

VINTAGE SPORTS CAR



NUMBER ONE 2019

VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

39 Woodland Drive • New Britain, PA 18901

Membership inquiries to the above address



Edgar L. Roy, Founder

1905 – 1995

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VINTAGE SPORTS CAR



*Hershey's
Grand Ascent was
great fun in 2018
and promises even
better for 2019.
The course, narrow
and tight, is a
major challenge
but not without its*

*rewards. Here the club secretary, Mr. Fenley, is using as much tarmac as practicable while enthusiastically applying his right foot to the loud pedal of the Lotus Elite.
(Story on page 3)*

(Photo by hyman)

TABLE OF CONTENTS

NUMBER 1 - 2019

Editorial	2
Grand Ascent at Hershey:	
Story	3
Results	12
Gossip	14
Annual General Meeting - 2018	18
Koshland Award	28
Edgar L. Roy Award	32
1952 FIAT 8V	36
A Visit to the Schlumpf Museum	38
Obituary: Peter Giddings	52
Book Reviews:	
Schlumpf	56
Les trésors de la Collection Schlumpf & l'épopée automobile	57
Chaos at the Concours	58
Hotel de France	59
Letter We Wish We'd Written	60
Classified	62

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The temperature this morning was in the single digits Fahrenheit, but the sky is cloudless and, even as winter makes its last gasp, spring is somehow in the air. We can't wait.

Just a few days ago we enjoyed the Northern Tech Seminar and Auction at the Saratoga Museum. It was a delight. That event serves to whet the appetite for going motoring again. The seasons are changing now and spring brings anticipation for a motoring season of new adventures and joys.

We'll soon be enjoying a few thousand miles of wandering through France, open to whatever that may bring. For sure it will bring a day at the museum in LeMans and, likely some other motoring Meccas. We'll make our annual stay at the Hotel de France and eat breakfast again under a photo of Sam Posey.

The racing season calls and we shall put off the creeping fear of increasing age for at least another year. Motoring adventure tends to keep one young, or maybe it is a chemical reaction to Nomex? We're not sure but can't wait to be on the grid at Lime Rock or awaiting starter's orders at Mount Equinox and the Hershey Hillclimb.

This issue covers motoring adventure from Hershey, Pennsylvania, to Lime Rock Park in Connecticut and 'cross the pond to Eastern France. We honor old friends still amongst us and one who has sadly departed.

Spring brings with it the call of the open road and motoring adventures still to come.

Enjoy!

jpd

Hershey Hillclimb - 2018

June 8 and 9, 2018

The Annual “Grand Ascent at Hershey,” *aka* “The Hershey Hillclimb” is always a favourite event for this writer. We attended the final SCCA version - which was the 25th running - back in the Autumn of 1970. Mathematics would suggest that to have been forty-eight years ago but that simply isn’t possible. Hm m m m mm

The VSCCA has been running it now for quite a few years, first under the guidance of David George and currently with the leadership of Stefan Vapaa. It’s always a delight.

The event is very different all these years later and in a number of aspects. First is the course, itself. Back in the heyday of the event the foliage on the hillside and along the edge of the track was significantly less dense. That meant that lines of sight for the drivers climbing the hill were a lot more open. With that openness came the ability to see further through the corners and, thus, hold higher speeds. The more open foliage also made life easier for the spectators as they could see more of the course from any vantage point and the paths up and down the hill were a great deal wider and more accessible. There was also less poison ivy. Another difference was the number of entries. We



A favourite shot from our first visit, the last SCCA running in 1970. It almost looks as if the finish line may be a few feet lower down the hill than we use today. (jpd)

*FTD went to
Stefan Vapaa in
the Saab Sonnet.*

(jpd)



*Second fastest
went to Adam
Buck in the
“fuelie vette.”*

(jpd)

*Third quickest in
the Formula S,
Saab-powered
single seater was
Vapaa the elder,
George.*

(jpd)



seem to think that there were likely closer to sixty or even a hundred competitors filling the paddock at the bottom of the hill in 1970. They represented most of the SCCA's production classes as well as the open wheeled and modifieds. Of late the number has been significantly down from that. There is hope to improve the entry for 2019.



Bob Webber making a decent rate of knots in the FV.

