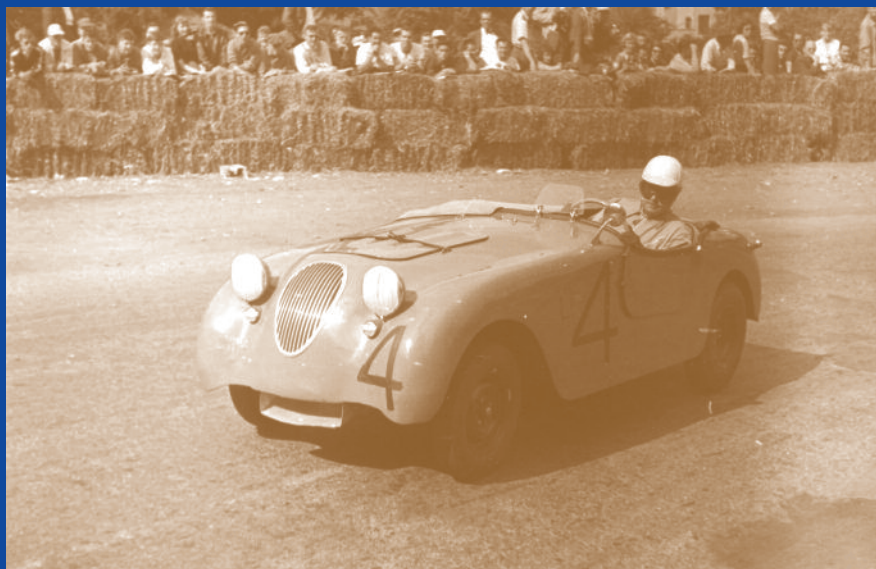


VINTAGE SPORTS CAR



NUMBER THREE 2017

VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

39 Woodland Drive • New Britain, PA 18901

Membership inquiries to the above address



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1905 – 1995

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VINTAGE SPORTS CAR



It was the last race ever completed on the old course at Watkins Glen. The Queen Catherine Cup of 1952 had a most eclectic entry with most of the east coast drivers who were already making their names in small bore cars. The cover photo of this issue is Dolph Vilardi at the helm of a very quick Crosley Hotshot belonging to the legendary Candy Poole. Vilardi went on to be one of the powers of H-modified racing up and down the east coast. Story on page 3

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This year of our Lord, 2017, has - so far - proven a successful one for the Vintage Sports Car Club of America. We have seen marvelous events and generally contented members exercising any number of interesting vintage motorcars in the company of their friends. How bad can that be?

Issue 3 of Vintage Sports Car covers a few of those events and mixes in ties not only to our club's past but to another romantic competitive sport. That latter competition has been influenced by motoring enthusiasts and has in its turn influenced us as well.

In our own past we take you on a VSCCA road trip from Boston to the far reaches of Long Island. The goal was an event at Bridgehampton's fabled motor course. Imagine doing that run today in a couple of early Ferraris and then turning round at the end of the weekend and motoring back to Boston. The thought evokes all sorts of romantic images of vintage motoring. In 2017 - nearly fifty years after that particular road trip - we still have members driving to events either to spectate or to actually compete. We know Andy Greenberg always does that in his DB4-GT Aston and others do as well. In the Empire Cup races story related herein we have a few photos of interesting spectator cars parked in the paddock amongst the racers. We should do much more of that.

This issue also reminds us the romance of racing under sail has been inextricably tied to motor racing in this country almost since the dawn of motoring. Whether it was one of the Vanderbilts or, later, Briggs Cunningham racing for the America's Cup or other members and friends racing one designs of some sort when not zipping up their Nomex and pulling on a helmet. The pastimes share much in common.

However we look at it, the romance associated with our endeavours appears alive and well. This writer, for one, wouldn't have it any other way.

Enjoy!

jpd

Watkins Glen 1952: Queen Catherine Cup: **The Last Race Ever Completed Through the Streets**

1952 looked like it was going to be a great year for racing at Watkins Glen. It was the fifth annual race weekend and it clearly marked the event's "coming of age" and was seen as evidence that its future was assured.

Since 1948 the sleepy little resort town of Watkins Glen had come to revel in the excitement of the annual Grand Prix weekend. The first races had been exciting, though the entry had been . . . eclectic at best. The first races had been won by prewar cars and some of the specials brought to the starting line reflected more imagination than expertise. One can't help but recall the odd tandem seat creation from Philadelphia known as the "Flying Banana." An engineering professor from Philly figured he could offer a car within the letter of the rules but with so much less frontal area that it would be a lot quicker than the side by side seating of traditional sports cars. The Banana didn't actually do that well back then, proving that the experience of the engineers of Bugatti and Alfa Romeo had something going for it.

Watkins in those first four years had also seen the arrival of the brutal Anglo-American Allards. They dominated for a short period and showed the value of a big American V8 married to a European chassis. That successful concept has been around to this very day. The Allards did well until the development of the Ferrari chassis put Enzo's red cars at the front and proved once and for all that the complete racing car needs handling as well as horsepower. It was fun while it lasted, though.



The final winner of the races that had taken place on the through the streets course ever since 1948 was Bill Spear in a most wonderful OSCA. He led almost from the green flag and certainly by the second or third turn.

5th Annual

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SEPTEMBER 19-20, 1952

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Price 50¢



Second overall in Al Garthwaite's OSCA was Gentleman Jim Kimberly. He was in second almost as early in the race as Spear was at the front. This particular car comes down through history known as the Cabianca OSCA and is identifiable by the extra lights in the grill.



Frank Dominiani of Long Island went on to make his fame racing Corvettes but In 1952 he was flogging this little KIAUR. (At least he thought it was a KIAUR.) He spun on lap six of the ten lap event and broke a wheel. That put paid to his effort and he was classed a DNF.

The 1952 weekend was scheduled for the 19th and 20th of September. The entry list was as impressive, certainly the most sophisticated collection of cars ever present.

There were to be the usual three races, the Seneca Cup, the Queen Catherine Cup, and the main race, the Grand Prix.



In from the left coast for his first racing foray out east was Roger Barlow. Barlow's Simca Special was a home brew he had concocted in California and it was exceptionally successful. He'd never seen this course before and was even said to be taking a few photos while racing. In spite of all that he finished a most creditable 3rd place. One can only imagine what he might have done if he left the camera at home and had managed more practice sessions on the course at Watkins.

The Seneca Cup's entry was a most interesting mixed bag. There were four Formula 3 cars contesting against the likes of John Fitch in Max Hoffman's C-type Jag, Fred White in the "Old Grey Mare" Ford Special, Sherwood Johnston in the LeMans Lagonda that Fitch had run up Equinox in 1950. Now, though, instead of the Mercury Flathead it was sporting a Chrysler Hemi. Fitch, White, and Johnston took the first three places in that order. A Cooper with R. I. Moodie at the helm finished fourth. George Weaver on board his venerable Maserati, "Poison Lil," had led the first two laps until Fitch got by and then plug trouble took him out in lap 5. The crowd were treated to some great racing from the rest of the field for the entire eight laps. They were introduced to everything from Fritz Koster's HRG and Bob Said's Cisitalia to Bill Milliken's 4WD AJB Special, known as "Butterball." All in all it was a great show.

