

VINTAGE SPORTS CAR



NUMBER TWO 2017

VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

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VINTAGE SPORTS CAR



“Rain?” Did someone say “rain?” Yup, for the first day of the spring sprints it most assuredly did rain and the students taking the drivers school got a bonus lesson in how to find their way through a decidedly dampish racing circuit. All of the classes were challenged on day one. Needless-to-say, a good time was had by all. Story on page 3.
(jpd)

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“Brigadoon?” Probably not. But, then again. . .maybe it could. Maybe we could make it happen. . .who knows?

That legendary mysterious village in the Highlands of Scotland was where time stood still. As Lerner and Loewe related their version of the story Brigadoon only appeared one day in every hundred years. Hm m m m m .

Once upon a time at a legendary racing circuit in the often misty hills of northwestern Connecticut time would also stand still for a day or two per year. The paddocks and the spectator areas would be filled with a most delectable collection of sporting cars and the racers would be putting on a show that harkened back to the very first races ever held there. It was magical.

Our very first time at one of those events was as a spectator and we recall driving there through the mist in an Allard K2. Nearing the circuit we came up behind a late twenties or early thirties Alfa, probably a 6C that was headed in a similar direction. We tucked in behind and enjoyed the view the rest of the way to infield, probably ten or twelve miles away. The driver of the Alfa that day was the late Homer Tsakis and he was just going up to Lime Rock to watch. He wasn't racing. The race cars that day were a fascinating collection and the paddock hillsides were also full of interesting cars that members had used as transport to the event. Some even had wicker picnic baskets.

That doesn't happen much these days.

But, it could.

At last year's Finale there was an attempt to bring out a prewar crowd that didn't have to race but could enjoy the event and add their own numbers to the fascination and the ambiance of the day.

This year we must try again. The prewars will be there - - maybe in similar numbers to years gone by - - and we can fill the paddock with other interesting vehicles, prewar or not. It won't be necessary to dress in fifties attire, though that wouldn't hurt. The idea is simply to bring back that one day in time from the misty memories of the club's earliest days.

We shall be there - likely without a kilt but with a thought of other highlands and of memories worth renewing.

Enjoy.

jpd



VSCCA Spring Sprints & Drivers School: 2017

Lime Rock Park - 5 and 6 May

The VSCCA racing season in the northeast traditionally kicks off with the club's annual Spring Sprints and Drivers School at Lime Rock Park. Unfortunately in the northeast spring often means challenging weather. And this year was no exception. In the past the Spring Sprints have even been called off thanks to a late snowfall in April. Now moved to May 5th and 6th, the Spring Sprints still face difficult weather. It is New England after all so rain can be expected. On Friday's weather radar, a large yellow blob covered the northwest corner of Connecticut in the early afternoon, drenching Lime Rock and the gang who had gathered for the festivities.

The weather didn't really put the kibosh on very many people's fun. It just took awhile for their courage to rise to the fore. Thus, some brave souls did challenge the deluge during the early practice sessions Friday morning. But with only 7 to 10 cars on the track it was decided to combine groups 1 and 2 so they could have more track time. Group 3 was larger and showed more

*Peter and Rachel Ross
greeting arrivals in the
tent on the opening day.*

(jpd)



*A perfect case of bringing
an old race car back to
what it is supposed to be
and driving it competently
during the restoration.
Rick McCurdy's TR is
looking better each time
we see it.*

(jpd)

*Dick Waite arriving at Lime
Rock in the Hillman Minx.
Considering the weather
report, one can only
applaud the wisdom of his
automotive choice.*

(jpd)





Juhas leading a gaggle of sub two liter competitors through the left hander. (jpd)



Ed Callo has put a lot of miles under the tyres of his TC since he and his late father first brought it out with us. (jpd)



That looks to be Fuller's Morgan leading Forer's Jag and Callo's TC through the slop on the back straight.

(jpd)

enthusiasm for driving in the downpour. Mike Virr, at the helm of his usual Morgan, said it was so intense he really could not see the countdown boards or the pedestrian bridge on the main strait just before the first turn for “big bend.” He claimed the only way he knew he needed to turn right were brake lights in front of him. One wonders if GPS might have been of value. . .

There were some marvelous demonstrations of driving on Friday, those with the luck to get out between showers still had a wet track to deal with but had it a bit easier than those who, like Virr, were trying to remember which way the next turn was going. A few were seen looking for life vests to wear over their nomex in case one of the puddles proved deeper than expected and they were forced to abandon ship and swim for safety.

The entry list for the weekend was substantial with more than 75 entrants. Unfortunately the bad weather cut into the actual turnout markedly.

VSCCA Chief Steward and Scheduling Wizard Bob Melhado was forced to make radical changes to Friday’s schedule. Later in the day when the rains had abated there were two sessions for students in the VSCCA’s driving school.

During the Spring Sprints the last couple of years the club has conducted the annual driving school required for members who want to compete on track at VSCCA events. For some years prior it had been at the Pocono event but with that venue not currently on the schedule the school has reverted to Lime Rock Park. This year there were ten students with varied degrees of racing experience. Some had done track day events, others had SCCA experience

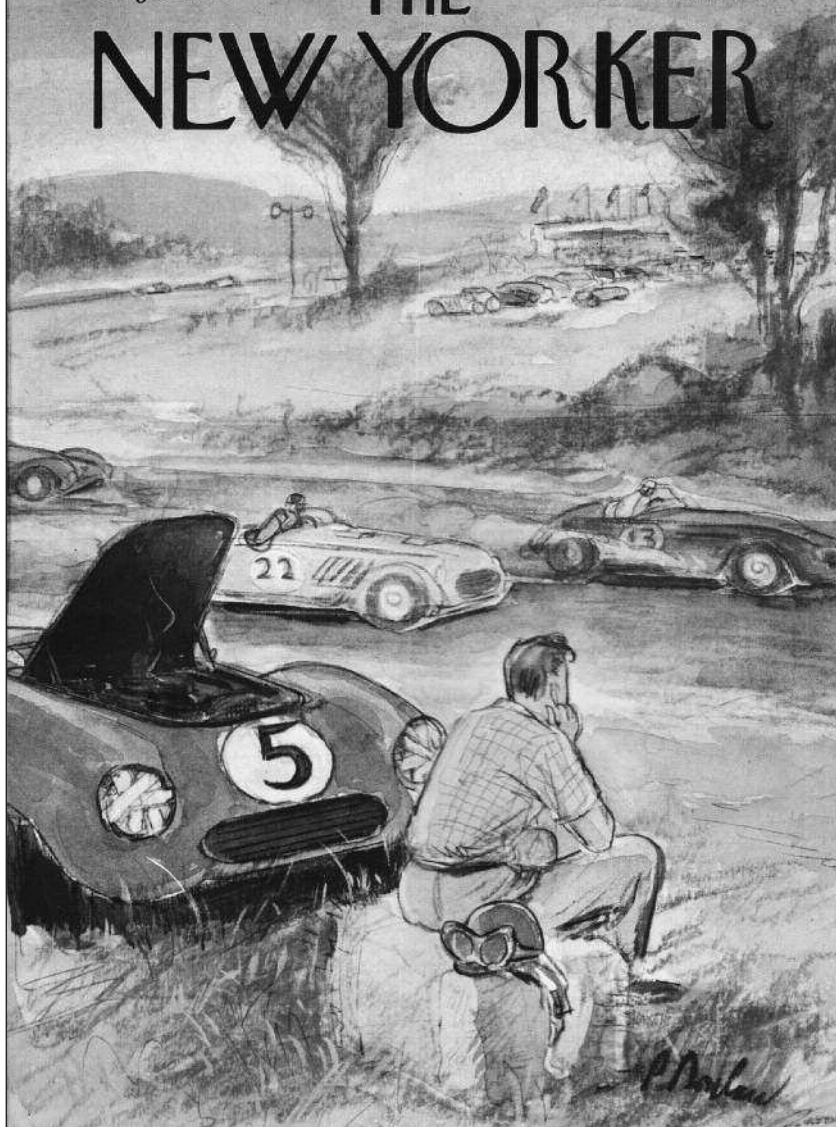


It was getting pretty misty back there during the small bore session. All but lost in the rain are Juhas, Virr, and Sinkiewicz (in that order) finding the way down the no-name straight. (jpd)

★ Aug. 9, 1958

THE NEW YORKER

Price 25 cents



A Lime Rock dream from an earlier day.