(hyman)

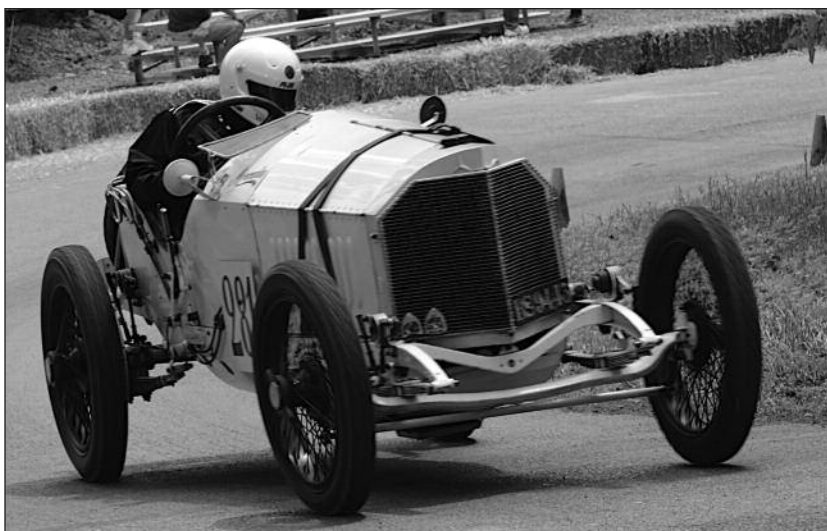


Tanya Emslie looking very smooth while the TC claws its way to the finish line.

(hyman)

*Mr. Hyman
finding himself
on the other end
of the lens as he
motors up the
hill toward the
first turn.*

(L. Pray)



*Approaching the finish line with the suspension fully loaded, Hal Fillinger has
the Mercedes working hard.*

(hyman)

*Campbell's
Bunce Buck H-
Mod Special is
a delightfully
esoteric wee
beastie. It
goes pretty
well, too.*

(hyman)



Bill Lightfoot was celebrating sixty years of motoring competition that weekend. He still has the same enthusiasm as when he started.

(hyman)



The Daniel family Jag did double duty for both Todd and his dad.

(hyman)

Bayuk's Alfa awaiting the start.

(jpd)





Moscowitz' old war horse, the Olds Special, has been climbing hills off and on since the late fifties. Steve has it running pretty well these days.

(hyman)

Mr. Fenley under starter's orders as the green flag drops.

(jpd)



Buck's Vette at full chat.

(hyman)



Our photographer friend in his favourite Porsche.

(jpd)

Is this Hutton's Edwards Blume Special? We almost mistook it for an MG.

(hyman)



Wow, it almost looks like he knows what he's doing. In this case it is the editor, arms hard over, wheeling the editorial Allard through the first turn.

(bill stoler)

The Garroway Jag



(jpd)

Wayne Carini brought out his recently acquired ex-Dave Garroway Jaguar SS-120. It was called a 120 because, back in the day, Garroway replaced the SS-100 engine with one from an XK-120. A well known TV personality, Garroway was also an enthusiastic car guy. The top photo shows Carini with the car in the paddock at Hershey. The middle shot is at Bridgehampton in the early fifties while the lower shows Garroway coming round on the pace lap at Watkins Glen in 1950. That's Bill Spear in the #111 Ferrari leading the way.



(jpd collection)



(jpd collection)



Van Huystee's HRG looking absolutely pristine. Willem shared the car this year with Michael Rowan. (hyman)

The back access road to the Hershey Hotel, which is the race course, was just as narrow back then as it is now, though there were fewer trees at its very edges. Still, the speeds were beginning to outstrip the course's ability to safely accommodate more modern cars and the event went into hibernation. Over the years there were a few attempts to waken the event from its slumber but nothing really succeeded until the idea came along to try it as a vintage event tied into the newly birthed very high end concours at the Hershey Hotel on the Sunday, "The Elegance at Hershey."

This year's iteration enjoyed dry days and an incident free running. The entry was only 22 cars, two of which were shared. The total was a disappointment. On the other hand, those of us competing were able to get in as many runs as our fuel supplies and our own physical stamina could handle.

The variety of the entry was impressive, everything from the prewars up to a couple of fire breathing Corvettes. We are always happy to see Willem van Huystee's HRG present and looking perfectly presented. Both Willem and Mike Rowan were enjoying it.

Another wonderfully iconic car making its VSCCA debut was the old Dave Garroway Jaguar SS-120. Early in the fifties, Garroway had replaced the original SS-100 engine with one from an XK-120. It currently has a wonderful patina. Wayne Carini had recently acquired the old beast and, much to the crowd's delight, made some demonstration runs up the hill with it.

Young Vapaa was fastest in the '68 Sonett SAAB but the rest of the field, were pretty well clustered within five or six seconds either side of the one minute mark.

The results tell the tale of the clock.

