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Millennium quote "LIFE WORKS OUT OK FOR THOSE PEOPLE LIVING AND WORKING WITH ALFA'S". Martin Swig

SPECIAL SPECIAL SPECIAL

1900 OWNERS MEET AT RADNOR HUNT CLUB

Publisher's Bit

This edition consists of a report and observations on the 1900 meet at the Radnor Hunt Club on September 12th and 13th and on the Radnor Hunt Concours d'Elegance on Sunday September 14th. It is considered this meeting had epochal potential and, if so, history will tell. In that case, we want to play our role in making it so, and Bravo! Bravo! Bravo

Editor's bits

There was so much discussion at the Radnor Hunt meet that much cannot be encapsulated in print. The chaired general sessions were supplemented by many impromptu personal sessions and it is impossible to extract what was covered. Some of that was, in any case, private. But, we encourage the willing to step forward and fill in whatever sins of omission we have unwittingly committed.

When this report was started we thought it would take only a couple of pages but

we were mistaken. It burgeoned into our usual 12 pager.

Third Owners Meet

The title will correct an error on our part in a similar heading in Mostly #22 of July 2003.

There have been three owner meetings in the US in 11 years.

The first took place in St. Louis MO in July 1992 and was convened by Carter Hendricks at the AROC convention "Alfa Azione". Five 1900's appeared: two Tipo 3's by Bartel and Gompels, two Tipo 4's by Stange and Chickinelli, and the Disco Volante by Alfa Romeo.

There were 26 owners present. Peter Marshall was the guest speaker at the AROC banquet.

The second meeting took place at Concours Italiano at Quail Lodge, Carmel, CA on August 14 1998 convened by Joost Gompels and Ken Shaff at which there were 17 owners. There were 11 cars and an additional 2 displayed at Pebble Beach. There was so much going on that no matter what happened at the meeting it would pale in comparison. And so, in fact, the

record shows. We had a wonderful time but accomplished little.

The third meeting took place September 12th, 2003 at the Radnor Hunt Club in Radnor PA, convened by Joost Gompels and Henry Wessells hosted by the NA AR1900 Register and the Radnor Hunt Concours d'Elegance which took place on Sunday September 14th. There were 6 cars on display and 21 owners participated.

Owners that have attended all three meetings are (in no particular order): Peter Marshall, Henry Wessells, Dan Simpson, Carter Hendricks, Al Cortes Joost Gompels.

Tim Gallagher has attended two meetings.

What happened 101

The sequence of events was
Friday September 12th

12 noon assembled at the Desmond Hotel Ballroom A for 1900 group lunch; theme "Meet Peter Marshall"

1400 meet at the Radnor Hunt Club for tech. sessions

1800 enjoy welcome BBQ at the Radnor Hunt Club.

Saturday September 13th

0830 RHC rally, 100 cars (one 1900 owner)

0930 +/- Tech sessions continued

1230 +/- Break (into two groups for informal lunches "off-campus")

1900 The 1900 group dinner at the Desmond Hotel Weathervane Room, theme: Keep Talking (and enjoying)

2100 Continue unstructured

2230 Disband

Sunday September 14th

0700-0900 car entrants set-up

0930 Most of the 1900 group appear

1000 Concours General Admission

1200 VIP lunch

1500 Awards

1600 Concours conclusion

1601 Rain, heavy at times

1630 Carter catches cold from over-indulgence in spydering

What happened 201

The tech sessions covered the following topics with the presenter identified:

1. *A review of the cars, models, and numbers produced* by Peter Marshall and a handout on the Alfa 1900 chassis numbering system published by Peter Marshall in 1986 in Dutch in Het Klaverblaadje and reproduced in Mostly #3 December 1993.
2. *Power Plants and differences* by Carter Hendricks
3. *Restoration, the owners view* by Bud Brickman followed by *Restoration, the restorer's view* by Paul Glynn and Peter Markowski
4. *Oil filters* by Bo Monroe. This got us through the first day
5. *Valves and lifters* by Carter Hendricks
6. *Parts – sources experiences difficult items* by Ed Aenlle
7. *Dissertation on recommended engine mods.* by Al Cortes
8. *Owner participation* by Dan Simpson
9. *Authenticity* by many!
10. *General* by all. This included wide ranging discussions on next meeting, East / West bridge, cell formation, better communication, translation of Garcia (into English), Yahoo 1900 group, the Mostly and more