STUDENTS IN THE RAIN

*Molly Higgins in the
Scuderia Spadaro Tin Top.*

(jpd)



*They were an eclectic
bunch in the student
group and, in the rain,
it was still hard to tell
them apart.*

(jpd)

*Tom Lee in the family Riley
Sprint Car. Is it ex-Dick
Waite?*

(jpd)





... through the mist and under the bridge while braking for Big Bend. (jpd)

many years ago and wanted to get back into the sport through vintage racing. With much of this year's school run in the rain on day one the students had a great chance to practice car control at relatively low speeds. They got a shot at the "dry line" on Saturday. All new VSCCA members, irrespective of their experience are required to attend this school before they can be placed on the Approved VSCCA Drivers List. The system seems to work well.

The purpose of the school is to not only teach the basics of road racing competition but also to teach students about the "vintage" way of racing which values the cars and the spirit of camaraderie over the more intense competition of the SCCA and IMSA where money and points are on the line. In the VSCCA there are no trophies and, on this weekend, no timing and scoring so it is tough to tell who won what session or to dispute any happy claims to final results in the bench racing sessions at the end of the day. "Sure," he said, "you might have been the first car to take the checker at the end of the session but I was first in the '1294cc to 1377cc' class."

"That's ok," mentioned another. "My car was fastest of the ones still sitting on the trailer."

Charles Bordin, the chair of the VSCCA Driver's Qualification Committee organized this year's school, as usual. Three other equally experienced instructors, who volunteered their time, assisted Bordin. Paul Balich has 43 years racing experience and has been Senior Instructor with the Skip Barber Racing School as well as an instructor with the Lime Rock Club. Serge Lenz is an experienced SCCA professional driver and Chairman of SCCA Club Racing for the New England Region as well as a professional racing coach for different groups including the Monticello Motor Club. A returning instructor, Paul Capel has decades experience racing and flagging with the



As usual the Alfas were hard at it. Here's Roger Cassin fighting a duel with Paul Glynn through the left hander.

(d. smith)

As tin tops go, Steve Silverstein's Sunbeam Rapier has a certain charm to it. Maybe it's the history. . . Maybe it's just charming. Who knows?

(d. smith)



Mr. Virr leads the crowd into the first turn.

(d. smith)

*Peter Daniel in
the Jag holding
off Schieffelin's
spirited Volvo.*

(d.smith)



*We think this to be
Herb Wetanson's
250 SWB but can't
be certain as the
number isn't what
we might have
expected. We'll go
with it anyway. .*

(d. Smith)

*The president,
Mr. Leith, giving
the Bugatti a lit-
tle exercise in
the corner.*

(d.smith)



*Fuller and
Grewal's Morgans
making nice in the
pace lap.*

(d. Smith)



*Zavetsky's Devin leading Cassin and Glynn's Alfas out of Big Bend. It looks
as if the latter two may be coming by him on the inside.*

(d.smith)

*John Greller's Veritas
coming off the track
with Spadaro's tin top
right behind.*

(d.smith)





*Dingman's OSCA F. Jr.
In the left hander with
Cendron's Tojeiro and
Ed Sanson's Alfa.*

(d.smith)



*Peter Ross' TC leading
the way into the uphill
with a couple of anxious
MGAs on his tail.*

(d.smith)



*Cendron holding off
the pack through the
left-hander. He was
moving a fair bit
faster in the Tojeiro
when the track dried
out for day 2.*

(d.smith)

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Succès, 21 impasse Marie-Blanche, H. CHACHOIN, imp. PARIS, 1930

SCCA and holds a full SCCA competition license. Together the four instructors ushered the students through a weather-complicated challenging weekend.

The ten students all passed the two-day school and Bordin praised them for doing a “fine job.” He said one of the students, a one time SCCA racer, complimented the experience and said it was more fun than he had expected. Students are also encouraged to attend a three or five day driving school that goes beyond the basics they received this weekend. VSCCA Chief Steward Bob Melhado praised the school as the best ever.

Given the miserable weather on Friday it was a relief to all when Saturday dawned sunny with scudding clouds and an occasional brisk breeze. The improved weather brought a dry track and enough temperature to heat the tires. So now the VSCCA enjoyed perfect spring weather for racing. Remember this is New England!



Juhas and the lads splashing about in the left-hander. (jpd)

Event chair Phil Roettjer put together a schedule with 15-minute sessions for three groups and separate sessions for the students on Saturday morning and then switched to 20-minute session in the afternoon once the students were cleared to race with the members. Because of low turn out the preservation class was initially dropped from the schedule but then reinstated after a plea from that unique group which includes several sedans, Formula Vs and Grellers very rare Veritas. The Club's officers and Board of Directors are committed to maintaining the Preservation Class even if it has a very small entry at an individual event.

The Saturday schedule was changed when Chief Steward Bob Melhado realized the field in groups one and two was still small. At that morning's drivers meeting he took a vote of hands on going back to Friday's schedule with combined groups for more track time. That decision created a Group One and Two field of MGs, Healey's, Formula Vs and Morgan's for some good dicing in evenly matched cars. Group three featured those intensely competitive Alfas and a sprinkling of both front and rear engined Formula Juniors. Their longer session featured some excellent action. Roger Cassin in



Still amongst the most beautiful racing circuits in the world, the VSCCA home track at Lime Rock Park shows off its lawns and trees to great effect.

(jpd)



Marc Cendron's Tojeiro with a mirror full of Lotus VII followed by a mixed gaggle of folks in an apparent hurry.

(jpd)

*Sandy Leith after the
fray in the Bugatti.*

(jpd)



*The good Doctor DeLucia
about to don his crash hat
to go out to play.*

(jpd)



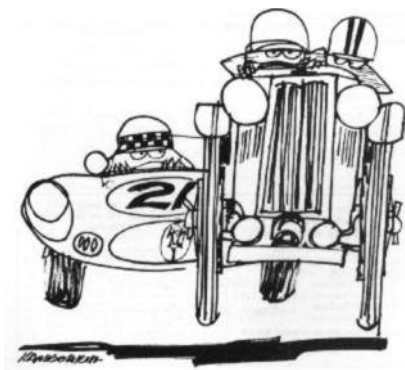
*Tom Ellsworth exiting
the track in his famous
old ARCA warhorse,
the Ford-Amilcar
Special.*

(jpd)



By late Friday afternoon, the false grid was beginning to look like a lake and the students were advised that their session would be run under United States Yacht Racing Union rules so each was encouraged to acquire a life preserver and an anchor.

(jpd)





That looks to be Sandy McNeil in the SZ.

(d.smith)



Greller having a go in the Veritas with Franck Cekarz' TC

(jpd)

A Dampish Dinner in the tent:



(jpd)



(jpd)



(jpd)



(jpd)



(jpd)



Much of the Boston Brain Trust comparing notes on Saturday morning. (l to r) Silverstein, Leith, Waite, and Ellsworth.

(jpd)



Todd Daniel getting some seat time in the Alfa.

(jpd)



Peter Ross and Mark O'Day, two stalwarts of the T-series MG crowd smiling for the camera.

(jpd)

his Alfa Giulietta held off a hard charging Paul Glynn in his red Alfa. The ever popular Santo Spadaro in his Alfa Giulietta Sprint Veloce finally passed the Porsche 356 coupe of Jim Stein. That was a particularly great battle to watch.

One of the genuine pleasures of watching the racing this weekend was seeing the *Pere et Fils* duo of Marc and Paul Cendron out on the track in the same group. Paul had the family Alfa while his dad motored briskly in the Tojeiro. In the rain the son was a fair bit quicker but as the track dried out on Saturday Marc showed the young man a clean pair of heels.



