

FIVA World Rallye '83

by George and Carol Kanaan

The 1983 World FIVA Rallye, held October 10 through 16, 1983, climaxed three years of planning and preparation by general chairman Alec Ulmann of New York City and rallye director E. Stanley P. Cope, M.D. of Palmerton, Pennsylvania. These VMCCA members and their hard working committees organized the first rallye held in North America by the Federation International Vehicles Anciennes (FIVA, pronounced feevah). A total of 80 vehicles partici-

pated, including 17 from overseas. Represented were France, England, Wales, Germany, New Zealand and South Africa. Stateside rallye participants came from Nevada, Texas, Illinois, Kentucky, Delaware, Maryland, Florida, Tennessee, Ohio, Georgia, Rhode Island, Wisconsin, New York, New Jersey, Massachusetts, Connecticut, and Pennsylvania.

The list of exotic car makes read like a manufacturers "who's who" from the past. We saw Simplex,



The Mohonk Mountain House in New Paltz, NY was Tuesday night's lodging. 1926 Dodge belongs to Carol Kanaan. George Kanaan photo.

Peerless, Pierce-Arrow, Frazer-Nash, Sunbeam, Darracq, Minerva, DuPont, Invicta, Stoddard-Dayton and many more. Also represented were Rolls-Royce, Packard, Bentley, Mercedes, Model T Ford, Chandler, Dodge and many more, all built before the cut-off date of 1945.

The early-arriving overseas visitors were treated to a unique sampling of the old car hobby here in America, a special trip to the annual Hershey Fall Meet. Leaving the Tarrytown, New York Hilton October 6, they returned the 8th to allow time for final preparations on their cars prior to the rallye.

Rallying and competing with old cars was a new experience for many of our stateside members. But to our overseas visitors from FIVA it's an annual event, with an international rallye being held in a different country every year.

Speedometers are covered, and each car is given an average speed to maintain over the rallye route (legal speed limits were observed). Written instructions are supplied, a daily designated starting time is given each car and road "clues" are used, along with dead-reckoning, to help you arrive at the final destination on time. Check points are undisclosed, and your final score is on a point basis calculated by how closely you come to your average speed over the prescribed route.

Points are also awarded at a Concours d'Elegance, gymkhana and a regularity run on a closed circuit race course. On this rallye Lime Rock Raceway was used for the regularity run and the General Foods parking lot in Tarrytown was used for the gymkhana. (A gymkhana is scored by timing the car as it maneuvers through a series of obstacles such as pylons, backing, parking, etc. over a controlled course).

The regularity run challenged drivers to match exactly the lap time they ran on their first lap of the race course. No mechanical or electrical timing devices were allowed to be used by the driver or navi-



1912 Rambler owned by Manny and Lucy Souza who were winners of the Sportsmanship Award. J.P. Connors photo.



1909 Opel driven by Heide Hetzer Mackay, Berlin, West Germany. She and her teammate were presented the Moët Chandon Champagne award by Alec Ulmann for being the only women's team on the Rallye. H. A. Clark photo.



David "Bunty" Scott-Moncrieff, the quintessential Englishman, takes a breather. Bob Fithian photo.



Brough Superior in foreground, owned and driven by Peter and Rosaline Beynon, had best rallye score. Millard Newman is the "aviator" in the background. J.P. Connors photo.



John and Rosa Hovey's 1907 Pierce Great Arrow won first place in Class B in the Concours d'Elegance. Bob Fithian photo.



Al Ulrich and Christa Springer, West Germany, with their 1925 Minerva. Alongside is the 1912 Ford Speedster of Dr. Werner and Dirk Huettemann, also of West Germany. Bob Fithian photo.

gator. The rallye took participants through scenic New York, Massachusetts and Connecticut countryside, with stops and overnight visits to historic towns, points of interest, restaurants, inns and hotels.

Tuesday, day one, took us to the U.S. Military Academy at West Point, with lunch at the Thayer Hotel on the grounds. Many of the participants also went on a guided bus tour of West Point after lunch. Tuesday's run ended at the Mohonk Mountain House in New Paltz, New York where everyone was dined and lodged for the night. Since this was a semi-progressive tour and many of the cars had limited luggage space, a van followed with the excess baggage. Also, many of the larger cars helped with this task. Mohonk Mountain House is on a 280 acre parcel of land on a section of the Shawangunk Mountains. The lodge is one-eighth of a mile long, with accommodations for up to 500 guests.