What happened 301

The cars

In order of their appearance on the field on Sunday there was

1. Bud Brickman's fully restored Touring tipo I chassis# 1020 in silver gray with mid-blue interior trim
2. Tim Gallagher's fully restored PF Coupe chassis # 1598 in light burgundy red with gray trim
3. Henry Wessells fully restored tipo III chassis # 1748 in silver gray with tan and dark blue trim
4. George Fogg's 99% restored SSZ chassis # 1954 in red with tan trim

5. Ed Leerdam's 99% un-restored SSZ chassis # 1915 in gray with green trim

6. Scott Klion's 100%+ restored Touring tipo IV chassis #10312 in silver with red trim

All except Fogg's SSZ had won awards in prestigious concours events. (The reason that claim cannot yet be made for Fogg's car is that the Paul Glynn MotorSports restoration is not complete. The SSZ was made available to us as a special favor by George and Paul.)

Most have been rallied and run vigorously. What a job the judges had in singling out winners. And they were:

<p><u>Alfa 1900 1st</u> – Timothy Gallagher's 1953 Pinin Farina Coupe <u>Alfa 1900 2nd</u> – Scott Klion's 1957 Touring Super Sprint <u>The NA Register Trophy</u> - Timothy Gallagher's 1953 Pinin Farina Coupe</p>

A special note of appreciation is owed to all car entrants. Few are in the position to order an InterCity for door to door service and none did! Gallagher and Brickman pulled their own trailers. Ed Leerdam's SSZ was hauled 1050 miles from Winter Park FL by Roy Baden and Joost Gompels as family commitments preventing Ed from attending. Paul Glynn and Michael Wrigley similarly hauled George's SSZ and TZ-2 a goodly distance from Boston as did Peter Markowski from Vergennes with Klion's T-4 and his own 6C2500.

Hat's off fellas, one and all. No glow in this show without the cars.

The owners

At the lunch on Friday there were 21
At the 1st tech session there were 23
At dinner on Saturday there were 27

It was a simple but elegant meal at the kick-off lunch on Friday but what a splendid affair it turned out to be as the room got transformed by the 21 who sprung-to, festooning the walls with photographs, posters, and mementos. They came from Glendora, Corpus Christi, Barneveld, St. Louis, Albany,

Rowley, Fallbrook, Durango, Savannah, Lake Mary, Ft.Wayne, Vergennes, Lawndale, Paoli, Baltimore, Manhasset, Asheville, Boston, Traverse City, New York, Fairfield, Bethesda and last but not least Esher UK.



Peter Marshall speaking at lunch



The Wessells "Welcome"

Our thanks go to:

- ❖ Gary Kaberle for flying in a crate from Traverse City MI, which contained a huge volume of fabulous photographs and records of the B.A.T. cars, most never seen before anywhere.
- ❖ Peter Marshall for his custom poster of Alfa 1900 PR material (afterwards donated to the NAR) and photographs from the Steenkiste event in Belgium of various 1900 versions (previously donated to the NAR)
- ❖ Richard Ballantine for ye olde Brescia Mille Miglia Alfa Romeo banner
- ❖ Desmond Hotel staff who cooperated so splendidly with a tall ladder, easels and permission to abuse their walls

After lunch the. tech. sessions were scheduled to take place at 2.00 PM at the Radnor Hunt Club about 15 minutes away (for those who used the directions carefully prepared by local host Henry Wessells, - in place of the Mapquest version!). But, a cluster began growing in the hotel parking lot around Gallagher's open trailer carrying his glowing magenta PF Coupe until the meet-meister shoo-ed them away.