Rich Campbell's H-bomb special motoring down the back straight while doing its best impression of "The Little Engine that Could."

(jpd)

Some cars new to the VSCCA or at least back after restoration usually make their appearance at the Spring Sprints. Rich Campbell was stretching the legs of his little Crosley-powered H-mod special. It seems to have benefited from a little attention and was going nicely. It's still not the fastest car on the track but its times become more and more impressive with each passing event. We understand it is now being timed with an actual stop watch, rather than with a calendar. *(We wish we could say the same for the editor as he masters the new editorial HRG but that's a story for another time. . .)*

Was this the first event for Glen Reynolds' FVee? We seemed to think so.

Sandy Leith and Ben Bragg made great progress in further sorting the reliability of the former's Bugatti T-37 Special, the "Scrambling Egg." Sandy managed a few good sessions on Saturday and his smile told us all we needed to know.

Nick Grewal had his newly restored Morgan Plus 4 Super Sport out for the first time. Joe Fuller had his new-to-him Lotus 18 on the track and did laps with veteran FJ and Lotus 18 racer Joseph DeLucia who showed Fuller the way around the track in a Formula car. Both are getting ready for the Lime Rock Park Historic Festival this Labor Day when that event will host the FJ Diamond Jubilee World Tour with FJs from all over the world.

The next event, the Empire Cup races in June, will be history by the time this story is published but we will be hoping for better weather. This comes with no guarantees, though. After all, it's still New England.

dow smith and jpd

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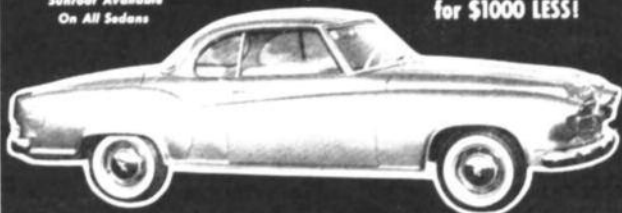
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My First Car: *1930 Ford Model A Tudor*

By Sandy Leith

Between my junior and senior years of high school, my father was sufficiently convinced of my interest in old cars to consider assisting me in the purchase of a Model “A” Ford, if I found the “right one”. I had fallen in love years earlier with a 1929 Ford woody wagon, decaying away in a field on Little Cranberry Island in Maine, but the owner did not want to part with it (particularly to an 11 year old boy at the back door) and I was turned away. In retrospect, it was too far gone for a quick and easy restoration, much to my great sorrow, so on my last visit to the island in 1970, I removed the radiator and gas caps as well as the shift knob as souvenirs.



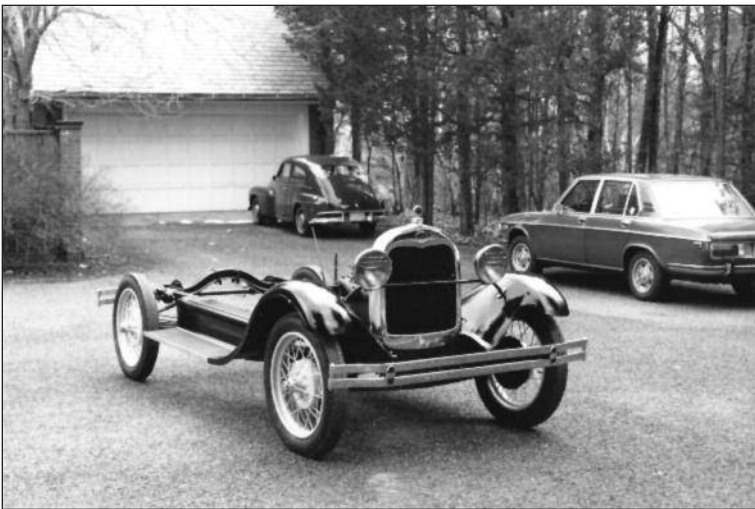
The remains of the Model A pickup on Little Cranberry Island a very very long time ago.
(leith)

I signed up for the Page’s Model “A” mailings from Haverhill, NH which were always eagerly awaited and my father and I even paid a call one Saturday to review the inventory of their various barns. I remember considering a 1930 Coupe which had been cut down to a topless cabriolet (expensive at \$1200, given the work required) and a 1936 Ford Phaeton that seemed to have acres of sheet metal, but nothing else appealed, so the quest continued.



The Tudor coming home from the paint shop. (leith)

Then in June of 1972, out driving with my mother in neighboring town of Westwood, I spied a familiar shape next to a barn at the Bean Farm, a local produce farm. There, under a tarp, stood a 1929 Tudor sedan, all black with “straw” wheels and a decidedly homemade interior. It was, however, reasonably presentable and fresh from the South (Virginia), so there was not much, if any rust. It was also only \$500 and it started right up, so after some back and forth between old man Bean and my old man, I became the somewhat incredulous owner of a Model “A” Ford.



The Model A chassis showing some progress as it was being brought back to life by a very enthusiastic young man. (Not quite so young today, though.) (leith)

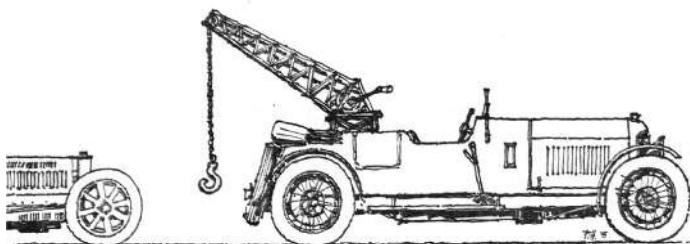


Finally out for a drive.

(leith)

I did not drive the car much...it wasn't registered and the brakes were terrible, but after a year of fiddling with it, I decided to take it apart and begin a frame-up restoration. I was fortunate that my parents had a large barn which I proceeded to fill with the various subassemblies of the "A". As is typical of most 17-18 year olds, my attention wandered to other interests and the reassembly and restoration stalled, but finally after several years and a few warnings about hauling it off to the junkyard if it wasn't finished by the end of the summer (1975), I found the motivation and finished it with the help of a few generous friends. The original colors of vagabond green, rock moss green, black fenders and straw wheels were returned to the exterior and the radiator and gas caps (re-nickeled) as well as the shift knob of the doomed Little Cranberry Island woody were fitted in memory of the one that wasn't meant to be.

I wish I could say that I still owned the Tudor sedan, but when I bought the Ted Wales BMW 328 in the summer of 2007, something had to leave the garage, and it wasn't going to be the Bugatti. After 35 years of ownership, I sold it to a local friend and, happily, it is his pride and joy to this day.



Recent Acquisitions, Restorations, Repairs and assorted Mechanical Minutia

Dave Zavetsky recently wrote: “Under projects: I heeded the warning to replace all bearings and check bushings in suspension annually (*last year's Tech Session*) and found some very concerning hand tight and completely stripped components in my front suspension on the Devin-Healey. Note: It could not be seen or felt under spring pressure. Soooo, good Tech warning and caution!.....

The problem was the upper control arm bolts were very loose (moving by hand and one stripped). On Healey Chassis the vice Lever shock is a part of the upper Control arm. If not found the upper would have come out.... not good at all while racing..... fixed now.



(zavetsky)



Sandy’ Leith’s BMW 328 frightened him on the recent Hunnewell Road Rally. After hitting a bump at something approaching Mach 2, he heard a “bang” and the old girl refused to motivate any further. His initial reaction was that he’d blown a tyre. All four were still holding air, though. Something serious mechanical? The engine would turn over but wouldn’t fire or cooperate at all. The cause? The rotor had bounced hard enough inside the distributor to damage itself. It’s an easy fix but a very new problem within this writer’s experience.



Our friend, Dan Davis, the publisher of “**Victory Lane**,” reports that he has a Lagonda M45 that had been raced on the Left Coast as a heavily modified wee beastie. It needs an appropriate rear half to the body but from the fire wall forward she’s fine. We will begin leaning on him to get it together and come out to join our prewar class. “**Victory Lane**” has been a big supporter of our prewar efforts and we are most grateful.