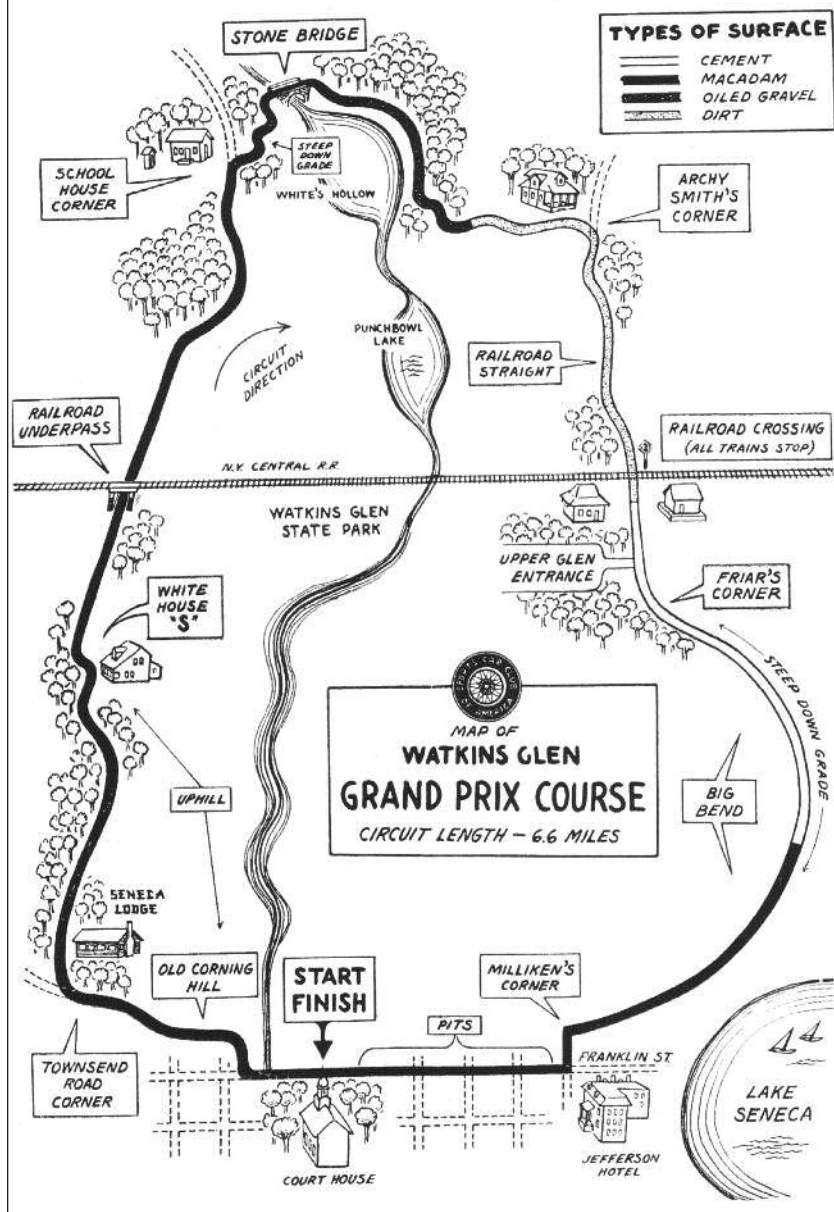


Vilardi in Candy Poole's Crosley finished 17th overall but 1st in class H. He was only one lap down from the leaders. Candy must have been pleased.



One of the earliest Porsche Speedsters in the country was this one that belonged to Bill Lloyd. Bill was driving something a bit more potent that day, (photo on page 10) so he entered it in the Queen Catherine Cup for LeRoy Thorpe to pedal. Thorpe brought it home in 12th place.

1948 CIRCUIT

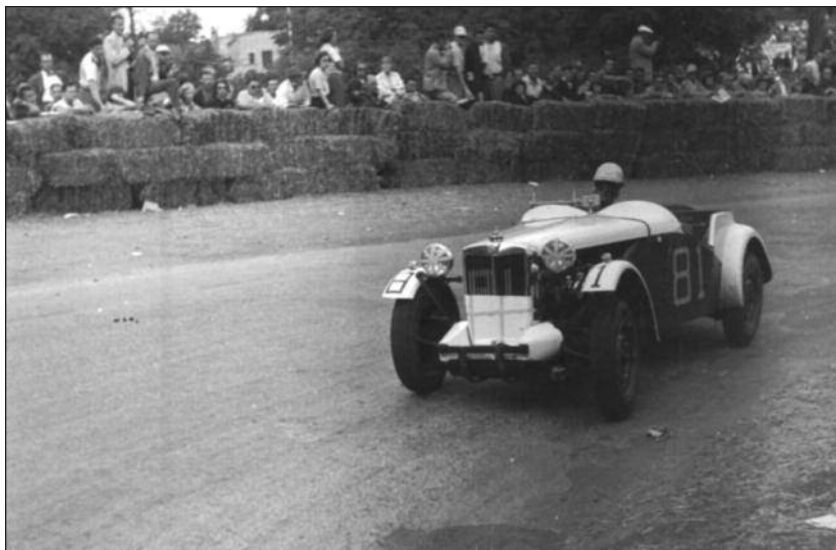




Bob Gillespie only managed four laps before retiring in what may be one of the most beautiful MG Specials of the era. We seem to think there were two similar cars built out in California and this was one of them. One wonders if it survived. . . . Hm m m .

The next race up was the Queen Catherine Cup and the entry here was generally more sophisticated than much of what had run in the Seneca Cup. This one was getting started nearly two hours later than scheduled and, thus, the crowd and the drivers were anxious to get it going. Starting positions for the LeMans style start were drawn by lot which put one of the slower cars, Denver Cornett's MG in the first position. He wouldn't enjoy that position very long. Behind him was a field of some of the best small bore race cars available in the day. Fastest were likely to be the OSCAs of Spear and Kimberly. Both were also known as major Ferrari exponents at other events. Roger Barlow was in from the left coast with his Simca special, Bill Lloyd was pedaling a potent Offy-powered MG and there was a pretty good sampling of Porsches. One of the prettiest entries was David Ash's special bodied MG, looking vaguely like the latest GP cars from Europe.

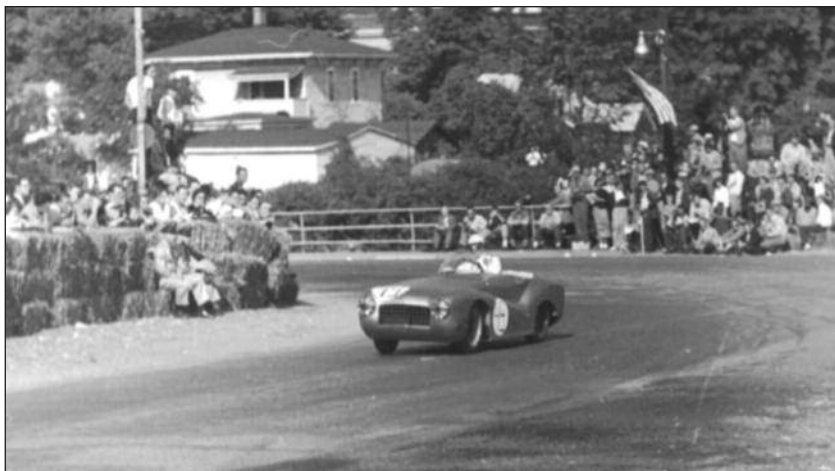
When the green flag dropped the crowd took off, elbowing their way into the right hander that led up to the old Corning hill. By the railroad bridge big Bill Spear had moved his OSCA comfortably into the lead. By lap two Kimberly had moved his OSCA into the second position followed by a hard charging Barlow in the Simca. Interestingly, as this was Barlow's first trip to Watkins Glen he actually indulged in some tourist-like activity by taking photos from the car during the race. Further back Bill Lloyd was having a ding dong battle with Hank Rudkin's blown Crosley. Lloyd finally finished fifth, while Rudkin, who had some problems, finished 27th and two laps down from the leaders. It was a memorable race that saw ten of the 38 starters dropping out before the checker fell after ten laps.



It doesn't look all that special, does it? Bill Lloyd brought this MG-TC Special home in 5th place that day. It was certainly supercharged and there are reports that it actually had an Offenhauser engine shoehorned into it. Horsepower, as many attest, is wonderful stuff. . .



It would be nice to see this one in colour. Dick Gent was at the wheel of this Cisitalia 202 GS and in 10th place when the checker fell on that final race.



Crosley engines powered a lot of weird and wonderful specials. That being said, they actually still do. Anyway. This is Hank Rudkin's Crosley Hot Shot Special motor-ing through the first turn and heading up toward the old Corning Hill. Rudkin may have only finished 27th but that was still good enough for a class win. He was the First (and only, it seems) of the Class G cars to finish. The others DNF'ed.

Next up was the main event, the Grand Prix. As is well known that one was stopped part way through after Fred Wacker's terrible accident with a young spectator sitting on the curb. The race wasn't finished and, thus, the 1952 Queen Catherine Cup proved to be the final race completed on the old street course in Watkins Glen, New York.