the pre-meeting exhibit

Finally 23 folks gathered and the tech sessions were launched. The organizers fears that the session would end early did not come to pass. Only one third of the planned agenda had been covered by the time we had to disband in order to check out the free-flowing beer provided by Victory Brewing at the BBQ starting at 6.00 PM

On Saturday the original expectation was that most would enter the RHC rally. Not so. Given the option of a possible auto interest outing all but one chose the outing! Unfortunately, the intended arrangement cratered, and the organizers' scrambled plan B (to get everyone into a car and into the rally) but this dead-ended as the rally was already over-subscribed. The intrepid organizers still had plan C as fallback but this did a one-eighty as David George was held-up in his return from the Bugatti Club rally! But, fortunately, the group's enthusiasm for continuation of the tech sessions was unquenched, and they went on all day. Even so, the agenda got abridged, including lamentably, the B.A.T. presentation. But much good did come to light.



What happened (really) 401

To relate what was discussed in the tech sessions is daunting. The following highlights do merit reporting.

1. Al Cortes drawing on his extensive experience, explained why most engine failures occur in # 4 pot. It is because the oil passage on # 4 crankpin is drilled only halfway. This leads somehow to oil starvation at high revs. He recommends that all the crank passages be simply drilled through completely during a rebuild.
2. A fascinating exchange between purists henceforth to be forever dubbed the "5-ring" (piston) gang and the performists/reformists henceforth dubbed the "3 ring" (piston) gang,and never the twain shall meet! The argument was settled by a profound exclamation: "It seems to me just silly to blow up your engine in period-correct fashion when original weaknesses are now well known and easily corrected"—Paul Wilson.

(Will we now have 5 ringers and 3 ringers as in 5 window and 3 window coupes .. Ed?)

3. Savant Carter's information that, contrary to popular belief, the 1900 direct operated and externally adjustable valves weigh 25% less than the 2000 engine's more conventional inverted piston operated valves
4. The 1900 engine is good for 6300 rpm. Contrary to popular belief, the rods are better than

Carrillo's.

(the rods are fine but many bolts and nuts fail mag. Inspection. Once that pattern became clear, I found that a big block Chevrolet (gulp) ARP rod bolt fit with slight modification.... Carter H.)

5. Nitriding the crankshaft is not necessary as the crank is super sized and well finished
6. AFRA should be your first port of call for parts advised Joe De Falco. Be simple, direct and brief as they are very busy. Fax "attention Sg. Gorni". Try to get shipments sent by mail to minimize US customs problems. ALFASTOP in the UK is also recommended but their specialties, and hence their limitations, should be noted.

The assembly voted in favor of the following:

- Regular meetings in future
- The next meeting will be in Padua, Italy. European 1900 owners will be invited. Joe De Falco and Al Cortes are the pathfinder committee
- Facilitating communication between owners is most desirable. A contact list should be published annually in The Mostly
- Regional cells should be formed. Dan Simpson and Ed Aenlle to spearhead this starting in LA
- The new Alfa Owner of AROC may become a suitable vehicle for 1900 news as well although it was noted less than half the 1900 owners belong to AROC
- There should be an annual subscription for the newsletter, voluntary for owners
- There is a useful friendly 1900 digest on Yahoo. Aenlle will send invites to all participants
- Help is needed in getting Mostly out so that more time can be spent on KB translations of valuable historical articles. Mike

Vallee, Bo Monroe, and Dick Ballantine offered their services.

- An East-West bridge needs to be built. Dan Simpson and Joost Gompels to work on this
- Consider finding and mentoring a young person so that interest in the cars endures and becomes generational.

Conclusions

This was simply a great meeting. There was a clearly a pent-up need. It was a pity we did not get more cars to show up. But considered in proportion to ownership it was just fine and the specimens were all super. We had a quarter or so of NA owners present, and roughly a quarter of those brought their cars: quite respectable. Of the 24 or so survivors of the 1900 SSZ's we had two cars and four owners present: not shabby.