Bob Webber is making strides on his FV for the preservation class. He promises a more or less stock VW engine in the back and an attractive livery. Expect it later in the season to be competing with Glen Reynolds' similar Vee and the various Formcars.



Jeff Rafalaf tells us that he's just sold the MG-TB to an enthusiast in Belgium. We wish it might have stayed in the club but that wasn't meant to be. Jeff's was one of the nicest examples we've ever seen.



(jpd)



Speaking of TB's, John Schieffelin has decided to put his up for sale and confine his competitions motoring to the Volvo. John's example is beautifully sorted and reliable mechanically with a delightfully inviting patina. Let's hope it stays in the club as a regular participant in the prewar class. *(see advert in the back of this issue for details)*

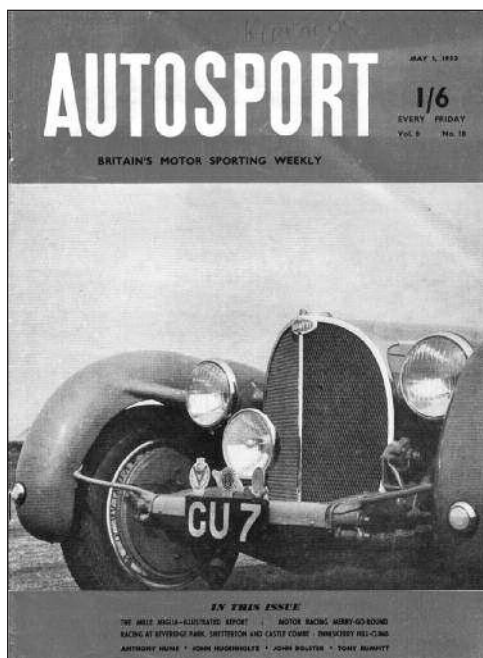


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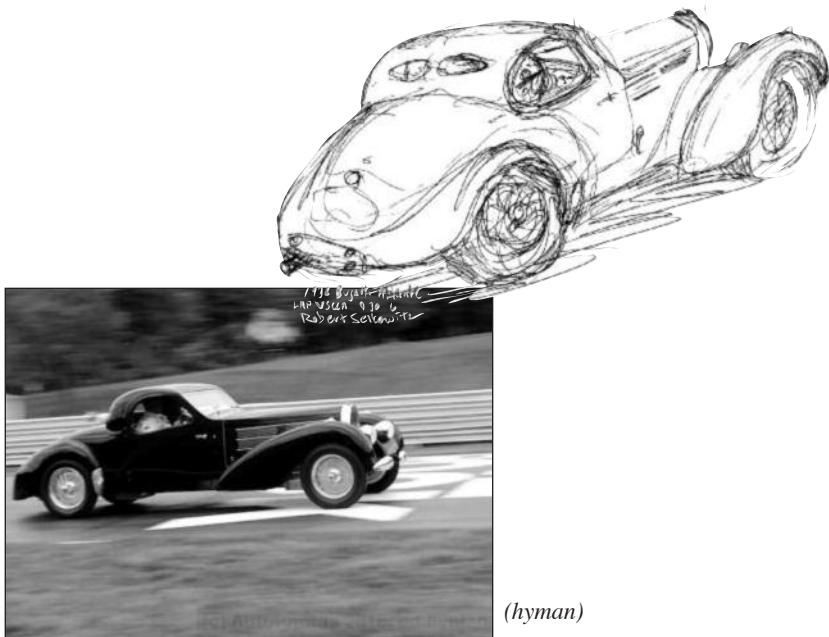
The recent Greenwich Concours' Sunday session for Foreign and Sports Cars was nearly overrun by the VSCCA.

The American Bugatti Club had made it a focus event for this year and brought out something in the range of 16 cars. They spent two days touring/rallying in the area and then attended the Rally en-masse. Sandy Leith was only one of the number to have been awarded a major prize. He took home the National Automotive Heritage Award. Congratulations!!!!

Another VSCCA member's (he's a little shy) car took home Best in Show.



BEST OF SHOW:



★ ★ ★

Nick Grewal took home some hardware with his Alta; Walter Eisenstark looked to be in line for an award with his Siata as well. There were likely others adding to their trophy cases.

★ ★ ★

Peter Charlap had his T-30 on the field as well but with a blown engine.. One of the pistons looked to be only valuable now as a paperweight. He promises the car back on the road very soon.

★ ★ ★

We also think we saw Chrisso Rheault enlightening the media on the eccentricities of driving a GP Bugatti on the highway. The interviewers were held in rapt attention.

The editorial HRG, “Samantha,” is nearing completion of her cosmetic restoration. She should be complete as this is being read. The results are phenomenal.

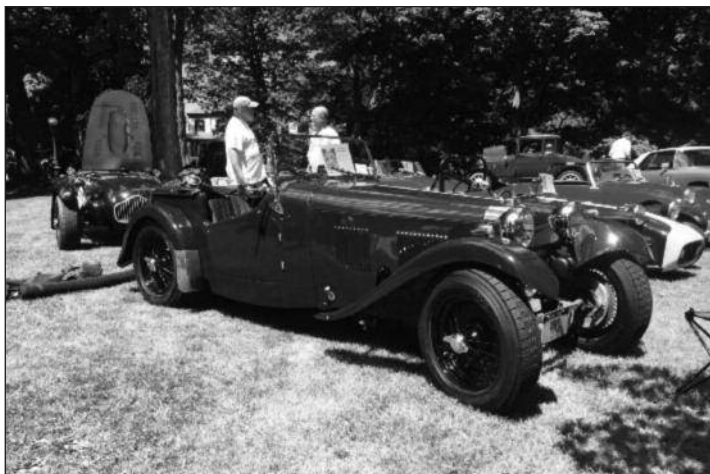
The project began like so many others. . . just a quick “freshening.” It morphed into a bare metal respray with the body work being smoothed and straightened to pretty much concours condition. We never learn, do we? Still, our friend, Johnny Morris, who has done the work, is to be congratulated and thanked for a most amazing and detailed job. He is a talented and impressive painter.



(jpd)



(jpd)



(jpd)



A note from Walter Eisenstark got here as we were getting ready to go to press. He writes with sad news and a reminder of the dangers of cell phones.

Good Morning, Jim:

Sorry to report that after 58 years of family ownership and TLC my 1954 SIATA (CS071) was involved in a serious accident Thursday June 8th. After the June 4th Greenwich Concours, where it took another award, it was transported to Kent Bain's Automotive Restorations in Stratford, CT to address a driveability issue. Problem solved. It was being road tested by Charles (Chip) Webb, Automotive Restoration's head technician, the cars caretaker. While stopped, at a traffic light, signal on to make a left turn, a women, reportedly, (summons issued) on her phone hit him at speed, extensively damaging the





rear of my car, spinning Chip around and pushing him into a car in front of him damaging the left front of my car. The craftspeople at Automotive Restorations, and hopefully when and where necessary, assistance from the SIATA, collector and restoration communities, are taking on the daunting task of resurrection . DOES ANYONE HAVE A TAIL LIGHT SOCKET, LENS AND BEZEL. Work is already underway to restore the car, not only to it's original glory but in it's original color. All things being equal, at 64 years old SIATA CS071, one of eleven 8V SIATA's bodied by Balbo, after it's first true restoration will be back on the show field in the spring of 2018 with an addendum to the cars history explaining the incident as it is being driven, shown and appreciated.