Wednesday's run was to the Rhinebeck Aerodrome where entertainment was provided by Mr. Cole Palen with his World War I and other antique aircraft. Lunch was at an outdoor hamburger/hot dog stand at the aerodrome. A light drizzle dampened the show but not the spirits of the rallyists. Many of us watched from the shelter provided by the souvenir shop, but dozens were at the fence rail, as close to the runways as they could get. Everyone was spellbound by the antics of the lady wing walker, the daredevil flying of the Sopwith Camel and all the other old planes in the show.



Ken and Louise Pearson competing in Sunday's gymkhana with their 1912 Simplex. E.S.P. Cope photo.

In the afternoon we faced a rain-soaked 62 mile run to the Pittsfield, Massachusetts Hilton, our home for the next three nights. Dinner was courtesy of Volkswagen of America.

Thursday's leg of the rallye was to historic Stockbridge for lunch at the Red Lion Inn. Stockbridge is a unique combination of Old New England tradition and natural beauty. It is much the same as in the days of old. Many took time to visit one or more of the town's attractions including the Norman Rockwell Museum and the Mission House, a house with elegant turn-of-the-century architecture, furniture and landscaping. The return trip to Pittsfield afforded all the opportunity to visit the Hancock Shaker Village, a historic museum of the nearly extinct Shaker sect. Founded in 1774 by Mother Ann Lee, the Shakers were a religious order based on community property, celibacy and simplicity.

Dinner on Thursday was at the Stanley Club in Pittsfield where movies of previous FIVA rallyes were shown by the New Zealand contingent which, by the way, was greeted by a bus load of their fellow countrymen. The bus was given a tour banner and followed the rallye route. Many of the bus passengers were fortunate to get rides in the rallye cars and joined the rallye spirit.

On Friday we were off to Williamstown, Massachusetts and lunch at the 1886 House, with an opportunity to visit the nearby Clark Art Institute, which has an outstanding collection of painting, silver and sculpture. Either a short route or two longer ones



"Fast" Fred Haller's 1912 Hupmobile needed a tire change after the Lime Rock regularity run. Bob Fithian photo.



Peter Helck's grandson David, cranking the "Old 16" Locomobile, Vanderbilt Cup winner from 1908. David and wife Alexandria rallied 2 days in the car and drove Lime Rock Raceway. E.S.P. Cope photo.



Lord Montagu of Beaulieu, FIVA President, explaining about his 1914 Vauxhall 30/98 to an unidentified spectator. J. P. Connors photo.



1912 Packard owner Jack Tallman on the regularity run at Lime Rock. Bob Fithian photo.



Austin Clark's 1912 Simplex speeds towards the finish line at Lime Rock. Bob Fithian photo.

were offered as options for the return to Pittsfield. The shortest of the routes included a visit to the Crane Paper Company Museum. One route took you to Mt. Greylock, the highest point in Massachusetts, and a visit to the Crane Museum. The hearty rallyists took the longest route back to the hotel via the Taconic Trail into New York and then on up into Vermont, with optional stops at *Hemmings Motor News*, the Bennington Battle Monument, the Bennington Museum and a fish hatchery.

Saturday took us to Lime Rock Raceway in Connecticut where we were featured at their giant fall show. It included vintage sports car races, a swap meet, an art show and, of course, the regulation run. It was quite a thrill driving around the beautiful Lime Rock Raceway. The taller antiques had to put their tops down or forego the regularity run because of a very low pedestrian bridge. I don't believe too many chose not to drive around the raceway. The gymkhana was very interesting because the antiques managed to maneuver through the pylons swiftly and accurately. During the festivities Peter Helck, long time VMCCA member and renowned artist, paid us a visit. The 91 year old "master of the brush" traveled from his home in nearby Millerton, New York to greet the FIVA rallye and visit with old friends. A 90-mile drive was ahead as we were scheduled to return to the Tarrytown Hilton. As dusk fell an enthusiastic but weary group of old car fanciers faced yet one more day of competition.

Sunday, a picture perfect day with plenty of sun and mild fall weather, allowed the gymkhana and



The South African contingent posed for this group photo on the final day. Derek du Toit, author of the story following this one, is the gentleman kneeling at the right. Bob Fithian photo.