The Radnor Hunt venue is attractive and is likely to be a prime candidate for future meetings. However, Padua has become the focal point for our next meeting, challenging our thinking and energies. Andiamo Padua.

And finally, all things considered, what a fine bunch of people Alfa 1900 owners are. Someone once opined that the cars gravitate to the people that deserve them. In this case they certainly match; their designers and their makers would be proud.

Thanks

Topping our list is Peter Marshall for hopping the pond and spending quality time with us

We appreciated our West Coast friends, Dan Simpson and Marilyn, Ed Aenlle, and Al Cortes who bridged the coastal gap.

A special hand to Al who came despite a family bereavement and the compounded loss of his discounted airfare.

Ben Jones from Boston risked his precious and immaculate Aston DB-4 battling awful weather and a failed

starter motor on the way down, and a bumper to bumper traffic snarl on the way back.

Gary Kaberle and his treasure hoard of B.A.T. lore. Gary expected a facility where his priceless pictures and artwork could be displayed but the poor weather and other impediments prevented this from happening. What a shame.

Carter Hendricks, though a co-conspirator, deserves mention and applause as it is not easy for Carter to break away.

Mike Tillson, RHC Concours Chairman, and his able associates Sally and Glen Price for working with us so smoothly; a pleasure.

The staff at the Radnor Hunt Club were cool, co-operative and helpful under trying circumstances

Henry Wessells, co-organizer, for his unfailing good humor and willing support and invaluable local knowledge

Desmond Hotel staff who were on top of their jobs, and nothing seemed too much trouble for them.

Richard Ballantine for the banner

Great response to the call for donations to the Trophy kitty by stalwarts Richard Ballantine, Tim Gallagher, Don Keith, Bud Brickman and Ed Aenlle. Bravo etc.

Editorial note: If I have failed to recognize a deserving participant my head will hang in shame or worse...Ed.

Views of others

"Kudu's to savants like "Carter Hendricks, a walking encyclopedia of Alfa lore, who described his admiration of legendary technical writers like Griff Borgeson and Karl Ludvigsen, and then showed that he was in the same class by keeping the group enthralled by his explanation of how the 1900 cam drive evolved".

"And of course it was great to spend the weekend with my old friend Ben Jones and to see others I've shared Alfa enthusiasm with over the years, such as Bud Brickman, Henry Wessells, Peter Markowski, and many others.

Best of all, perhaps, the event brought Peter Marshall from England to Radnor,

Most beautiful car of the weekend?
Sorry, guys, I'm a Tipo 4 man. Scott Klion's

silver coupe has to be one of the most perfect designs of all time. Not even Ben Jones's Aston DB4, Touring's next version of the theme, was quite as good. Ben brought his Aston (from Boston, with great effort) so we could compare them; I hope everyone saw his car." ...PW

"I went to The Gathering because of an old 1900C SSZ that I have been threatening to restore for more than 30 years, and now it is time to fish or cut bait. When Joost told me in advance that there was a good chance TWO 1900C SSZs would be available for inspection at Radnor, I was hooked. The interesting characters, the tech sessions, the BAT stories, the splendid setting for The Gathering, the Concours itself all were icing on the cake. My interest in the two cars was due to the fact that one was 99% restored while the other was 99% (unrestored) original. Seeing the two side-by-side and having the opportunity to photograph them was literally a once-in-a-lifetime opportunity. There was the George Fogg car in all its radiant splendor—and mine is almost identical. Or, more accurately, could be as nice—some day All it takes is time and money. Well, time, money, and the clear and certain knowledge of what it's *supposed* to look like. And that was the main reason why I was there: to find out what my car is *supposed* to look like when finished.