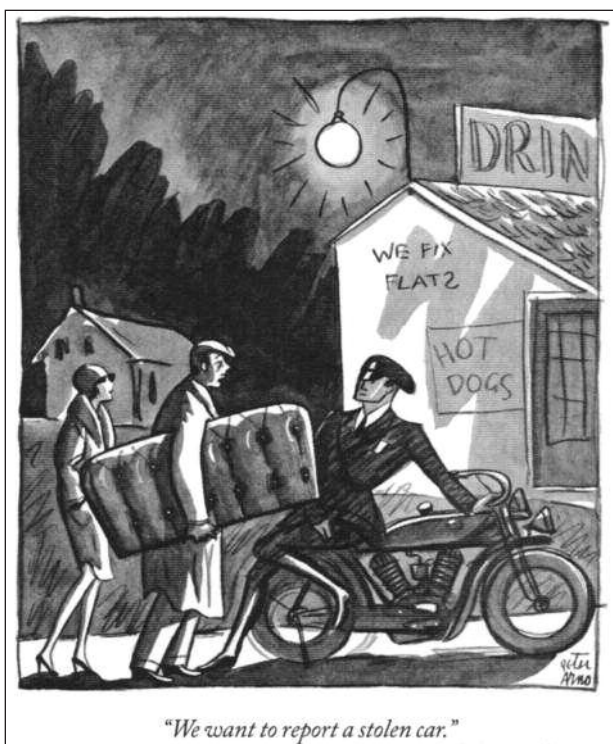
Best,
Walter Eisenstark

And a cell phone story with a happier ending:

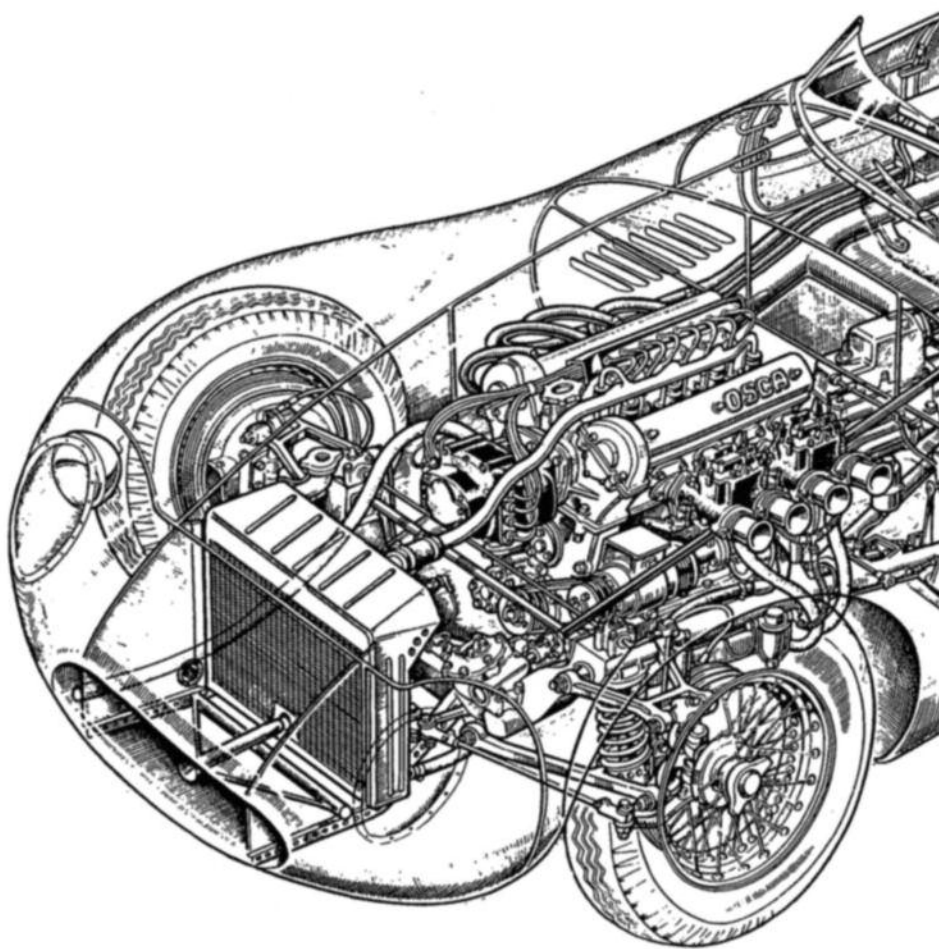
Returning home to the other side of the river from a gathering that included a bunch of VSCCA folks at Samuel F. B. Morse's estate, Locust Grove, in Poughkeepsie, Michael DiPleco had his own adventure at the wheel of his Bugeyed Sprite, "Boo."

"After a stop to visit my Mom, I stopped at Rossi Deli and grabbed some stuffed peppers, a chunk of Provolone, and a sopressata. At the register, I could not resist a cannoli. I cross the bridge and the cannoli calls to me from the bag. As I'm enjoying, this I'm so good you shouldn't have me, I pass a state trooper, who follows me and then stops me on 9w. He tells me I was on the phone, and to hand over my license and registration, I explain! I was eating a Cannoli, my phone is over in the passenger door pocket. He disagrees and we continue, look at my shirt, bits of cannoli on my shirt, and powdered sugar on my upper lip. Still holding the cannoli I tell him My phone is magenta, and it's in the door pocket on the passenger side. With a dubious look he still wants to see my papers. I tell him no, I've broken no law, you're stopping me for eating a cannoli. He is now snorting out laughing and tells me I'm free to go. Life is good with a cannoli."

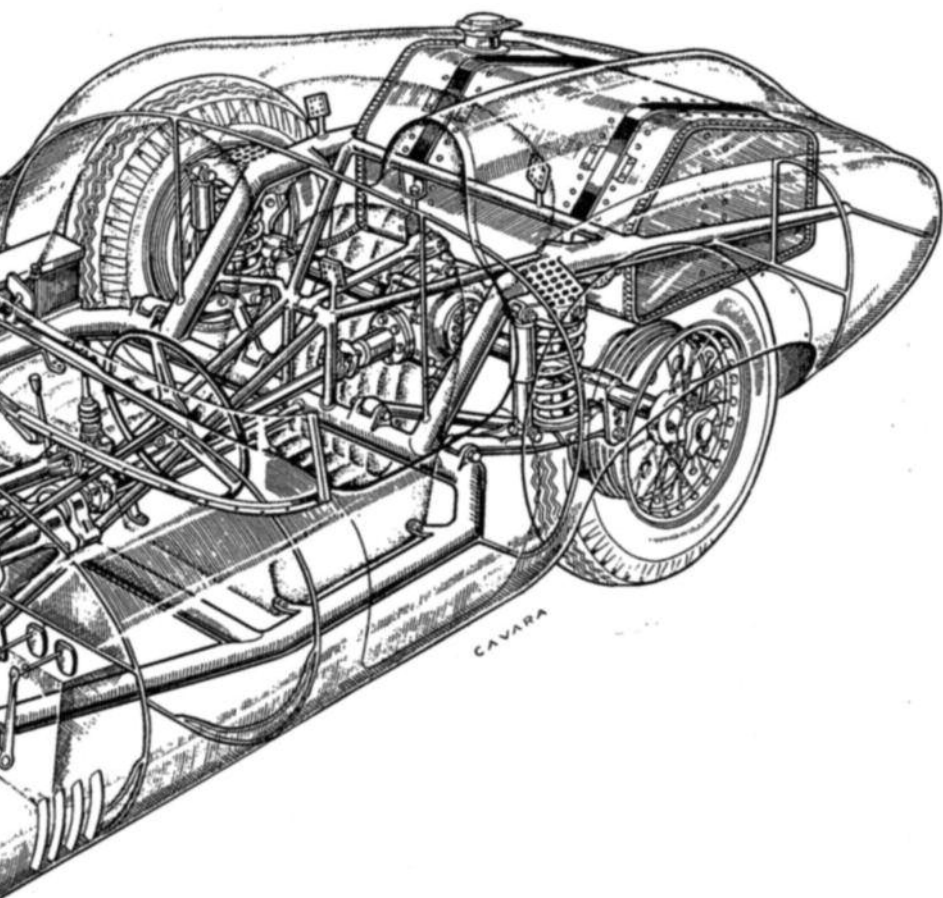
We are now suggesting that VSCCA drivers with cell phones in their cars should also be certain to add Cannoli to their emergency equipment list. Maybe carry a second one as well. The trooper might be hungry.