Concours d'Elegance to go off without a hitch. This was the day to polish the brass, clean off the week's accumulation of road dirt and just visit with the other rallyists and reminisce about the past week. Lunch was served under the beautiful shade trees while the judges scrutinized the automobiles.

It needs to be noted that although this first attempt by the VMCCA to host an international rallye had many successes, there were some stumbles and false starts. There was in evidence a basic difference on rallye philosophy between the Americans and our overseas FIVA brethern. They were excited about the prospect of competing and came here to "win." To their dismay, many of the Americans treated the Rallye as lightly and casually as they would a leisurely drive in the country and did not take the "spirit of the competition" seriously. Many veteran rallye competitors didn't feel challenged by the routes and were especially disappointed when some competitive and scoring details were bobbled. We in turn were appreciative of the personal comfort that the leisurely pace offered. By this extending of the "hands across the water" we got to see first hand and learn from the pros how to add a new and

exciting dimension to our hobby here in America. The spirit of competition on a rallye is fun without added risk to cars or passengers. It adds skill to driving and thought to touring, without losing the "spirit of touring." Perhaps, as Dr. Cope suggests, some rally type competition should be added to the Glidden Tours; and rallys should be added to the VMCCA schedule of National Events.



Stuart Timmins, England, and his 1922 Morris take the Lime Rock course in stride. Bob Fithian photo.

The FIVA Challenge Trophy for the Best Overall Rallye Score:
 Car #48—1935 Brough Superior-----963 points
 Peter and Rosaline Beynon, Wales, UK

Class Winners in Overall Rallye Scores:
 Class A—1st Place: Car #58—1903 Cadillac-----825 points
 Sheldon Loewenthal,
 Chesterland, OH, USA
 Class B—1st Place: Car #9—1914 Darracq-----925 points
 Frank and Valerie Smith, England, UK
 2nd Place: Car #69—1911 Stevens-Duryea918 points
 Morris and Ruth Kunkle,
 Harrison City, PA USA
 3rd Place: Car #41—1912 Packard-----893 points
 Jack and Marilyn Tallman,
 Decatur, IL, USA
 Class C—1st Place: Car #22—1930 Bentley-----958 points
 Brian and Liz Porter, So. Africa
 2nd Place: Car #17—1920 Rolls-Royce-----950 points
 Derek and Helen DuToit, So. Africa
 3rd Place: Car #19—1930 Frazer-Nash-----911 points
 Derek and Rosemary Hall, England, UK
 Class D—1st Place: Car #73—1932 Lincoln-----913 points
 Harrison and Wendy Bridge,
 Chestnut Hill, MA, USA
 2nd Place: Car #42—1931 DuPont-----869 points
 Richard Riegel, Jr., Montchanin, DE, USA
 *3rd Place: Car #37—1931 Buick-----806 points
 Roger and Juliet Lee,
 No. Dighton, MA, USA

*Scoring Correction: Later analysis of the results from the regularity run at Lime Rock, not available to the Awards Committee at the Rallye, indicates that entry #23 driven by Philip Mann of England also placed third in Class D. Mr. Mann's banner was not secured adequately to be read by the timers at Lime Rock, thus unfortunately preventing his recognition at the Awards Banquet.

Gymkhana Award Winners
 1st Place: Car #83—1945 Volkswagen-----100.32 Sec.
 Terry Shuler, Cresson, PA, USA
 2nd Place: Car #10—1925 Bentley-----100.67 Sec.
 Frank Alloca, Mt. Lakes, NJ, USA
 3rd Place: Car #60—1912 Ford-----104.47 Sec.
 Oakley Sumpter, Perryville, MD, USA

Concours d'Elegance Winners
 Class B—1st Place: Car #70-1907 Pierce Great Arrow950 points
 John Hovey, Wyckoff, NJ, USA
 2nd Place: Car #8—1909 Mercedes-----910 points
 Whitney Snyder, Sewickley, PA, USA
 Class C—1st Place: Car #47—1928 Mercedes-----905 points
 John Riegel, Montchanin, DE, USA
 2nd Place: Car #68—1928 Stutz-----900 points
 Irwin Ginsberg MD, Buffalo, NY, USA
 Class D—1st Place: Car #28—1939 Rolls-Royce-----950 points
 Scott Isquick, Pepper Pike, OH, USA
 2nd Place: Car #44—1932 Marmon-----930 points
 Dan Motlow, Nashville, TN, USA