No one present will forget Al Cortes passionate insistence that one should drill holes in one's crankshaft, or the miraculous coincidence of both Bo Monroe and Ed Aenlle showing up with prototypes of intricately replicated front brake air scoops (not only that, but working entirely independently, one of them chose the right side to replicate and the other chose the left!), or the Carter Hendricks revelation that Alfa's adjustable-length valve design originated about the same time that fire was discovered.

It also confirmed my suspicion that the answer to every question in the restoration of an old car is "Spend more money!"

On the flight from Texas to Philadelphia my main thought was "I've spend way too much time and money on this old car. It's time to let it go!" But on the way back all I could think of was new ways to spend more time and money on it, and how good it was going to look when I was finished". DK

Greetings, although I'm sorry I wasn't able to stay for a longer period of time, the "1900 get together" for me was great. For one thing, I have been corresponding with Peter Marshall since 1976, since just after purchasing my 1900. Finally meeting Peter after all these years was a highlight. The Concours was the first time I have seen that many 1900s in one place, and after seeing the "barn find" Zagato I was sorry I didn't flat bed my un-restored car to the show. Also, I discovered that oddly enough Peter, Tim Gallagher, and I all own Ferrari 330GT 2+2s (there must be some kind of connection there). I also ran into Kendall Merritt who had his Bizzarrini there. Kendall works for Grand Touring In Laurel Maryland, a top drawer restoration shop where they are currently restoring a 1900 Cabriolet, and where I purchased my 330GT. Overall I thoroughly enjoyed myself, and got more impetus to start the restoration. Thanks for all your efforts and continued enthusiasm for the 1900. RG

Magic Moments

Do happen. And Padua was one such magic moment. A creative flash: the realization that we could do things together greater than ourselves. Our minds expanded beyond tech sessions, Mostly's and 1900 parts. The RHC grounds morphed into Kitty Hawk. When Joe De Falco uttered (and it must have been Joe, although he says he cannot recall) the notion and made the motion, there was a hush and then a rush of assent. Yes, what a great idea! We would have our next meet in Padua, near Venice, in Italy. We would invite European 1900 owners and other notables. We would "do" the spring Mostra Scambio.

As to when? Spring 2004 is unlikely. But 2005 is not long behind.

Are we serious? Yes. "A Padua fund" has been started and there is \$340 in it!

Another magic moment took place when towards the end of our event dinner on Saturday evening, Peter Marshall rose to announce that he was auctioning two copies of *Alfa Romeo ..dei nostri sogni* that he had brought with him. At that moment, Peter confided later, he had

no idea what he was going to do with the two books. Auctioning them was an idea that just entered his head. Each went for \$120.

His proposal that the proceeds go to the Mostly 1900 Irregular was declined in favor of starting the "Padua fund".

Subsequently Ben Jones mailed \$100 which also ended up in the "Padua fund".

People

It is wonderful to meet people we "know" only as a voice on the other end of a phone line.

We believe there is new impetus in several fields, such as technical advice especially on engines, in parts especially from Italy, in fabrication technology, for cell formation and group enhancement, for news dissemination, for sanity (when your mind blows before your engine does) and in restoration shops.

Those congregated in San Francisco may find the foregoing somewhat strange, even unintelligible, because of the plethora of owners, cars and services "next door". It did not occur to me, for one, how strained and deprived the rest of the US ownership feels, spread out all over the country. In most places (and states) there is but one 1900 owner for miles around. The occasional meet, such as Radnor, helps a great deal, but a more practical solution is to foster more frequent regional activity through "local" cells.

Tapes

Video tapes were made at the tech sessions which provide a fairly decent record of discussions. Exactly what to do with them and how to make them available at a reasonable cost has not yet been determined. Participants will be advised by email.

Peter's corner



Given less pressure at the office, this "corner" could well have filled #23,what a meeting, what a trip!

For those of you who didn't attend, you were lucky to miss my attempts to give an address on the total production numbers on the various models of 1900s. This is a subject that in hindsight is better treated in text than in speech, but, as the most common question that I receive is "how many 1900's like mine did they make", an attempt seemed justified.