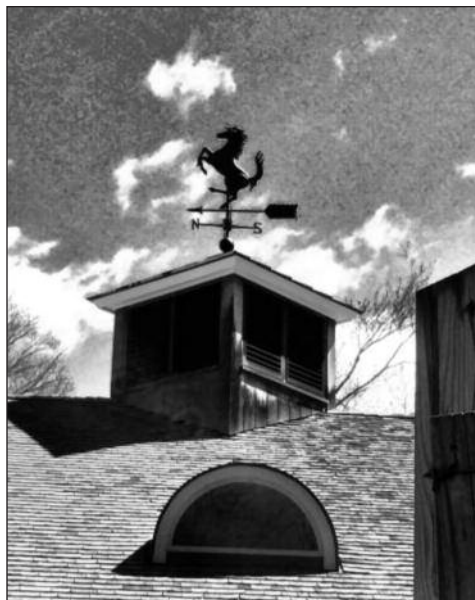
OSCA 1500 SPORT



TIPO 372/F2 1958







(jpd)

VSCCA Spring Tech Session:

Club Visits the Auriana Collection

Story and Photos by Sean Smith

Being a member of the Vintage Sports car Club of America you have a chance to witness some of the most exciting and special automobiles in the world, other members have the honor to to drive and compete with these unique machines as well.

Have the members become jaded by these rolling bits of art?

Is there still something out there that will get an enthusiast's juices flowing?

Through a door in suburban Connecticut a few very lucky members of the VSCCA attending the Spring Tech session were transported to another world. Think of it as Aladdin's Cave, or three wishes from a very generous Genie, or all the chocolate Willy Wonka could heap on you, but it's ALL CARS!!

What it is, is the collection of two and four wheel Italian art of member Laurence Auriana: LA TERRA DEI MOTORI.

There is no way to stay cool as your eyes start to roam over the many flowing shapes from Maranello, Milan, Turin and Bologna.

It's sensory overload as you pass by Ferrari, next to Alfa, next to Maserati, next to SIATA. It keeps going on and it keeps getting better.

There are examples of the artisans' handy work for road and track starting during the pre-war era and progressing to the mid 1970s.

Like in an Italian opera, you think you have reached the crescendo. Then,



The 250 F Maserati had a crowd of admirers around it all day. (s.smith)



One can find nearly any Alfa one desires at the Auriana Collection but this particular 8C is about as glamorous as they get. (s.smith)



Maybe the most beautiful of all the Ferrari 250s, the SWB has its share of admirers. (s.smith)

in the blink of an eye, you are staring at something more beautiful or purposeful than the macchina that had just been taking up all your attention a moment ago.

Not only are the cars beautiful - many have amazing stories behind them.

Take, for instance, Auriana's 275/GTB4 NART Spyder. It made an appearance in the original "Thomas Crown Affair" and was raced by Denise McCluggage and Marianne "Pinkie" Rollo to second in class and seventeenth overall in the 1967 12 hours of Sebring.

Close by is a car that is considered one of the most beautiful cars in the



Messrs. Mitchell, Bok, and Rafalaf consulting near the 300S Maserati. (s.smith)



Mr. Auriana and Otto Linton exchanged some stories of the latter's SIATA that now resides in the Auriana collection. Otto had done very well with that car back when it was new.
(s.smith)



Santo Spadaro and Molly Higgins enjoying the day and the company.

(s.smith)

Mark Lefferts smiling after examining one of the last of the great Alfa prototypes, the T33/3.



(s.smith)



Dr. Delucia and Mr. Bragg comparing notes while Ms. Amarosa looks on.

(s.smith)

FACES:



Wow! FOUR members of the Board in one place at the same time. . . Scott Fenley, the editor, JR Mitchell, and George Vapaa.

(s.smith)

*Don Breslauer pointing
Chuck Schoendorf toward
a particularly delectable
Ferrari (or maybe to the
rest room)*

(s.smith)



Mr. Fuller beaming with pleasure at being surrounded by such mechanical magnificence.

(s.smith)

*In the race universally recognized as the most
important and most gruelling event in the world*

Ferrari

*has once again demonstrated its technical superiority
and competitive ability by winning the*

24 Hours at Le Mans, 1954

1st overall: Gonzales-Trintignant — average speed: 104.96 mph.

Fastest lap: Paolo Marzotto — average speed: 117.455 mph.



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*An Alfa 1500 Testa Fisa
- we seem to recall
Wessels racing one with
the VSCCA for a num-
ber of years but that
was quite some time
ago.*

(s.smith)



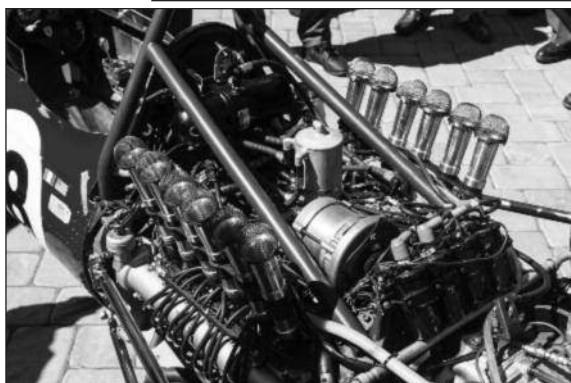
Mr. Virr and Mr. Ross taking in the sights.

(s.smith)





For many the icing on the cake at the end of the day was getting to hear this F1 Ferrari V12 singing its song in front of the garage. A more lovely aria could not have come from the mouth of Pavarotti, himself - - memorable! (s.smith)



world. Designed by Franco Scaglione and built by Carrozzeria Marazzi, its the 1968 Alfa Romeo Tipo 33/2 Stradale. This one is amongst the rarest of the rare. Only 18 were created with the number currently extant fewer then 10.

There are also cars that have had automotive royalty piloting them on some of the most glamorous and dangerous tracks around the world. Names like Rodriguez, Posey, Adamowicz, Moss, and Nuvolari are but a few of them. The Flying Mantauan Was believed to have driven the Auriana 8C 2300 Monza to victory in the 1932 Monaco Grand Prix.

Auriana's 1971 512M Ferrari was a part of Luigi Chinetti's North American Racing Team's attack on the 24 hours of Lemans driven by Sam Posey and Tony Adamowicz.

There are also cars that belonged to heads of state.

In 1955 the Alfa Romeo factory received a VERY special order from the Argentine presidential palace. Peron wanted a special 6C 3000 for his very own.

Cars like this were not just waiting in a showroom to be shipped. It was tasked to engineer Giuseppe Busso to find a likely candidate. What he came up with was a 6C Berlinetta bodied by Colli. The car had run at the 1953 24 hours of Lemans with no less then Juan Manuel Fangio behind the wheel. Busso removed the body and did major restoration work on the chassis, then sent it off to carrozzaria Boano to give the Alfa a new skin. Soon the President had his new car.

While in the ownership of Peron the car was damaged in an accident with a bus in Buenos Aires.

When Peron was deposed and fled to Paraguay the Alfa and other property was auctioned off.



The ex-Fangio, ex-Juan Peron, ex-Henry Wessels 6C 3000 has a storied history like few others.
(s.smith)

A few owners later, in 1970 it was owned by VSCCA legend Henry Wessells. The car was purchased from the Vintage Car Store in Nyack, NY and race by Wessells for the next 14 years in VSCCA events till a major shunt at the 1984 Pittsburgh GP sidelined the Alfa. It was decided to bring the car back to it's original glory a Colli styled coupe body was recreated by Salvatore Diomante of Autocostruzioni S.D. Like many of the surrounding machines, the 6C 3000 is not one to sit quietly in the collection it has been back to LeMans, and the streets of Monaco, Lord March's driveway and Leguna Seca.

Auriana's collection is a living, breathing entity, that surrounds his guests with all the passion and creativity their homeland has to offer. The extent is so great one can't possibly remember everything that was seen, but dreams of their glory will remain for a long time to come.



