and UK registration logbooks.

Some of the cars were lost or missing. Some batches of one car's spares provided the bases for several lookalike cars. Clones were also built to match a



Lister talisman Archie Scott Brown pictured at Crystal Palace in 1957 and, above, Jamie Campbell-Walter's Lister Storm at Zolder in 2006



logbook. Some long-vacated registrations were reclaimed. A British chassis specialist once told me he has built as many as 17 'replacement' Lister frames. These mostly replaced originals welded-up in the period Abbey Road factory and which had since suffered the rigours of racing. But some frames made chassisless spares mobile – raceable... and saleable. You get the picture?

But now Whittaker's new venture has appeared in Listerland like the Fifth Cavalry. In conversation he expresses an engaging zeal to see "the real Lister people" at their modern-day Cambridge works at last make some money from their esteemed car designs.

He told me he perceived six levels of acceptable vehicle. The cream would comprise genuine Listers with their original 'BHL' prefix chassis numbers and unimpeachable provenances. Inferior to this hallowed handful would be 'BHL'-stamped cars with incomplete provenance, then 'BHL'-stamped Lister Centenary 'Knobbles' from the 1990 factory batch. He rated his own 'BHL' chassis continuation cars superior to any questionable Lister-lookalikes, and offers factory assessment to fit any copy cars judged inadequate with 'tool-room copy' replacement chassis made to

the original drawings.

These would become "officially sanctioned" copy cars, but I cannot quite see that replacing a fake chassis with what at best might be regarded as a facsimile – to 1958 spec – will set customers salivating.

Whittaker's venture is certainly bold, and I sense well intentioned, but suddenly to appear upon the scene with such self-assumed authority is a glowing cigar butt to a powder keg.

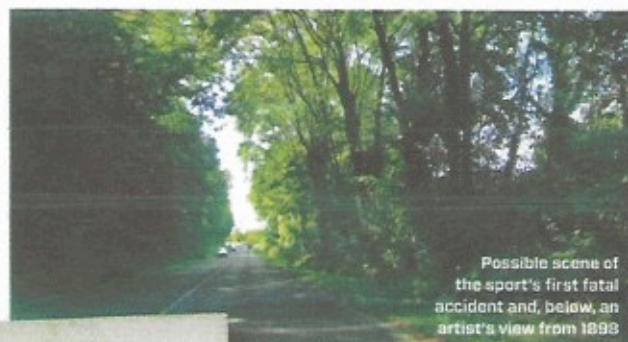
Some of the realities of historic racing seemed to surprise him. Not least the notion that a Lister chassis and running gear built to the 1958 factory drawings might prove uncompetitive today.

And as for unravelling the more colourful car provenances – some almost certainly in face of litigious owners feeling threatened by this self-appointed new police force – we might sit back and watch the fun.

The one thing of which I am quite confident is that Warranty Wise experience might not fully have prepared him for a rocky racing road ahead. Existing 'copy cars' could be registered with Whittaker as such, but trying to market new fakes under the 'Lister' name will plainly breach his new company's rights. Watch this space.

to let the faster car pass. As M de Montaignac passed his friend he turned and waved his hand; with the reversible lever-steering of those days the least inattention was fatal, and the heavy Landry et Beyroux swerved across to the right and collided with the front of the Parisienne, jerking the steering wheels of the latter round and causing the car to run off the road, up the low bank and into the adjoining field, where it turned over. M de Montariol jumped clear as the car went over, but his mechanic was pinned underneath and badly hurt about the head.

"Meanwhile M de Montaignac, hearing the crash of the collision and the cries, realised he had caused an accident and committed the fatal imprudence of turning to look back. His car immediately swerved for the second time violently to the right, and dashed over the bank into the fatal field where it rolled right over. M de Montaignac was very badly injured and died within three hours, after having displayed the most



Possible scene of the sport's first fatal accident and, below, an artist's view from 1893



remarkable bravery and fortitude, explaining how the accident had come about, and constantly affirming that the responsibility rested entirely on him. His unfortunate mechanic was also severely injured and died later."

Rose observed that this was the first fatal accident "due to racing pure and simple". It was a nail in the coffin of tiller steering: "As long as every rut and stone communicated a jerk to the arm of the driver, and a corresponding swerve... there was a constant danger of such accidents." Over the following two

years a notable reduction in racing incidents was attributed to the replacement of tiller-steering by geared wheel steering.