But, I am jumping the gun, because as far as I am concerned, by Friday afternoon, my trip had already been worthwhile. Gary Kaberle had brought his astonishing photographic collection of the BAT's in both historic and current guises. His enthusiasm for the cars and the Scaglione family are unmatched. What on earth was I doing talking about production numbers – we should have given the whole afternoon over to him and his life with, in particular BAT 9d, since he was only sixteen when he acquired his BAT.

And the non-attendees who read "six 1900s present" and conclude "glad I didn't bother" will be positively green with envy before they reach the last page of the newsletter and probably be hot on the 'phone to Joost, Al or Joe with "please let me know as soon as you have a date for the Padua meeting". That suggestion was one of the high spots of the weekend and humorous too with preceding talk of how difficult it is to persuade people to travel more than a handful of miles to a meeting, the suggestion of a meeting in Italy might have seemed preposterous; but, suddenly the notion had everyone wreathed in smiles and putting their hands up "I'll come, I'll come". It all made sense – if you are going to travel some distance why not make a holiday of it for the family too.

Padua puts on an excellent, quality, car show with a couple of halls devoted to spare parts (mostly Italian, of course!). It is a super town in itself and we should be able to persuade a good Italian contingent to bring their 1900s. It is close to Venice. Need we say more?

The Radnor Hunt Club setting for the event was splendid and the description "rolling English countryside" would not be inappropriate but the weather was different – the few showers of rain were warm.

The 1900's there looked stunning, ably backed up by a TZ2 and other Alfas and the variety of cars was excellent, a gorgeous Lagonda Rapide, a one family owned 1938 aerodynamic Bentley coupé by Van Vooren (not dissimilar to a 6C2300B MM), a 750 Monza Ferrari (being shown by Wayne Carini ex 1900 Ghia owner), a Fiat Dino spider fresh from its class win at LaBella Macchina d'Italia, an XK120, to name but five.

A surprise for me was seeing a deep maroon 1927 RLSS which I had seen at the Goodwood Festival of Speed auction last year and had wondered who had "stolen" it at a bargain price. The astute purchaser was Dr. Fred Simeone to make it the earliest of the wonderful Alfa Romeos in his collection. Bravo.

And, as there may be one or two attendees who think that a dastardly plot was hatched that weekend, it was not the case. I refer to plan D for the Saturday, not mentioned elsewhere. This was to be a visit to see Dr. Simeone's other cars (his GT40 was also on display at Radnor). I had already lured one 1900 owner along who is an ex owner of Simeone's Peugeot Darl'Mat'. However hard Dr. Simeone tried, it seemed that it simply could not be fitted into his busy schedule. Late on Sunday afternoon he suddenly told us that "Sophie", who looks after his cars, had arrived on her motorbike and if we would care to follow her! Three of us were within earshot. Joost legged it off to find Roy to provide the necessary "wheels", caught hold of two other 1900 owners en route, and quickly returned. "Meet me at the gate" said Sophie and we galloped off to find the Suburban, unhitched the rig, and all piled in, hoping that Sophie was still waiting for us. She was and we tore off in pouring rain into the heart of Philadelphia somewhere. To attempt to describe the truly wondrous collection simply would not do justice but when more than

one 2.9 is included you will get some of the flavour. Thank you Dr. Simeone and thank you Sophie. You did us proud.

Always good is when a 1900 owner introduces himself (or herself) as owning a 1900 and neither owner nor 1900 is known to the Register. It happened at Radnor. Bill Sosna has owned his Super Sprint *10448* for a good number of years and turned up to introduce himself.



Sosna's 10448 prepping for Radnor 04

That a need exists for a contact list became quite evident in the course of the meeting and this is especially so when owners are physically hundreds of miles apart. This is an important benefit of a Register. If one is going to try and organize a local meeting, however informal, easy contact is essential. And how did the rest of my trip go? But before that, it started with Dr. Frank Gump (6C2500 x 2) collecting me from Newark on Thursday, and driving me down to the Desmond Hotel – a good conversationalist, the journey flew by.