The course, being public roads, is still there today and is easily found and negotiated. For those who haven't experienced it in their motoring careers we heartily recommend the experience.

jpd



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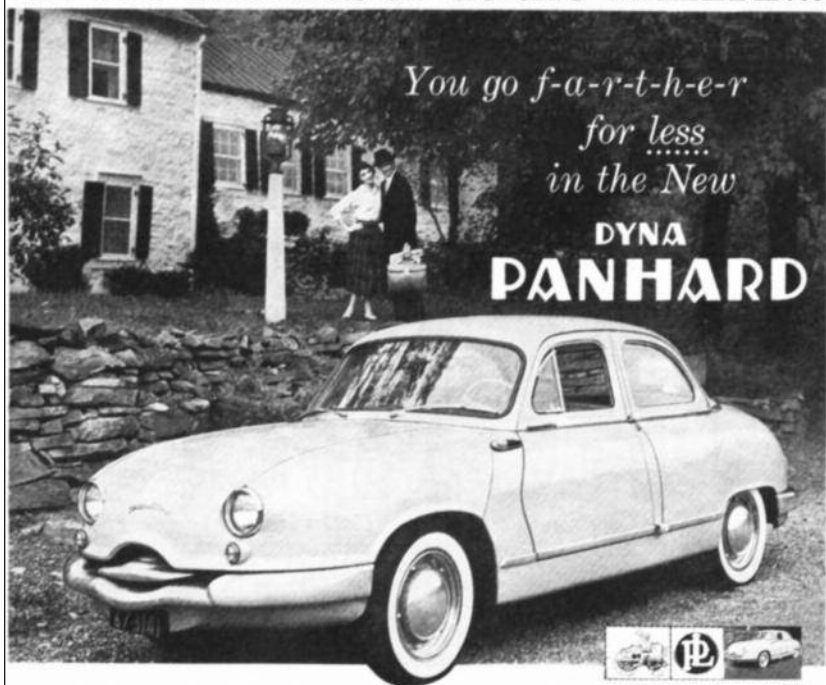
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The Empire Cup Races at Lime Rock Park (née the VSCCA Jag Event) June 2 & 3, 2017

The annual June combined meeting of the Vintage Sports Car Club of America and the Historic Racing Group at Lime Rock Park is the second largest vintage racing event of the year at this historic venue. The two clubs compliment each other because the VSCCA now accepts some cars up to 1965 and the SCCA affiliated HRG allows cars up into the 80s.

In an effort to encourage more entrants, this year the club decided to make this event a feature for a special group of 50s and very early 60s sports racers with their own race so the weekend hosted a great turn out of Loti, Lolas and Elvas with a variety of other sports racers from the era. Many around the sport had been noticing that these cars were rapidly running out of places to race as many of the other clubs had moved their eligibility further and further into the latter part of the twentieth century.



The Empire Cup of 2017 was also a chance to celebrate the Sports Racers and Modifieds of the fifties and in that aspect was most successful. We saw a number of cars we hadn't seen in a few years and some delightful exhibitions of driving skill. Here three of them motor down the no-name straight and into the uphill.

(hyman)

This year's event included a group called the Empire Drivers Club doing laps in a wild variety of streetcars and racers. This is essentially the remains of the crowd that used to join us under the heading of "the Jag Club."

Unlike the rain soaked VSCCA Spring Sprints of early May, this weekend featured great weather. One can never tell what the weather is going to be like in New England in the spring. Needless-to-say, everyone was grateful.

That looks to be Dick Waite leading a most eclectic group into Big Bend. With the Ferraris behind him one might conclude this was an “All Comers” scratch race. It actually wasn’t. Tony Wang’s 250 LM looks lovely coming up behind him.
(hyman)



FORMCAR leading Morgan, MG, and MG through the left-hander.

(hyman)



Bob Mirabile waving from the Lotus 18.

(hyman)



The Triumphs of Ms. Amarosa (top) and Mr. McCurdy (middle) looking very smooth in traffic.
(hyman)



Sharing the page with the Triumphs above is Chip Brown's Triumph-powered Morgan +4. He's got it going very nicely these days.

(hyman)

This has become one of the most anticipated events on the VSCCA calendar thanks in part to a great BBQ hosted by one of the club's legendary drivers, Herb Wetanson. He was assisted by John Schielding with the hot dogs and more food and wine supplied by the Empire Drivers. Joan Harmer, Carol Hill and David Bordin did the set up. It is always a great way to end a wonderful day of on track adventure. One of the other reasons drivers love this weekend is the lack of mufflers, one of only four weekends in the Lime Rock season that don't require mufflers.

Thanks to Stewards Bob Melhado and Peter Roberts, plus the SCCA corner workers, the races ran close to schedule all weekend even with six different groups and about 180 entrants. Most races were 8-10 laps and ran just under 20 minutes.



Marc Cendron in the Tojeiro - - always smooth and quick.

(hyman)

For many the most interesting group of the weekend was the featured Group 6 sports racers. Nineteen cars signed up including some beautiful and rare racers like John Romano's 1964 Porsche 904 and Bill Goldkind's interesting 1959 Cooper Monaco.

Out of three races for Group 6, Roger Cassin in his Elva Mk 7 was first to the checker twice, leading all the way and finished third in the other. Tom LaCosta in his Lola 492 finished behind Cassin in two of the races and third in the final race of the day behind Cassin and Mitch Eitel, also driving an Elva Mk 7. In the first race LaCosta came through the field for the second place. Bill Gelles and his baby blue 1965 Chevron B-31 won the second Group 6 race.

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JAGUAR

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This car had LUCAS Petrol Injection Equipment

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J. Lawrence

3RD J. Lucas JAGUAR
J. Mary

Also 4TH & 6TH JAGUAR

INDEX OF PERFORMANCE

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MG's Out to Play



*Mark Ceklarz in
what looks to be the
ex-Jim Bok TC.*

(hyman)



*Roger Morse
and his TD.*

(hyman)



Mark O'Day's TC.

(hyman)



*Will Herman
motoring quickly
in the Mark 1
Lola.*

(hyman)



*Wetanson's
Ferrari 250
could not have
been more wel-
come.*

(hyman)

This special group included a number of club veterans who were enticed to bring their sports races out including Cap Chenoweth (Lola Mk 1), Will Herman (Lola Mk 1), Tom Walko (Lotus Elan) and Ernie Steubesand (Lotus Super 7). Adding brute power to the group was Dave Zavetsky in his Chevy powered Devin Healey Special. On Friday, Tony Wang brought out his brilliant red 1957 Maserati 300S. They made up a very competitive and fascinating field to watch.

Race Group 5 featured a field of MGs, Morgans, Healey Bug-eyes, and a number of other production cars mixed in with Lotus 7s, Triumphs, and even a front-engined formula junior. That front engined 1959 Stanguellini FJ driven by Larry McKenna won the morning race on Saturday while Herb Wetanson and his 1961 Ferrari 250 GT won the first afternoon race.



*Olga Reindlova's
Porsche closing
on Ivan Frantz's
Lotus VII.*

(hyman)



*Lotus, Morgan,
and TR-3
elbowing their
way through
the left-hander.*

(hyman)



*Always a joy to
watch, Ryan
Smith and the
Daimler SP-250
have developed
a bit of a Zen
together.*

(hyman)

We think that's Joe Fuller's new Lotus 18. The graphics are about right for our memory of the car. He's getting it going quickly.

(hyman)



MGs on the back of the course.

(hyman)

Larry McKenna helping the Stanguellini do what it does best.

(hyman)





Cassin's Alfa is usually running near the front these days.

(hyman)

Sanson's Guilietta leading the crowd out of the uphill.

(hyman)



And yet another Alfa, this time it's Ted Potter in a lovely red one.

(hyman)

The editorial Morgan was seen in the paddock with a "For Sale" sign on the windscreen.

A couple of our taller members tried it on for size with the top up and were amazed at the room under there. It's still for sale, though.

(hyman)



Ryan Smith with an anxious Morgan hard on his heels. The Mog looks like it might be Larry Eckler.

(hyman)

Mr. Schieffelin showed up to speculate and drove down in the Mk VI. He's getting a lot of miles on that old girl. The mileage is likely good for both car and driver.

(hyman)



*Eric Logan's
ever present
Formcar.*

(hyman)



*Tom Monti's F-
Vee.*

(hyman)

*Lotus 18 with
(maybe?)
Fuller at the
helm.*

(hyman)





*Amilcar Special
making an
extraordinary
number of knots.*

(hyman)



McCurdy in Big Bend with the TR.