Best Regularity Run at Lime Rock Raceway:
 Car #16—1926 Rolls-Royce—.03 Sec. Time Diff.
 Philip Peterson, Worcester, MA, USA

Sportsmanship Award:
 Car #31—1912 Rambler
 Manny and Lucy Souza, Rehoboth, MA, USA

Hard Luck Award:
 Car #13—1925 Hupmobile
 Malcolm Barlow, Tolland, CN, USA

Longest Distance Traveled to the Rallye:
 Car #46—1921 Rolls-Royce
 Robert Johnston, South Africa

Longest Distance Driven to the Rallye:
 Car #76—1942 Packard—1305 miles
 Don Peterson, Roswell, GA, USA
 (Car was driven from Minnesota — then home to Georgia)

Alec Ulmann Trophy for "Nothing New Under the Sun"
 Car #29—1911 Ford
 John Drew, Westerly, RI, USA

Moet Chandon Champagne Award:
 Car #82—1909 Opel
 Heide Mackay, Berlin, Germany
 (Only Ladies Team to participate in the FIVA Rallye)

ORDER OF FINISH AND TOTAL POINTS SCORED

No.	Name	City, State, Country	Automobile	Pts.
1.	Pete Beynon	Coytrahen, Wales	'35 Brough Superior	963
2.	Brian Porter	Capetown, South Africa	'30 Bentley 4½-litre	958
3.	Derek DuToit	Capetown, South Africa	'20 Rolls-Royce	950
4.	Frank Smith	Wilmslow, England	'14 Darracq	925
5.	Morris Kunkle	Harrison City, PA	'11 Stevens-Duryea	918
6.	Harrison Bridge	Chestnut Hill, MA	'32 Lincoln KB	913
7.	Derek Hall	Evesham, England	'30 Frazer-Nash	911
8.	Jack Tallman	Decatur, IL	'12 Packard	893
9.	Cameron Millar	Potters Bar, England	'27 Sunbeam	882
10.	Jack van Rooyen	Johannesburg, S. Africa	'28 Sunbeam	876
11.	Peter Morgan	Leicester, MA	'13 Ford T	870
	Don Peterson	Roswell, GA	'42 Packard 180	870
13.	Jerry Riegel	Montchanin, DE	'31 DuPont	869
14.	Oakley Sumpter	Perryville, MD	'12 Ford T	857
15.	Philip Mann	London, England	'32 Invicta	847
16.	Lee Wolff	Strongsville, OH	'29 Chandler	846
17.	Heide Mackay	Berlin, Germany	'09 Opel	845
	Jack Acutt	Durban, South Africa	'30 Ford A	845
19.	Scott Isquith	Pepper Pike, OH	'39 Rolls-Royce Wraith	844
20.	John Lambert	Buffalo, NY	'09 Lambert	836
21.	Stuart Timmons	Repton, England	'22 Morris	827
22.	Sheldon Loewenthal	Chesterland, OH	'03 Cadillac	825
23.	George Kanaan	Berea, OH	'26 Dodge	824
24.	Pete Peterson	Worcester, MA	'26 Rolls-Royce	821
25.	John Caperton	Louisville, KY	'07 Renault	820
	Ulrich A.R. Springer	Berlin, West Germany	'25 Minerva	820
27.	Robert Fithian	Canfield, OH	'29 Rolls-Royce	817
28.	Herbert Lederer, M.D.	Riverside, IL	'10 Cadillac	816
29.	John Hovey	Wyckoff, NJ	'07 Pierce Great Arrow	808
30.	Roger Lee	Dighton, MA	'31 Buick	806
31.	Werner Huettermann	Berlin, West Germany	'12 Ford	795
32.	G. Whitney Snyder	Sewickley, PA	'09 Mercedes	789
33.	John Riegel	Montchanin, DE	'28 Mercedes	784
34.	Ralph DeAngelis	Stamford, CT	'14 Cadillac	760
35.	Edward Wachs	Long Grove, IL	'36 Pierce-Arrow	757
36.	Donald Meyer	Short Hills, NJ	'32 Pierce-Arrow	756
37.	John Drew	Westerly, RI	'11 Ford	753
38.	David Ebersole	Naugatuck, CT	'31 Ford	752
39.	Millard Newman	Tampa, FL	'11 Rolls-Royce	747
40.	Bruce Williams	Willoughby, OH	'30 Marmon	738
41.	Ken Pearson	Crystal Lake, IL	'12 Simplex	732
42.	Manny Souza	Rehoboth, MA	'12 Rambler	717
43.	Lord Montagu	Hampshire, UK	'14 Vauxhall	668
44.	Waldie Greyvensteyn	Bloemfontein, So. Africa	'26 Mercedes	664
45.	William Boone	Glencoe, IL	'29 Bentley	657
46.	Robert Germane	Swansea, MA	'11 Rambler	644
47.	Elmer Lee	Attleboro, MA	'12 Hudson	639
48.	H. Austin Clark, Jr.	Glen Cove, NY	'12 Simplex	624
	Dan Motlow	Nashville, TN	'32 Marmon	624
50.	David Scott-Moncrieff	Staffordshire, UK	'32 Packard	617
51.	Montague A. Roberts	Glen Ridge, NJ	'29 Bentley	612
52.	Henry Petronis	St. Petersburg, FL	'30 Stutz	609
53.	Fred Haller	Pittsburgh, PA	'12 Hupmobile	607
54.	Paul Lehtola	Bridgewater, MA	'11 Locomobile	599
55.	James Grundy	Meadowbrook, PA	'21 Lincoln	594
56.	Robert Johnston	Johannesburg, So. Africa	'21 Rolls-Royce	578
57.	Terry Shuler	Cresson, PA	'45 Volkswagen	572
58.	John Marshall	Montauk, NY	'36 Rolls-Royce	570
59.	Frank Allocca	Mountain Lakes, NJ	'25 Bentley	558
60.	Prestley Blake	Somers, CT	'24 Rolls-Royce	552
	Hubert J. Moineau	Bolton, MA	'13 Pierce-Arrow	552
62.	Dr. Irwin A. Ginsberg	Buffalo, NY	'28 Stutz	549
63.	Samuel Hilton	Seekonk, MA	'13 Rambler	541
64.	Brent Campbell	Northboro, MA	'10 Stanley	540
65.	John Libaire	Oakdale, NY	'19 Mercer	514
66.	Warren Higgins	Shrewsbury, MA	'34 Packard	494
67.	L. David Brown	Hudson, OH	'29 Rolls-Royce	474
68.	Richard Flemings	Tampa, FL	'30 Ford	463
69.	David Helck	Lakewood, NJ	'06 Locomobile	459
70.	James Conant	Cleveland, OH	'13 Locomobile	407
71.	Robert Hannaford	Hudson, OH	'29 Rolls-Royce	349
72.	Miles Coverdale	Glen Head, NY	'30 Bugatti	329
73.	Malcolm Barlow	Tolland, CT	'25 Hupmobile	230
74.	Stanley Smith	Boalsburg, PA	'12 Mercer	149