After Radnor and seeing the Simeone collection, the trip continued to be a sensory overload with exotic cars. On Sunday evening Tipo 4 Super Sprint owner, Paul Wilson drove me down to Virginia to see progress on the teardrop coupé body that he was building on his 6C2500 chassis. Impressive stuff – it seemed that his panel beating work was every bit as good as his woodworking and other skills. And at last I was able to get my hands dirty, doing some brake work on one of his machines. After changing some pipe-work, taking the wheels off and on to get access to bleed the brakes, we had pedal and I was rewarded with a trip in the car (not used for about a year) ...a V12 on song just behind ones ears added up to his glorious Miura. And, yes, *10319* looked pretty good too. Next morning Paul drove me to the airport at Charlottesville, taking me the Blue Ridge Parkway scenic route. If you are ever in that area don't miss the opportunity – the views are superb, and

if you have a chance to visit Paul don't miss looking in his barn!

Frank Gump picked me up from Allentown and super-kindly drove me around wherever I wanted to go. First stop was Stratton in Vermont where we spent the night, on our way to Syracuse to visit Walter Miller's automobile literature emporium (where I had hoped to find an old BAT trade card as a surprise for Gary K). Alas his answer-phone saying "out of town" caused us to abandon the plan. We later discovered that the place was open, but too late. But Vergennes was not far and a visit to Peter Markowski's shop was no mean substitute. FG's 6C2500SS PF coupé was having some interior work done. Peter M. drove out the Graber 6C2500 so that we could wheel out a little Italian coupé with exotic aerodynamic carrozzeria. Clearly a replica but carried out with considerable panache. It was also worthy of close inspection since its history contained the same names that the infamous "Zagato" 1900 (née 2000) 10593 has (which was Scott Klion's first foray into 1900 ownership). Peter M's workshop contained Jaguars and Ferraris to name but two marques and everywhere the workmanship was what we have come to expect. The ex Bob Bartel tipo 3 was also there as we had not been able to persuade Ray Thompson to bring it down to Radnor. We left Peter's place to drive down to FG's home in Summit NJ. I had a good look at his gorgeous 6C2500SS PF cabriolet, at the work that he was doing on a Mercedes, and a look at his MB 220SE, with several long distance rallies in Europe under its belt. Next morning was a visit to the Pray restoration shop in Stamford CT, specifically to see a 6C2500 with a view to establish authenticity or lack of. I admit to failure but am still working on the case! Bruce Amstead (who was at Radnor) showed me around their extensive shop with work that was varied and fabulous, strong on French cars. We went back to Summit having run out of time to go further North. Next morning, undaunted, FG took me back to Connecticut to visit Manny and George Dragone's restoration shop. Siata 208, Fiat 8V, Bugatti, Ghia bodied Lancia (Astura?) with art deco dash and clear plexi steering wheel, Isotta Fraschini, Delage, Delahayes, ...the list was endless. An Alfa testa fissa 1500 too and then, surprise, surprise, a tipo 4 Super Sprint totally stripped for restoration – it proved to be David Yager's car. And if

the work to be done was anything like on the rest of the cars there, Scott is going to have some competition!
Not only must I thank Frank but for all the hospitality and generosity shown by the many 1900 owners to make this an unforgettable trip. Thanks too for the Radnor organizers all who put on such a great show in such a great place Thanks everyone.
Peter

PS
The only bad news is that my favourite girl, who is one of the team who makes things look clean and tidy in the evenings at the office, is has sadly just left. She is 18, (drives a Fiat) and has just got a job as a hotel receptionist. In a way she was the high spot of my holiday for she came in on the Tuesday evening following my return, and flung her arms around me. It took me totally by surprise and I stood there like a lemon, hardly reacting. The first time in my life that any girl has ever done that.
Who says life begins at 40!



Gary 16, BAT 9d 8



Most of the gathering



more guys and cars



what's that?