I think we found the spot, but not just before Marsac village as the usual attribution 'Sault du Chevalier' infers, for the left-side geography there provides little abutting slope – but a brief few hundred metres after the village seemed to match the wreckage photo, though now much overgrown on both sides of the D6089. There the right-side field still lies well below road level, while to the left a steep, densely wooded bluff climbs rapidly. I photographed the section as best I could, but without surviving evidential features – such as a roadside building or wall in the contemporary photograph – my confidence level isn't great. Perhaps readers know?

The luckless Marquis' car is sometimes cited as a 'Landry Bairoux'. But there were MLB cars – hefty single-cylinder products – built at Hondouville, Eure, by partners J Landry and G Beyroux, so perhaps Rose got it right. And the M stood for Montaignac – so motor racing's first driver fatality thus died in a car he financed. Renaud de Montaignac de Chauvance, 47, from Egletons, unlucky victim of inexperience. ☐

## Tom Malloy's Office

---

**From:** Robert Edwards <r0bertwdhedwards@yahoo.com>  
**Sent:** Friday, September 26, 2014 3:00 AM  
**To:**  
**Subject:** Re: Lister BHL-18

Thanks for the note; I have no idea why the phone has gone on strike. Thanks also for the attachments; I have already mentioned to Mike S. that my North American Lister Rolodex is a bit out of date, so any contacts are most useful.

I take the simple view that this nonsense must stop, and stop now, because otherwise the next generation will run the risk of assuming too much.

Providing, that is, that the supply of explosive hydrocarbons lasts. This has been going on for forty years, after all.

I should add that I have nailed no less than 23 highly suspect cars so far...

Best,

Robert.

On Thursday, 25 September 2014, 20:17,

Mr. Edwards,

Thank you, we certainly appreciate your 'courtesy note' – Tom has tried calling but for some reason he keeps hitting 'restricted'.

Tom wanted to let you know he totally agrees with you and he too takes this kind of thing very seriously.

We build a vehicle history binder on each chassis and we will be happy to help supply documentation that we have to assist you.

Attached please find the Vehicle History Sheet that we have compiled over the years showing the ownership from the beginning.

Also attached is the story board and a DRAFT of the Race-Event History that is work in progress.

If you show any further details of the history which would improve our history sheet, we would welcome the information and critic.

Yes, we would appreciate any additional documentation and/or articles on this chassis.

Also, Joe Pendergast's son Tim is very much involved with racing and may be able to share additional information from when his Dad owned this car.

Again, we appreciate your efforts in keeping the history accurate and the ongoing battle against misinformation and untruths.

Respectfully,

---

**From:** Robert Edwards [mailto:robertwdhedwards@yahoo.com]

**Sent:** Wednesday, September 17, 2014 12:24 PM

**To:**

**Subject:** Re: FAO Tom Malloy, from Robert Edwards

Certainly! My phone is UK: 01823 323181. I'm happy to discuss this or any other matter, as I take these things seriously...

Best wishes,

Robert Edwards

---

On Wednesday, 17 September 2014, 20:11,

Mr. Edwards,

Thank you for your email regarding the BHL18.

                  is out racing this weekend (with the BHL18 oddly enough) and no doubt would like to discuss this with you. Is there a phone number that he can call you back next week????

Respectfully,

---

**From:** Robert Edwards [mailto:robertwdhedwards@yahoo.com]

**Sent:** Wednesday, September 17, 2014 9:17 AM

**To:**

**Subject:** [\*\*\*SPAM\*\*\* Score/Req: 13.2/6.0]

Good morning to you. We haven't met, but your name came up in a chat with Mike Silverman yesterday in connection with BHL18.

I should add at this point that I am the consultant archivist/records roustabout at the reconstituted Lister Car company as well as being the historian of the firm over many years.

Here's the thing; I was sent a file purporting to be the -ahem - history of another BHL 18, a car which I absolutely know to be a fake. It has been bought by a German 'gentleman' who is clearly attempting to beef up a highly suspect provenance. This material consists of some rather unpersuasive documents and photographs (they could be of any Lister) which append a series of photographs and articles of the actual car which I know to be yours.