(hyman)



*Herb Wetanson's
250 is a thing of
beauty and, one
hopes, a joy
forever.*

(hyman)



Looking like a Formula 1 car of the era, McKenna's Stanguellini F-Jr. and its contemporaries was often a proving ground for future Grand Prix stars.
(hyman)



Jeff Sienkiewicz' MGA roadster looks to be cornering flat. *(hyman)*



Jim Juhas has been driving this MGA Coupe for a lot of years now and always smoothly.
(hyman)

*Jim Stein's 356
Coupe charging
toward the left
hander.*

(hyman)



*Santo Spadaro in
the Lancia Sedan
getting the best
seat in the house
for watching Herb
Wetanson motor
through Big Bend.*

(hyman)

*There's Herb
again. This time
leading the way
into the uphill.*

(hyman)



Veteran VSCCA race Jim Bok took the later afternoon race in his 1961 Lotus 7. Tony Thompson (Lotus 7) and Chris Towner (Morgan +4) were second and third in the morning. Towner in his “flat rad” Morgan came through from last on the grid. That race featured a 5th place finish by Tony Wang in his bright red and beautifully turned out 1963 Ferrari 250P.

In the afternoon McKenna and his Stanguellini were second followed by Thompson’s Lotus 7 who finished second in the late race ahead of Rick McCurdy’s 1957 Triumph TR 3.

Fast Alfas dominated VSCCA Group 4. The Alfas can be counted on for close racing and a great show, however, several rear engined Formula Juniors were also in the field to mix things up. Multi talented racer Roger Cassin put on his typical show winning the morning race in his ’56 Giulietta ahead of Joe



Always happy to be out in the Jag, Stu Forer smiling from the cockpit. (hyman)

Fuller’s Lotus 18 FJ but in the second race Fuller won a close battle with Cassin swapping the lead. Ted Potter and his ’59 Alfa were third in race 1, while in the second race, Herb Wetanson drove a steady race finishing third in his 1959 Aston Martin DB4. Cassin came back in the late afternoon race and won again leading from start to finish. Ivan Frantz and his Lotus 7 passed Paul Glynn’s Alfa for second.

The Historic Racing Group made up Race Group 3 and split their cars into five different classes. These newer and faster cars always put on a loud and thunderous show with American V8s against Porsche 911s and Jaguar E-types. The leading cars and drivers in this crew lap the 1.5-mile Lime Rock circuit at 1.00 minute for the fastest times of the day. They appeared to be having a great time out there.

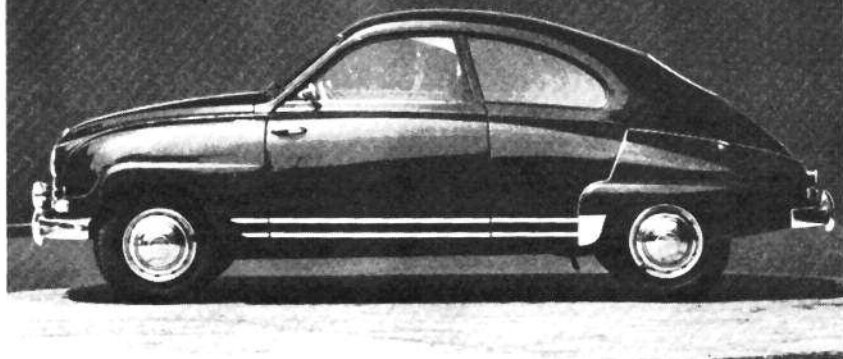
Thanks to plenty of sun and reasonable temperatures combined with safe racing and a limited number of mechanical problems this was yet another great day of racing at Lime Rock.

Dow Smith

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Road & Track, Sept., 1958

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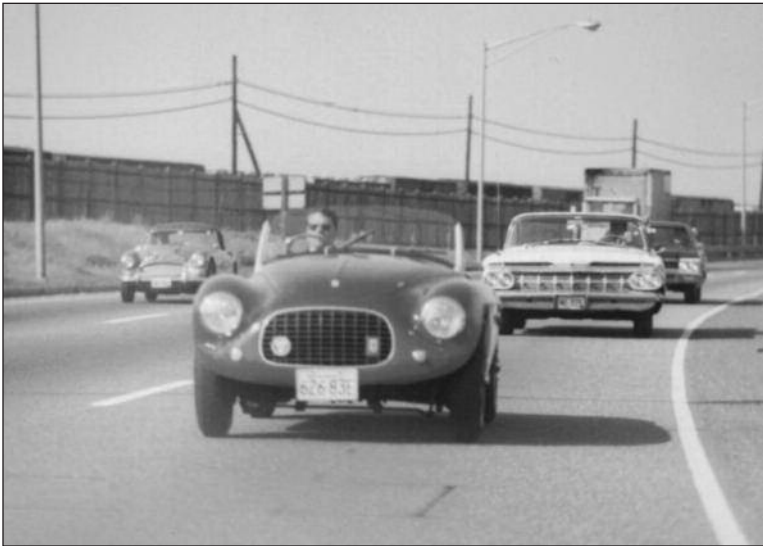
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Bill Leith's ex-Phil Hill Ferrari motoring down the Long Island Expressway. The guy behind him on the outside in the Healey must have been amazed at what he was coming up on.
(caulfield)

A VSCCA Bridgehampton Pilgrimage - 1969

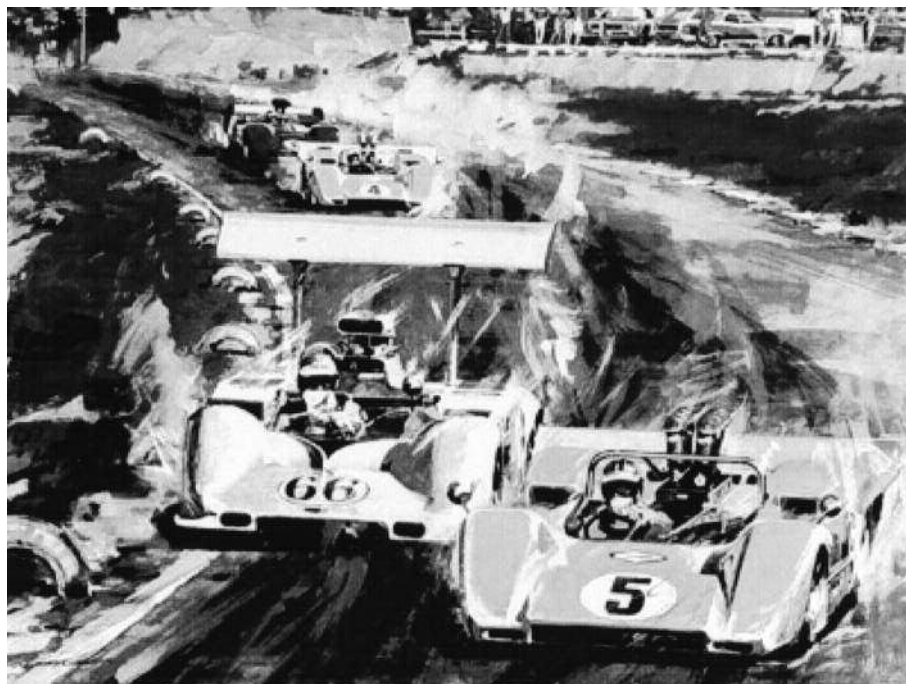
For a few years it was an annual "pilgrimage" of the club to wander out to the east end of Long Island's legendary Bridgehampton Racing Circuit to put on an "exhibition" of Vintage Cars under the auspices of the late Austie Clark. In September of 1969 the race event the club came to support was the Bridgehampton round of the CanAm series.

As was the custom of VSCCA members in those days, the vast majority of the cars were driven to the event. Founder member Bill Leith (at the time also president of the club) and a few of the Boston crowd drove down in convoy. Bill's ex-Phil Hill 212 Barchetta Ferrari was running in company with Tom Caulfield's 212 Export Coupe. The two were a regular tandem to and from events for a number of years. Farnsworth was likely along in a more modern beastie on that trip though at the time he was driving an OSCA MT4 in club events.

Syd Farnsworth, then editor of **Vintage Sports Car**, covered the event briefly in Issue 4 of 1969. He wrote:

BRIDGEHAMPTON

The annual Fall pilgrimage to Bridgehampton was made on a wonderful September day that was warm and sunny. A large turnout was



BRIDGEHAMPTON RACE CIRCUIT



CANADIAN-AMERICAN CHALLENGE CUP
SEPTEMBER 13-14 1969

BRIDGEHAMPTON, LONG ISLAND



The VSCCA paddock area looks more like a used car lot with the flags flying above. On the other hand. . . what sort of used car lot had that sort of a line up? (caulfield)

present as you can see listed below for the Vintage Car run. Our “thing” was a five or six lap tour at noon on Saturday while the Can Am cars rested from their morning exertions. Bob Richer, getting into the sing of things quickly worked his way up through the “pack” and had a merry go with Bob Grossman. It was Frazer Nash vs. XK 20 Jaguar and I’m not sure who did prevail. After the “run” we spent the afternoon observing the time trials for the following day’s event. I still can’t believe it every time I see the width of the tires; they are nothing short of incredible. The facilities that the “big boys” bring with them is somewhat overwhelming and it is a bit sad to see the others trying to compete with less and hardly a chance.