*One of Chinetti's
NART Ferrari
Spyders - this time
in a colour other
than red.*

(s.smith)



*A 250 LM ready
to go out again.*

(s.smith)

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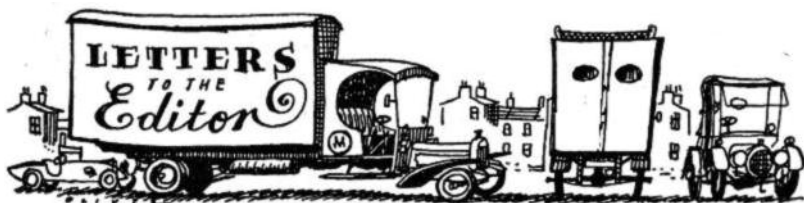
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Re: Issue 1 of 2017

Jim:

Well, sir, I am overwhelmed.

Just a terrific issue, only slightly diminished by overexposure of yrs trly.

In the photo of me and the HRG on the "Middle Course," it will be interesting to see how many people remember the name of the track or location. Very clever of you, Donick, to omit it.

You have forced me to put the Simeone Museum on my bucket list. He and I talked at a Radnor event, as it turns out he has an HRG...or did a few years ago.

Best,

Robert Richer

JPD,

Mr. Robert Richer's review of Ken W. Purdy's classic (*Number One 2017*) prompted me to turn to one of my bookcases devoted to our friend, the internal combustion engine, and locate the small Purdy area where both my KWP copies reside.

I had replaced my well worn Bantam Books paperback copy *Of Kings of the Road* (75 cents new, a major purchase for a fourteen year-old whose discretionary cash derived from a newspaper route) with a 1952 hardcover copy found on eBay for under five dollars. It sits proudly on the shelf next to my 1972 copy of Ken Purdy's *Book of Automobiles*, both of which are perused on an irregular basis much as Mr. Richer does his.

As may be expected, my favourite piece is "Three Wheels Are Enough," a 1952 piece found in 1972's sequel, though my mind wanders back to my first encounter with Mr. Purdy's work when I had borrowed the local public library's copy sometime in the late 1950s and hung on every word of "The Mighty Mercer." The sight of a pre-war (I speak of The Great War of course) Mercer Raceabout remains one of the great, though rare, events in memory.

Though I find that some of the author's facts may be more for effect than the truth would warrant, his prose remains of the gods. Thank you Mr. Richer, for the needed reminder of Mr. Purdy's exquisite contributions to our bookshelves.

Cheers,

TOJ

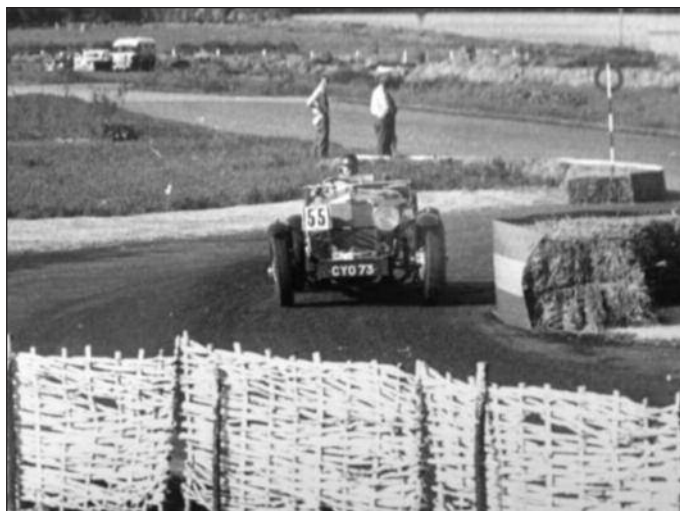


Dear Jim:

The cut-away in the center piece of the last issue caught my attention because my father, John Virr, raced a 1933 Talbot 105 from 1948 to 1954. In fact it was a car which the redoubtable Sydney Allard had modified for racing before WWII by shortening the chassis by 14", lowering the radiator and fitting a rather makeshift two seater body.

My father bought the car after the war and after rebuilding the engine and stripping the chassis right down he fitted a rebuilt Wilson preselector gearbox with a 3.85:1 rear axle. Then he had Radpanels reboddy the car with a more acceptable body.

The photos below show the car at Goodwood where it achieved 96 mph on the straight, Shelsley Walsh and Prescott hill climbs.





The chicane at Goodwood made of straw bales and nothing between the spectators and the accident but wattle fencing tells you it's a different era.

After it was sold it ended up in York, Pa where apparently the owner had stripped it and left it to rot along side many other cars, mostly Model T's but 2 Bugatti's. After he died the remains were bought by a dealer and eventually bought by Riley racer, John Reeves, who had Talbot specialist, Ian Polson, rebuild the mechanicals and John rebuilt the body once more.

John kindly drove the car over to the hotel Judy and I were staying at in Lymington, when attending the Goodwood Revival. We had a nice ride in it which brought back teenage memories.

There was an article on the car in the August 2004 edition of "The Automobile".

*Best regards,
Mike Virr*

Dear Jim:

First of all, a belated (non stop travel and other challenges) condolences on the passing of that great character, Roger Howard, and his GP Bugatti - a "coat of many colours", which resulted in so many delightful stories of how each item was obtained!

As a fellow Englishman (albeit a Southerner), Roger's north country wit was infectious. When I visited him (after racing at Mont Tremblant), we went over his Alfa 6c project, which he was determined to finish.

All I can say is that there was only one Roger Howard, and we are now



the poorer for his passing. Likewise, Tom Caulfield ... such a contrast to Roger!

Tom and I exchanged many letters (no e-mails back then!) on Ferrari matters, me with my 250MMs and Tom with his much loved 225.

Your present issue of Vintage Sports Car is a particular joy, given my competition start with my AC engined "Chain Gang" Frazer Nash (photo above), we managed to extract a reliable 110 bhp which resulted in hillclimb class records (and in the case of Wiscombe all classes (attached) not to mention several race podiums).





Once I could afford a tow vehicle ... to begin with I drove my barely street legal racer "Frash" to meetings: it was a rather regal Buckland saloon which doubled as a mobile spare engine parts donor!

Fred Simeone's first great unrestored car was Alfa 8c #2211072, which I sold to Fred, not Ed Bond. Also, what a great delight to note that Billy Wonder is still going strong!

*When Fred Willitts introduced me to Bill, I did not even warrant a grunt - clearly to him I was just another plummy "all talk and no do" pommy b*****d!*

Several races later, Bill extended a hand with the words "there are those that talk and there are those that do", after which we became firm friends with Bill maintaining my 250MM and my running his Taraschi happy days!

Best.

Peter Giddings

Dear Jim,

Thank you for introducing me to the unique driving experience that is Morgan. At 6'7" I was delighted to have several inches of headroom when comfortably seated in your four seater with the hood in place. The car will, I am certain, make someone very happy.

I enjoyed our conversation at the Jag Club weekend; a special event, that. It reminded me of the best of club weekends and small events from years ago: casual, eclectic, collegial. There was a palpable difference to the gathering: ample 'room' for the track to feel its history and character while still being active, vital. It reminded me of the last sessions at Bridgehampton in 1997.

Our talk put me in mind of a car adventure my father and I shared. He left

the US when I was young, not doing well. We lost touch. He knew, however, of my interest in things automotive and wheedled an autograph for me from Stirling Moss who in those days sought to avoid public notice. (Thanks to Murray Smith and the VSCCA, I had the singular opportunity to relate this to Sir Sterling and more importantly, to thank him for relenting)

Later, my father re-settled. Part of that process was buying a black Triumph 1800 from its original owner, a WWII RAF Colonel. The 1800 is a drophead coupe with a dickie ("rumble") seat with its own windscreen. Black bodywork was handsomely offset by ivory colored gauge faces in a walnut dash, a tan leather bench seat and a tan hood —a bonnie ride indeed.

The afternoon in London my father was approached by a liveried chauffeur who asked if he might look over the Triumph. After searching under the bonnet, he said, "Your car is better built than the Rolls Royce I drive now. After the war they made things to last forever. I know, because I worked at Triumph, and in fact assembled your car." Where but in the UK?



Later that summer, my father and I took the Triumph to the Continent. The car was on its second Standard / Jaguar Vanguard One engine and though the odometer read 277,000 miles, the car still accelerated well between 50 and 70 mph. On the way to Calais, drivers of Rolls Royces and other fine cars look at us, rather than the other way 'round. That was a revelation —and probably sealed my burgeoning love of cars.