Given that I actually have the phone number of the old guy who built the chassis in the 1980s, the FIA historic consultant Duncam Wiltshire sent it me for perusal. I have told him (and he agrees) that the car is a clear and obvious ringer but the least I could do was to give you, as the owner (I thought Syd still owned it) the heads up, as the owner is clearly trying to take your car's reputation in vain. Nice, huh?

Nothing will come of this, I can assure you, as it falls to me (and me only) to compile an accurate and definitive chassis record (which will be for circulation rather than publication).

So this is a courtesy note, as much as anything else. If you would like to see the information, let me know - there may be some articles in there you haven't seen!

I hope this finds you well.

**Run Group 1: Production Sports and Racing Cars from 1962 and earlier**

FINISHED

No.	Driver	Vehicle Year/Make/Model/Color
3	Tom Morgan	1956 Morgan 4/4/maroon
6		1958 Lister Knobbly - Chevy/Yellow w/blue
7	Dave Olson	1950 Jaguar XK 120/Silver
8	paul adams	1956 Elva Mk 2/Aluminum
17	Patrick Hung	1967 Alfa Romeo GT Junior/Seafoam Green
20	George Jewett	1957 Alfa Romeo Sprint Veloce/white
23	Glenn Oliveria	1955 Alfa Romeo Giulietta Sprin/red
24	Gary Black	1960 Austin-Healey 3000/Green
31	edward lamantia	1962 MG MGA MKII/BRG
33	James Alder	1952 Jaguar XK 120
58	Jonathan Burke	1957 Alfa Romeo Giu
63	David Hogye	1959 Triumph TR3A/p
69	Tancredi D'Amore	1957 Alfa Romeo Giu
70	Enrico Tenni	1961 Lotus Seven/Ye
71	Bob Albright	1959 Alfa Romeo Spr
72	Paul Perry	Phoenix SAAB H mod
80	Diane Cox	1960 MG MGA/Red
88	thomas claridge	1953 Kurtis 500S-22/k
89	John Hurabiell	1956 Lotus Eleven/Re
124	Joe Fabris	1960 Austin Healey B
148	Steve Kupferman	1958 V.A.Y. Special /A
158	Robert Bogle	1958 Alfa Romeo Giu
171	KEVIN ADAIR	1959 Austin Healey B
250	Charles McCabe	1955 Maserati 250F C
666	Edward Hugo	1956 Porsche 356 A/E



11<sup>TH</sup> ANNUAL

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GUEST OF ENTRANT







2018

THE AMEILA ISLAND  
CONCOURS d'ELEGANCE



1958

Lister-Chevy  
"Knobbly" Sports Racer

# British race car designer Brian Lister dies at 88

Jim Donnelly at 8:58 am | HEMMINGS DAILY



*Brian Lister (L), with his Lister Motor Car team in November of 2014. Photo courtesy Lister Cars.*

Brian Lister, whose cars carried the Union Jack in international sports car racing once Jaguar ended its competition program in the middle 1950s, died on Tuesday, December 16, 2014. He was 88.

Lister is forever linked with the Jaguar-powered sports cars he built, which continued the tradition of Coventry power in sports car racing after Jaguar adjusted its focus to road cars following an exceptional string of successes at Le Mans. The offspring of a family of engineers, Lister became involved in racing through a car club, whose members included the Scottish driver Archie Scott-Brown. The two men became allies, first racing a Tojero before Lister's father agreed to finance a racing car bearing the family name. The first Lister, powered by an MG engine, won its maiden outing in 1954 in Scott-Brown's hands.

Subsequent Lister cars used Jaguar, Bristol, Maserati and Corvette engines, and built an enviable competition record. In 1957, works Lister-Jaguars entered 14 races and won 12, usually setting the fastest lap in the process. Yet his presence in the sport would prove to be short. Scott-Brown was killed at Spa in 1958. The following year, so were Lister's close acquaintances Ivor Bueb and Jean Behra, after which Lister essentially walked away from the sport. His final automotive effort (at least until the 2013 formation of the [Lister Motor Company](#)) came when he prepared a team of works Sunbeams for Le Mans in 1964. Lister took the family firm into the manufacture of packaging equipment, and also remained an active jazz drummer until late in his life.