The Bird Watching was extraordinary, as usual.”



The event was simply a “demonstration run” put together by Austie Clark so passengers were allowed and took part in some of the cars. This is the Leith Ferrari coming up on Dawson’s Allard J2-X. (caulfield)



*Look at all of that sand. Bridgehampton wasn't a good place to put a wheel off the course.
(caulfield)*



*Herdeen's 166 Inter Ferrari leading Leith's Barchetta with O'Rourke's Talbot-Lago on the inside.
(caulfield)*

With the passing of time on our side in 2017, we can add a bit more to the story, though we can offer nothing additional to Farnworth's recollections on the quality of the "Bird Watching" other than to note that we understand the Hamptons, always home to the fashionable in high season, are still known for this experience.

The turnout, as Syd noted, was actually pretty impressive. There were three Ferraris, the two coming down from Boston and the 166 Coupe of the then club Secretary, Fred Herdeen. Both Carroll and Kelly were mounted in Healey Silverstones. Jim McAllister had his Maserati. There was even a Veritas. LeMans veteran and one-time aspiring opera singer Bob Grossman was at the wheel of a Jag. We see that Alec Ulmann was entered in a Bugatti, but which model is not noted. Was it his Type 57? The only woman entered with the VSCCA that day was Kathryn Sowiki in one of the two MG-TDs that took part.

The CanAm, itself, seems to have been the usual "Bruce and Denny Show" and the race was won by Hulme, though the championship that year went to McLaren, himself. They won all eleven races with six going to Bruce and five to Denny.

Looking over the race result we note with pride that long time (and still) VSCCA member Bill Wonder finished 12th and, in doing so, beat the likes of Peter Revson, John Surtees, Chrissy Amon, and a couple others. The ever genial Bill is still occasionally out and about sharing recollections of his racing days and continues to be an entertaining story teller.

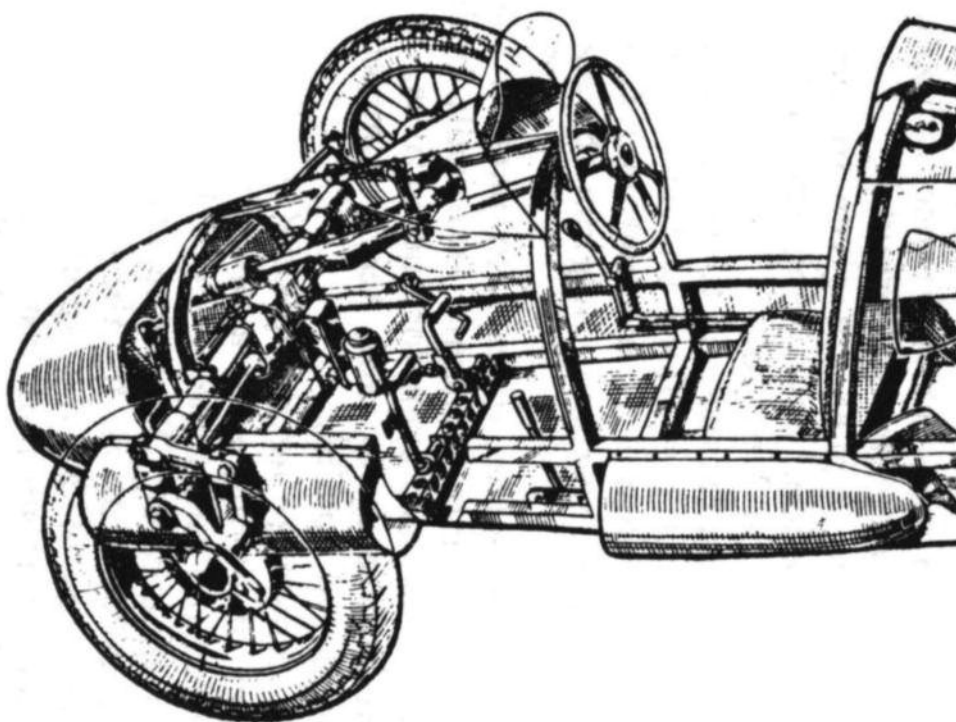


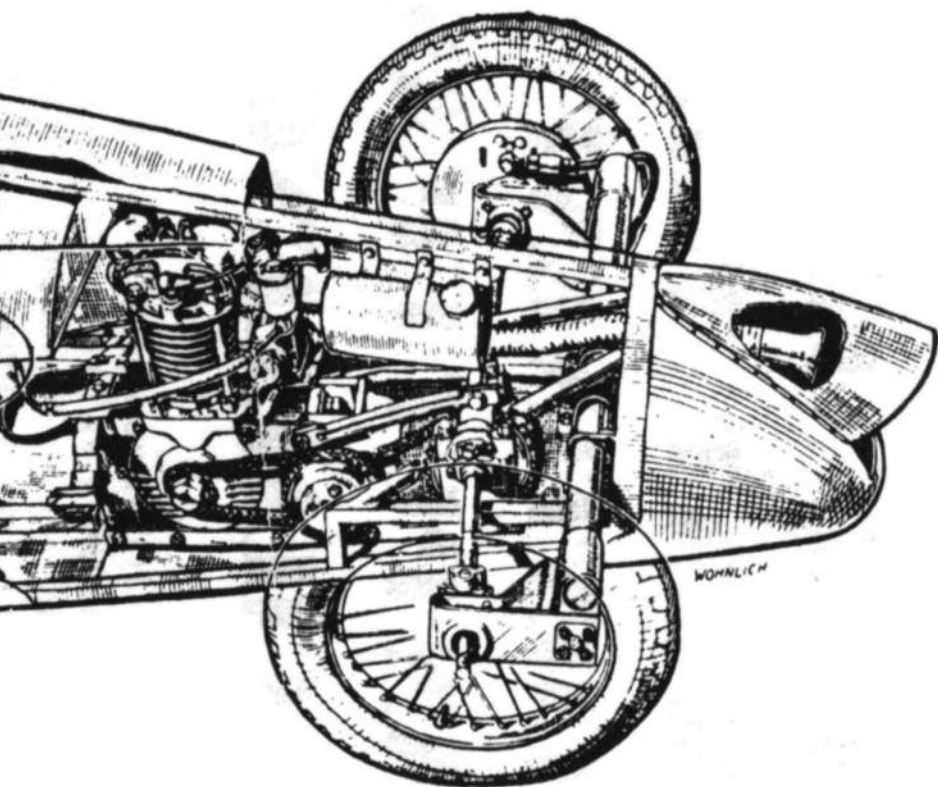
Eddie O'Rourke had the Talbot-Lago going well that day. Imagine for just a moment having an entry today that was as exotic as what the VSCCA brought to Bridgehampton that day. And - - nearly all were driven to the event and then driven home. The thought is worth musing upon. (caulfield)

VSCCA Bridgehampton Entry List 13 September, 1969

<u>Driver</u>	<u>Car</u>
Anthony S. Carroll	Healey Silverstone
Tom Caulfield	Ferrari 212 Export Coupe
John B. Dawson	Allard J2X
Bob Grossman	Jaguar XK-120
Fred Herdeen	Ferrari 166 Coupe
Henry Kelly	Healey Silverstone
R. Willis Leith, jr.	Ferrari 212 E Barchetta
James P. McAllister	Maserati A6GCS
Edward F. O'Rourke	Talbot Lago Coupe
Frank Philpitt	MG-TD
Robert E. Richer	Frazer Nash LeMans Replica
Kathryn R. Sowiki	MG-TD
Homer U. Tsakis	Jaguar XK-120
Alec E. Ulmann	Bugatti
Ernest A. Weil	Veritas

1950 KASPAR F-III







J-Class Yachts Racing Again

Editor's note: Our good friend and deputy editor, TOJ's, recent vacation trip reminded us of how sailboat racing and motor sport have long been tightly intertwined. Maybe the most glorious days of match racing off our shores were the years before World War Two when the mighty J-Class yachts held the sailing world's imagination. The America's Cup yacht owners of the thirties were certainly often connected to motor sport as well. One of the Vanderbilts even set an albeit short lived world land speed record. The Vanderbilt Cup races on Long Island were also tied to that same family that sought glory under sail defending the cup. Later, of course, Briggs Cunningham defended in a twelve meter boat. The editor's own TR3 belonged first to Mrs. Chandler Hovey, whose husband built Easterner, the last privately funded wooden 12 Meter to take part in the Defender Trials for the America's Cup. Easterner's skipper was George O'Day, father of current VSCCA stalwart Mark O'Day. O'Day, representing the United States, also won a Gold Medal Sailing the Five and a Half Meter class in the 1960 Summer Olympics at Rome. Getting down into various other racing classes, Stars, Lightnings, and such, we find many of our number as passionate for speed on the water as they may be for the racing of motorcars. For many of us today the older the design the more romance it offers to the sailor. And so it should be. TOJ was fortunate to catch a glimpse of this romance and shares it below.

jpd

Our love of vintage sports cars has always been paralleled by an infatuation with elegant yachts of the past.