DEMOGRAPHIC BREAKDOWN OF RALLYE PARTICIPANTS

FOREIGN (19)

England	7
South Africa	6
West Germany	3
Wales	1
France (passenger only)	1
Austria (Driver for Scott-Moncrieff)	1

USA (63)

Massachusetts	12
Ohio	9
New Jersey	7
New York	7
Pennsylvania	6
Florida	5
Illinois	5
Connecticut	4
Delaware	2
Georgia	1
Kentucky	1
Maryland	1
Rhode Island	1
Tennessee	1
Wisconsin	1
Nevada	(passenger only)
Texas	(passenger only)
Grand Total	80

FORTY-TWO MARQUES PARTICIPATED IN THE 1983 FIVA RALLYE

Alvis	1	Lozier	1
Bentley	5	Marmon	2
Brough Superior	1	Mercedes	3
Bugatti	2	Mercer	2
Buick	1	Minerva	1
Cadillac	3	Morris	1
Chandler	1	Opel	1
Chrysler	1	Packard	5
Darracq	1	Peerless	2
Dodge	1	Pierce Great Arrow	1
DuPont	1	Pierce-Arrow	3
Ford	7	Rambler	2
Frazer-Nash	1	Renault	1
Hudson	1	Rolls-Royce	10
Hupmobile	2	Simplex	2
Invicta	1	Stanley	1
Lambert	1	Stevens-Duryea	1
Lanchester	1	Stutz	2
LaSalle	1	Sunbeam	2
Lincoln	2	Vauxhall	1
Locomobile	3	Volkswagen	1
Total cars	82		