Our first night was in Montreuil-sur-Mer: we visited antique shops and then motored on. Still in the countryside, a baguette, some brie, grapes and a bottle of red vin ordinaire made a fine repast, using the glovebox door as a convenient table-tray. My dad had tired from driving, the heat and perhaps the wine, and showed me the pattern for the column shift. He then took the passenger seat and we drove toward the city of lights.



We climbed a mile long hill, through pools of brilliant light interspersed with the shadows from a long allée of sidelit Poplars. Just before he dozed off, I remember my father commenting on the exhaust note's soothing song. This is still one of my great memories, for motoring certainly, but far more so for having been shared affectionately with my dad.

Thank you, Jim, for the gift of your question about a past automotive memory: it proved an invitation to remember a rich and singular time.

*Very best,
David Kellogg*

Dear Jim:

I would like to take this opportunity to thank the Board and the club for the honors bestowed upon David over the last year.

Receiving the Koshland Award in December was totally unexpected and I am sure David would have been very proud to receive this most prestigious award.

Last weekend I had the opportunity to visit with many friends at the combined event at Thompson. Again, the naming of race group two in honor of David and the many kind words both in the program and at the dinner were greatly appreciated.

Thanks again for acknowledging his contribution to the sport as well as to VSCCA. You would have made him very proud!

*Best wishes,
Alice Belden*

CLASSIFIED:



FOR SALE: 1939 MG TB:

My aching back tells me it is no longer good for it to be riding around in stiffly sprung old sports cars. Therefore, I am offering for sale the 1939 MG TB that has been a faithful and reliable VSCCA companion for 10 years. It is tuned for reliability, but can be gotten around Lime Rock in around 1:25. It has covered many delightful road miles. It retains its classic good looks and rides on Blockley shod 19 inch wheels. Unlike a TA, it has the XPAG engine and unlike a TC, it is a legitimate prewar entry in any event. It is ready to go.

For \$60,000 it can drive to your garage tomorrow.

For more details call John Schieffelin at 413-320-6396 or email jschieff@comcast.net

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Morgan Plus 4 Flat Rad Drophead, 1951

One of 117 built of which it is thought only 30 survive, this car led a sheltered life in Switzerland and California, was an AACA National first place winner, now refreshed with new paint (burgundy over black), beautiful leather and wood trim, three position drophead top, perfect glass side curtains, fresh engine, brakes, tires, front end, extra powerful heater, modern stereo, even working trafficators, ready to drive anywhere and in all seasons. About as rare and interesting as a Morgan can be, runs and drives very well, and has a wonderful pre war classic beauty that is hard to match for the price. \$54,500 and might consider a part or full trade. (alas, four Morgans seems to be one too many for my enjoyment of the marque).

Contact Marc F. Evans at 203-377-6746 9-5 weekdays.

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

1959 Lotus 7 Series 1:

Chassis No. 791 - Well known in the VSCCA since it's importation in 1988 by Dick Miller. Running an 1100cc BMC built by Arjay Racing Engines (Dyno sheet available) with steel center main cap, magged stock crankshaft, and rods custom built JE race pistons, with 12:1 comp ratio. Lightened timing gears, SPVP4 race cam timed 100 degrees after top dead center. Custom built headers added in 2012, with GMT Manifold – alloy twin SU 1 ¼ carburetors ported to match carbs and head and increase flow. Lightened flywheel with 71/4" racing clutch, with a Jack Knight 4 speed Dog Box. Recent: Oil, water, and fuel pumps, fuel cell, custom radiator & expan. tank - No expense spared ownership! Priced aggressively at \$36,500 USD.



1923 Amilcar CG Special:

Monoposto racer, with hand made aluminum body. Running an extremely quick supercharged Ford E93 A engine, achieving low 1.20s at Lime Rock Park, and quick 41 second time at Hunnewell Hill Climb. Having underwent a full restoration by JR

Mitchell of GMT Racing, it is fully sorted. Spacious cockpit - allows drivers of all sizes up to 6'-2" to be comfortable, equipped with roll bar, five-point harness, fuel cell, competition seat, and VSCCA logbook. Also included is an Amilcar engine with all original accessories, now dis-assembled for inspection (\$10,000 value). An excellent turn key prewar racer; reluctantly offered for sale - priced to sell at \$39,999 USD.

1958 Alfa Romeo Veloce Original Factory Spider:

Prepared to VSCCA and SVRA specs. Fresh 1500cc 101 based race engine being installed as this is written. Rebuilt 5 speed close ratio gearbox. 5:12 limited slip differential. Dual Circuit Brakes. 3 shoe large drum front set up from SS-SZ Two exhaust systems - ceramic coated open race exhaust and street style 5 Magnesium 5x15 Campagnolo style wheels. Fuel cell, roll bar w/ sidebar protection, dual Aluminum racing seats with 5 point belts. Many light weight components including starter, aluminum "generator" aluminum radiator. Raced for many years in VSCCA, SVRA and HSR. Reliable, easy to maintain, asking \$65,000 USD





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1993 Porsche RS America:

#337 of 701 built - Build date - February 1993, Red/ Black Leather Sport Seats, Decal Delete. Equipped with all 4 factory options: Sunroof, Limited Slip, AC, and Radio (Upgraded). Rear seat delete, G-50 Trans, 17 inch wheels and M030 Sports Suspension are standard. 3 Owners from new, clean car fax, never tracked. This RSA has just had a full 60k mile service by marque specialist in additional to any other items requiring service. Starts, runs, and drives extremely well - very tight and with perfect road handling. Margins are excellent with original paint showing very well. Asking \$105,000 USD.



1929 Rolls-Royce Twenty 3

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Originally ordered as a Sedan with coachwork by Thrupp and Maberly Limited, GEN 70 was sold new to Col. John Kennedy. Retaining its original coachwork until October 27, 1937, it was then commissioned to have the more attractive 3 Position Drophead Coupe body by The Southern Motor Co. fitted. GEN 70 passed through several owners, before being brought to the US in 1968. With its current owner of 47 years, it has undergone a full cosmetic restoration: paint, upholstery and a new top 10 years ago. Driven very little since, it has been properly stored, and recently re-commissioned / serviced. Asking \$90,000 USD.

1929 Packard 645 Deluxe Phaeton by Dietrich:

With known history dating back to 1960, this 645 deluxe phaeton, was purchased by a notable collector, and restored to high standards with multiple CCCA wins. Remaining active within the CCCA, ownership remained on the east coast, through the late 1980's. Then, an engine re-build: new pistons, valves, and crankshaft was performed, including minor cosmetic touches. With its collector owner of 16 years, and no expense spared maintenance, it is fitted with senior trip lights, grill guard, iconic "sliding boy" hood ornament, and trunk, with fitted luggage. Undergoing a full service in April of 2016, all systems were thoroughly gone through. A CCCA full classic, this 645 deluxe phaeton by Dietrich is a tremendous, genuine, drive anywhere example. Asking \$210,000 USD.



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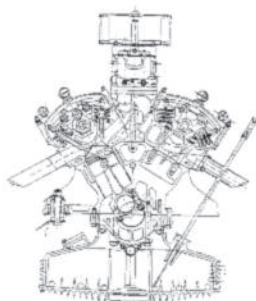
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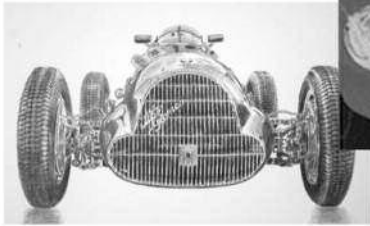


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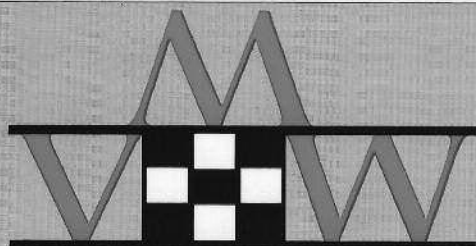


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