"Return with us now to those thrilling days of yesteryear..." That phrase conjures up images from the 1950s for many of us though in this case we are picturing the black and white film clips of America's Cup competitions we caught on the 6 o'clock news along with the reports we devoured from the pages of the NY Herald Tribune. Those 12 meter yachts were the epitome of competition matched only by the Formula 1 Grand Prix cars of the same era.

As our store of knowledge grew we learned of the even more magnificent J class boats of the prewar era and longed to have been able to watch them in full sail. Fast forward to 2017 and visit to one of our treasured holiday haunts, the UK's largest colony, Bermuda. While we were aware that the America's Cup competition would be in progress (*With craft that seem neither sailboats nor yachts*) and certainly an interesting spectacle, we were happily stunned to see that a part of the competitions included J class racing.

Admittedly ignorant of the J class histories, we have since discovered that of the seven competitors we observed, only two were original 1930s craft, the fate of most others being scrap for World War II defense. The two survivors, Shamrock and Velsheda, along with Sir T. O. M Sopwith's Endeavour (JK4), the third original and absent from Bermuda, have had rather checkered lives,



The fleet making good speed going to weather.

but inspired the construction of the modern Js.

Shamrock V, the oldest having been put up in 1930 is the only wooden hull of all the Js, the other originals having been steel hulled. Today's Js are of aluminium or alloy construction. Despite differing materials, all are quite elegant and a treat to see. The British challenger, Shamrock V (JK3), was commissioned by Sir Thomas Lipton and is one of the two remaining original J class hulls racing currently. She remains along with Velsheda (JK7) while Harold Vanderbilt's Ranger (J5), scrapped in 1941, survives in replica form. The fleet is rounded out with seven other hulls, all products of the 21st century.

On spotting the Js, it was a bit surreal to see them flying under yards of carbon fibre as opposed to the canvas sails of the 1930s. It seems technology pops up everywhere (*This may be an appropriate time to suggest that as professional baseball survives with wooden bats, why not force pro golfers to hit persimmon woods with hickory shafts and pro tennis players be relegated to*



Shamrock V, built in 1930 for Sir Thomas Lipton (of Lipton Tea Fame) heeled over on starboard tack.



Ranger looks to be covering Shamrock V directly off her starboard side. Looking closely Shamrock's stern is just visible.

using laminated wood rackets strung with cat gut of the size used until the introduction of aluminium frames, but we digress).

For those readers who feel a need for classification results, suffice it to say that one of the modern yachts, Lionheart, finished first over the five race series, with Velsheda, built in 1933, the runner-up.

We considered ourselves fortunate to be able to witness these elegant craft in action and as we put this to pen, we realize that the J class world Championship is being waged at, appropriately enough, Newport, Rhode Island.

TOJ



With nearly the entire crew lining her weather rail as "movable ballast," Lionheart finished the race at the front.

Recent Acquisitions, Restorations, Repairs and assorted Mechanical Minutia

The editorial AC Aceca is back on the road after Mr. DiCola rebuilt the shift linkage. It had never been particularly smooth on either the upshift or the downshift. Finally, when it locked itself in two gears at once, the editor sent it up to DiCola. Back now, the old girl shifts beautifully and the driver has access to all four forward speeds and even to reverse without undue effort. Golly, ain't technology grand?



The Fall Finale for 2017 was magnificent. We will cover much more about it in an upcoming issue but one of the most interesting “new” cars to show up was Rich Campbell’s very recently acquired H-modified special. Powered by a Renault engine and it simply oozes charm (and a little bit of motor oil) from every pore of its mostly fibreglass coachwork. Rich offers a little background on the wee beastie below.

“The Bunce Buck H-Mod is based on components from a Renault 4 CV. The body was designed by Ed Buck and built by Bill Bunce and Gordon Dustan in 1959. 3 Bodies were made and this one was fitted with the running gear from a Renault 4 CV. (The other two bodies were fitted with Crosley engines.) The car was driven on the street by Gordon in Moses Lake, Washington. He then traded it in on an MGA in Montana and the car’s history is unknown until it was found in Vernal, Utah. It was purchased by Henry Morrison (Rocky Mountain Vintage Racing) in the early 2000’s and prepared for vintage racing. It was first raced in the spring of 2009. As a “West Coast” car, it has raced at Coronado Island, Laguna Seca, Infineon, and Hallett.



(hyman)



(jpd)



(jpd)

"This one is powered by an 845 cc engine from a Gordini Dauphine. Two SU carburetors feed the powerplant that is connected to the 4CV gearbox. This is the same gearbox that was also originally used in the Lotus 18. The original brakes have been upgraded somewhere along the line to the larger Dauphine Drums.

"The designer, William "Bill" Gilbert Bunce was born in Centralia in 1930. He graduated from Olympia High School in 1948. He then served in the U.S. Air Force with an ending rank of Staff Sergeant. Bill returned to the Olympia/Tacoma area and worked selling sports cars, and at the Olympia Brewery.

He was a very special and talented man, an inventor, builder, welder, and fabricator. He spent many years building and racing Production and Formula cars. He also built go karts, motorcycles, an airplane, and even a 30-foot commercial fishing boat. Bill's passion and favorite hobby was aviation and remote control model airplanes. He loved designing, building, and flying RC planes. He enjoyed spending time with his airplane buddies and was considered an expert flyer."

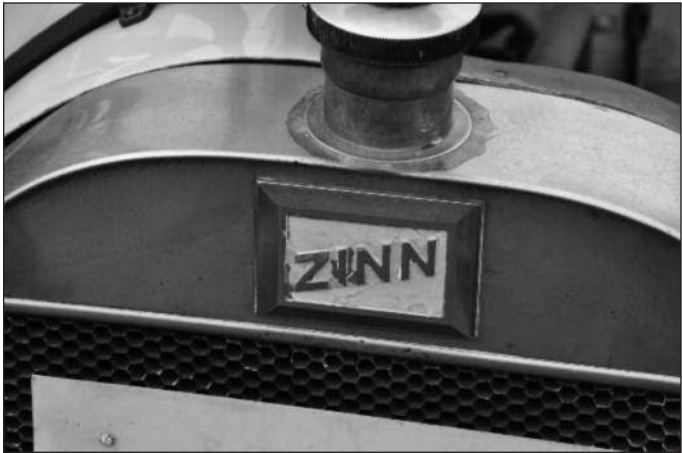
There were a lot of interesting motors to be seen at the Fall Finale a couple of weeks ago and we shall cover the event in a future issue. It was great, though, to see Gary Ford in attendance with Mr. Fenley, even if Gary didn't bring an HRG to entertain us.



(jpd)

★ ★ ★

Another surprise in the paddock at the Finale was the old ex-Johnny Aibel 1913 Zinn Buick. It's been through a couple of hands since he last drove it with us but the current custodian, Buzz Korn, is enthusiastic about it and making noises about joining the VSCCA. He would be a most welcome addition to our ranks.



(jpd)



(jpd)



The annual Keene Mountain Hillclimb Reunion was its usual delight this year. It's a great event. The enthusiasts gather at a grass airfield near the foot of the old hillclimb course for a low key car show and tire kicking and then head for the course to do three or four demonstration runs up to the Mountain House finish line. The Mountain House was the place where many of the competitors stayed of old. The event makes for a marvelous and low key weekend in the high peaks of the Adirondacks. There are lots of lovely hotels in nearby Lake Placid as well as pleasant restaurants and shops. The editor was flattered this year when he was handed his event dash plaque only to find the editorial Allard there in colour. Sean Smith provided the image and the event chair thought it caught some of the flavour of the early days on the mountain. My thanks to both of them.

Maybe next year we can get a few more VSCCA folks to come along for a weekend in the mountains as the leaves are just beginning to take on their autumnal colours.



Can anyone identify this prewar Bimmer? Our best guess is that it is a 326 of some sort or maybe a 335. We ran across the photo recently while putting away some old Moscow memories. This old girl is sitting on the Arbat in Moscow in 1988. Note that the driver's door doesn't seem to be closed. It might be damaged or maybe the owner simply didn't close it all the way. We don't know.

She is most likely war booty brought home by some officer after the 1939 to 1945 unpleasantness. Soviet officers, depending on their rank, were all entitled to some level of booty. The amounts ranged from grabbing a car to more or less drive home to some field grade officers who were said to be entitled to fill one railroad freight car with loot. We saw a number of fascinating prewar German cars there in those days. The odds are that this one had likely acquired a Soviet engine along the line. Prewar BMW parts were not exactly widely available in Moscow and a lot of the prewar beasts were running on Volga engines by the late eighties. One must note, though, that Soviet mechanics were amazingly creative problem solvers so it might have still had its original motive power. We rather doubt it, though.

After the implosion of the Soviet system a lot of collectors and dealers descended on the Russians in hope of bringing some of this stuff back to the west.

Any thoughts on this model would be greatly appreciated.



The Summer Picnic of the Madison Avenue Sports Car Driving and Chowder Society (MASCDCS) took place on the 6th of August. VSCCA members have been a significant part of that august society since its inception. In fact, years ago when they published a regular newsletter there was often a “Chowderhead of the Month” awarded and we have somewhere in our mess of files an old copy listing then VSCCA Secretary Fred Herdeen as the honoree. Admittedly one wonders how much honor accompanies the title of “Chowderhead of the Month,” but we probably shouldn’t go there.

This year’s picnic saw a number of VSCCA Chowderheads enjoying the park in Greenwich and the drive to the event in a suitable vintage (of sorts) car. The editor and his wife arrived in the Morgan +4. My Hyman had a Porsche of some description, Chuck Schoendorf brought along his Rally car, the Chrysler, and Walter Eisenstark was motoring into the park happily in a four door Studebaker Avanti. We seem to recall Andy Williams had his AC Ace-Bristol and there were, no doubt, a fair number more. It’s not a bad idea to be abroad on the highways in vintage motors as often as is practicable.



(jpd)



(jpd)



(jpd)



(jpd)



**3^{me} GRAND PRIX D'ENDURANCE DE
..... 24 HEURES.....**

(COUPES RUDGE-WHITWORTH)

ORGANISÉ

**PAR L'AUTOMOBILE-CLUB DE L'OUEST SUR
LE CIRCUIT DE LA SARTHE LES 20-21 JUIN 1925**

ÉDITIONS CH. HIRVYL ANGERS



The “usual suspects” posing in the second parking on a rainy morning. (hyman)

VSCCA Mt. Equinox Hillclimb 2017: **Another Great Year on the Mountain** **12 and 13 August**

They came to the mountain and they climbed it. They climbed it as fast as they could.

Once again the Vintage Sports Car Club of America held its annual charge up Vermont’s Mount Equinox’ fabled Skyline Drive. The mountain is the site of a Carthusian Monastery which owns the road and the drive is the longest privately owned toll-road in the country. It is also the highest peak in the Taconic range. From the parking lot and new visitors center at the top one can see the Green, White, Berkshire, Taconic and Adirondack mountains. (also several states)

At 5.2 miles the road twists and turns through a series of hairpins. It is long enough that few drivers really learn the course in a single weekend. This may occasionally lead to “moments” but the speed is such that they usually escape serious consequences.

Sports cars have been doing this hillclimb for nearly 70-years originally with the SCCA, and featuring legendary drivers like Briggs Cunningham and John Fitch. Since 1973 the VSCCA has continued the tradition, generally limiting the field to VSCCA legal cars, although this year it expanded out to SCCA cars eligible to 1973. Only the fabled Pikes Peak hillclimb in Colorado has a longer history. It, though, has changed over the years significantly more than has Mt. Equinox.

In recent years the entry list for the event has been shrinking but this year was different. The cars are back because the road is back. The lower third of

TIN TOPS:



*Dick Waite - Hillman Minx
(hyman)*



*Steve Silverstein - Sunbeam
Rapier.*

(hyman)



*Jason Di Cesar - Herbie the
Love Bug? ? ?*

(hyman)

*John Schieffelin - Volvo
(hyman)*



FORMULA CARS:

*Bob Webber's
relatively new-
to-him
Autodynamics
F-VEE*

(hyman)



Vapaa the younger (or maybe his dad) in the Quantum Formula SAAB
(hyman)

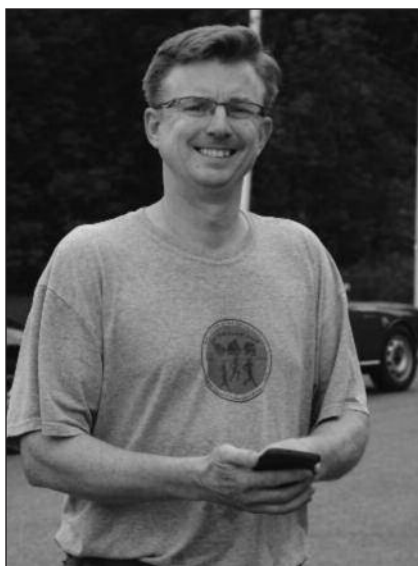


*Eric Logan's
Formcar*

(hyman)

George and Nick Pardee were sharing the family TF MG. One year, we seem to recall, they actually drove it to Equinox from Florida.

(hyman)



The chairman of the event, Mr. Fenley, is entitled to a long and enthusiastic round of applause for keeping the event running and doing it so smoothly.

(hyman)

This may have been Chip Brown's first trip to our favourite mountain. He certainly managed to do a lovely job getting acquainted with it.

(hyman)





*Ben and Carole Bragg
enjoying a quick get
acquainted run to the
top in the Old Grey
Mare.*

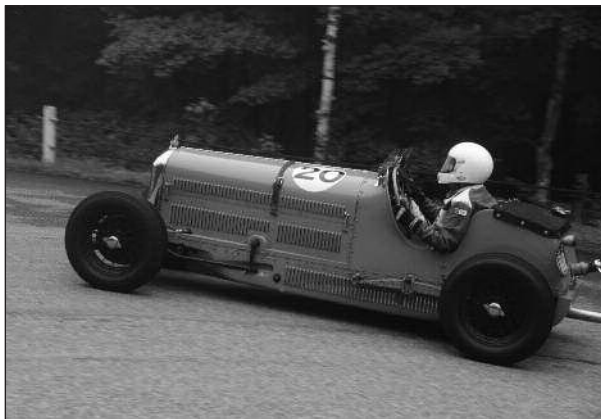
(hyman)

the drive was repaved earlier this year, eliminating a car pounding stretch that discouraged vintage racers. Now the so-called three-mile “short course” is so smooth drivers reported being thrilled with the condition of the course.

The hillclimb returned to its recently traditional dates in early August this year with a field of 25 cars. The field featured several family teams including veterans JR and Josh Mitchell, the Pardees, the Vapaas and the Di Cesars, experiencing their first Mt. Equinox. The field also included several VSCCA veterans who have never done the hillclimb including Santo Spadaro, Chip Brown and David Zavetsky. Bob Webber has been a long time corner marshal on the mountain and often mans the pre-grid at VSCCA events. This year Webber tackled the hill in his Autodynamics Formula V and made a most respectable showing.

*Tom Ellsworth is one
of the club's leading
hillclimb exponents
and he seldom puts a
wheel wrong with the
ARCA's Amilcar
Special.*

(hyman)





Another newcomer to the Mountain, David Di Cesar ran well in the MGA.

(hyman)



Mr. Berteletti has been running the mountain off an on for more than thirty-five years and usually in the Hudson. It's a long tow from Canada but we are glad he comes.

(hyman)

Mr. Spadaro keeping an eye on the folks around him to make sure no body notices that the gas can he is using to fuel the Alfa is actually camouflaging the canister that is refilling his nitrous bottle. Actually, Santo was also a new-comer to the mountain this year and reported loving it. (hyman)





Fastest time of day for the weekend went to Mr. Zavetsky in his Chevy-powered Devin. (hyman)

Pennsylvania's Zavetsky has the ideal car for the hillclimb piloting his beautiful, shiny black Devin Healey Special with a small block 283 Chevy engine on a relatively stock Healey 3000 chassis to best time of the weekend. Originally raced in the late 50s as a Healey special, at some point in its life it received the small block Chevy engine. It still has the Healey chassis. He barely edged out Josh Mitchell's smaller but lighter Lotus 7. Zavetsky says he didn't push his car because he is new to the mountain. Those big US V8s usually dominate the mountain in the hands of Allard specialists like Jim Donick who was unable to be at this event. Donick loves the hillclimb so much that he is writing a history of this illustrious, now vintage, event.

Weather was only a mild factor for the 2017 edition of the event. There was fog on top of the mountain Saturday morning forcing event chair Scott Fenley to limit the first of four runs that day to the 3-mile short course. A few minutes after the end of the Saturday session rain came pounding down just in time to rain on those headed to the annual dinner. Sunday saw 4 runs through mid-afternoon when competitors had to pack up for the trip home.

Saturday night the drivers and corner workers gathered again at the beautiful and historic Arlington Inn in the small community south of Manchester



Joe Fuller has Dow Smith's old Morgan +4 going very well, indeed.

(hyman)



Winner of the Dreyfus cup this year was Ed Callo in the TC. This award is presented by the corner workers and, in this case, was certainly richly deserved. (hyman)

Josh Mitchell wheeling the family Lotus VII competently up the hill to finish with second fastest time of the weekend.

(hyman)



At the celebration banquet on Saturday evening JR and Eileen Mitchell are applauding what we assume to be the awarding of the Mal Donaldson Award to Jean Petryshyn and Steve Chisholm. (hyman)

Mt. Equinox 2017

Long Course (5.2 Miles)

Car #	Car	Driver	Best	Saturday				Sunday			
				Sat Run 1	Sat Run 2	Sat Run 3	Sat Run 4	Sun Run 1	Sun Run 2	Sun Run 3	Sun Run 4
159	1959 Devin PE-5	Dave Zavetsky	5:13.471	5:57.198	5:27.982	5:24.318	5:17.201	5:13.471			
54	Lotus 7	Josh Mitchell	5:13.802	5:28.356	5:18.150	5:19.399	5:13.802	5:15.808			
37A	1964 Quantum Formula Saab	Stefan Vapaa	5:19.711			6:21.611	5:19.711				
37	1964 Quantum Formula Saab	George Vapaa	5:25.626	5:36.159	5:25.626						
132	1958 Triumph TR3	Rick McCurdy	5:49.759	6:04.010	6:11.161	6:16.852	5:52.379	5:49.759	5:50.785		
140	1964 Formcar S1 FV	Eric Logan	5:52.957	6:12.649	6:08.398	5:59.686	5:52.957				
555	Alfa Giulietta Sprint	Santo Spadaro	5:53.508	6:16.533	6:01.852	6:00.144	5:53.508	5:56.168	5:58.089		
612	1958 Morgan +4	Joe Fuller	5:56.494	7:01.084		5:56.494					
338	1958 Bobsy-Mong Porsche	Tom Miller	5:57.450	6:07.187	5:57.450						
452	MG TD	Edward Callo III	6:29.458	7:01.765	6:29.458	6:32.053					
67	1934 Hudson Indy 2 Man	Dorian Berteletti	6:38.390	6:45.695	6:38.390						
13	Autodynamics FV	Bob Webber	7:02.492	8:01.090		7:53.068	7:02.492	7:45.227			
53	1969 VW Beetle	Jason Di Cesar	7:04.792	7:04.792							
134	Volvo PV544	John Schieffelin	7:07.927	7:30.922	7:26.774	7:12.862	7:07.927	7:19.234	7:10.403		
93	1960 MGA	David Di Cesar	7:10.596		7:10.596						
295	1960 Sunbeam Rapier	Steve Silverstein	7:12.738	8:02.907				7:12.738			
684	1957 Morgan +4	Chip Brown	7:27.960	7:36.312	7:27.960	7:33.775	7:29.878				
661	1954 MG TF	George Pardee	7:30.710	7:30.710							
4	1954 Jaguar XK140 Special	Stephen Barnett	7:32.609	7:32.609							
665	1954 MG TF	Nick Pardee	7:45.477	7:45.477							
74	1962 Hillman Minx	Dick Waite	7:51.215	8:02.549	7:51.215	7:54.535					
1	"Old Grey Mare"	Ben Bragg IV									
20	1935 Ford Amilcar Special	Tom Ellsworth									
57	1959 Quantum II	Stefan Vapaa									
254	Lotus 7 S2	JR Mitchell									

“FACES at the DINNER”

Joe Fuller

(hyman)



Santo Spadaro

(hyman)

Tony Carroll

(hyman)





This year the Mal Donaldson Award was given to a much deserving husband and wife team. Jean Petryshyn and Steve Chisholm have, together, contributed much to the event and to its safety as both corner marshals and starter. (hyman)



on the banks of the famed Battenkill River. Each year the corner workers and course marshals select a driver for the René Dreyfus award. Named for the famed French racing driver and later New York restaurateur, drivers are assessed on their corner approach, apex and track out which means their smoothness and consistency. The award for 2017 went to Ed Callo driving his lovely red MG TC.

In the other major award of the festive evening, the Mal Donaldson award usually goes to a person or persons who best exemplify the vintage spirit. Usually the award goes to a driver but this year two long-standing workers, Jean Petryshyn and Steve Chisholm were honored for their tireless support of the hillclimb.

Times this year may not be as good as some would like because it takes awhile for new pavement to properly cure and provide proper grip. That bodes well for next year's hillclimb. Don't miss it!

By Dow Smith



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

1939 MG TB

Well known in the VSCCA, TB 0566 underwent a full restoration by marque specialist approximately 10 years ago. Tuned for reliability, it circles LRP around 1:25 with the idea of "drive to the track, race, and drive home". Maintained exclusively by one vintage race shop, TB 0566 has been a very enjoyable, and reliable companion to its owner for the last decade. Stunning grey over grey color combination, over period correct red bucket seats – original bench seat included. Equipped with full weather gear, tool kit, it also rides on period correct Blockley shod 19 inch wire wheels. A turnkey prewar racing entrant, this TB is a stunning and rare addition to any collection. \$64,500 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





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

1993 Porsche RS America:

#337 of 701 built - Build date - February 1993, Red/ Black Leather Sport Seats, Decal Delete. Equipped with all 4 factory options: Sunroof, Limited Slip, AC, and Radio (Upgraded). Rear seat delete, G-50 Trans, 17 inch wheels and M030 Sports Suspension are standard. 3 Owners from new, clean car fax, never tracked. This RSA has just had a full 60k mile service by marque specialist in addition 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 Position DHC:

Originally ordered as a Sedan with coachwork by Thrupp and Maberly Limited, GEN 70 was sold new to Col. John Kennedy. Retaining its original coachwork until October 27, 1937, it was then commissioned to have the more attractive 3 Position Drophead Coupe body by The Southern Motor Co. fitted. GEN 70 passed through several 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.

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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.





The PVGP is grateful to all of the drivers who helped create our Schenley Park races and we truly appreciate when they return to race with us each year. To acknowledge those drivers we have created the "Legends of Schenley Park" to honor racers that have raced with us 15 or more times.

All drivers competing in their 15th or more race will be recognized with a commemorative patch and gift at dinner on Saturday, July 15. Racers need not be active. More than 50 racers were honored last year.

Visit www.pvgp/drivers/legends for more details.



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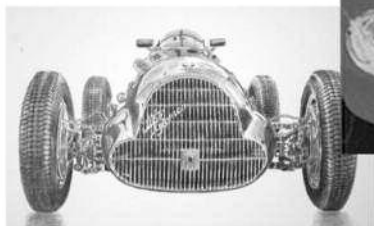


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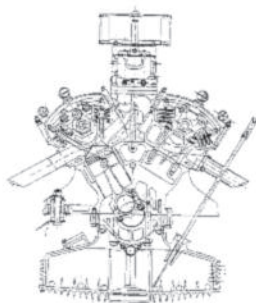
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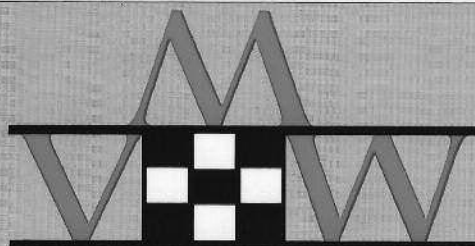
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