Thanks are in order to all who made the event possible.

jpd

RESULTS: 2018 Grand Ascent at Hershey
8 and 9 July, 2018

<u>Place</u>	<u>Name</u>	<u>Car Year</u>	<u>Car Make</u>	<u>Car Model</u>	<u>Time</u>
1	Vapaa Stefan	1968	SAAB	Sonett	52.89
2	Buck Adam	1957	Chevrolet	Corvette	54.56
3	Vapaa George	1964	Quantum	Formula S	56.58
4	Buck Frank	1957	Chevrolet	Corvette	57.65
5	Rose Don	1959	Lotus	XI	58.04
6	Fenley Scott	1961	Lotus	Elite	59.29
7	Rich, Michael	1955	Austin Healey	M	59.55
8	Baker, David	1970	Porsche	914-6	59.73
9	Bayuk, Jeffrey	1959	Alfa Romeo	Gulietta	61.45
10	Daniel Todd	1958	Jaguar	Mk1	61.85
11	Donick Jim	1951	Allard	J2	61.87
12	Hyman Ed	1956	Porsche	356 Coupe	63.87
13	Moskowitz Steve	1941	Oldsmobile	Special	64.66
14	Hutton Norm	1954	Edwards Blume	Special	67.57
15	Lightfoot, Bill	1959	Morgan	+4	67.59
16	Webber, Bob	1964	Autodynamics	FV	69.07
17	Campbell, Rich	1959	Renault H-Mod	Bunce Buck	72.39
18	Fillinger, Hal	1911	Mercedes	Grand Prix Special	74.81
19	Rowen Michael	1948	HRG	1500 Roadster	75.18
20	Stewart, Shellie	1958	Healey	Sprite	75.85
21	Van Hustee, W.	1948	HRG	1500 Roadster	76.07
22	Emslie Tanya	1948	MG	TC	77.78
23	Rowen Michael	1939	MG	TB	81.04
24	Gould Paul	1954	Alfa Romeo	1900	82.89

The Elegance at Hershey Presents:

JUNE 8 AND 9, 2018

THE GRAND

ASCENT



VINTAGE CAR HILL CLIMB

FUELED BY: The Philadelphia Trust Company • Commonwealth Equipment

Buy Tickets Online: theeleganceathershey.com/event/the-grand-ascent

g o s s i p

Recent Acquisitions, Restorations, Repairs and assorted Mechanical Minutia

We related in Issue 2 of 2018 our meeting along the *Bay du St. Michel* with the annual tour of the *Amicale Traction Cauchoise*, who were off on their own adventure. Needless-to-say, we were pleased to establish diplomatic relations for the VSCCA with these hospitable and sympathique enthusiasts. Earlier in the winter they sent their best wishes to the VSCCA for the upcoming year. We hope to catch up with them again on our annual jaunt through France this spring. Watch this space.



★ ★ ★

We have it on good authority that the club's president, Sandy Leith, recently bought a Model A roadster pickup to use as a beach vehicle at his place down on Cape Cod. We await photos with interest.

★ ★ ★

We are reminded that the Lime Rock Historics this year will be honoring Morgans. Let this serve as a reminder to all Morganeers out there that hav-

ing the car ready for the event, even as a spectator vehicle in the paddock or for the Concours on Sunday is strongly encouraged.



We recently (Feb 24th) got to celebrate Gordie MacKenzie's 93rd Birthday and are of course reminded of his legendary career at the wheel of "Mother." The shot below was a hard fought duel at Thompson in August of 1959. The other driver was the equally famous Denise McCluggage. In this shot Denise is putting a move on Gordie going into turn 1. The second shot happened shortly thereafter when MacKenzie and "Mother" got a little sideways and Denise went on through. Those were the days. . .



We spoke of Sandy Leith earlier in this section but must return to his equipe with news that the BMW 328 paintwork has proceeded apace. The final colour will be a marvelous shade of Gray. We confess we would have preferred to see it stay in dark bleu but we didn't get a vote. Also, as the photos illustrate, the task of retrimming has been completed and the new interior looks awesome.





After a nasty road accident a number of years ago Andy Greenberg's Aston is finally coming back to life. He recently shared this shot of the old girl in the paint booth. He promises that we will see her back on the road 'ere long.



Last year's Greenwich Concours (usually the weekend of the Jag Event but our cars are invited for the Sunday) was most enjoyable. The Field on Sunday was filled with Cunninghams and lots of VSCCA members with and without their cars. The editorial HRG had pride of place in one of the circles along with a load of other VSCCA motors, all polished and looking spiffy. We understand that the Greenwich Concours would like to honor the VSCCA's sixtieth season at the Concours this year and will be inviting the VSCCA to have our own class there. The editor is currently working with the Wennerstroms, who run the event, and will report details as they become available. **PLAN TO BE THERE!**

VSCCA Annual General Meeting 2018

9 November, 2018

The final event of the VSCCA's year was the Annual General Meeting held, once again, at the White Hart Inn in Salisbury, not far from our favorite racetrack. The 2018 AGM was particularly special since the meeting was followed by a dinner celebrating the club's 60th anniversary.

Club President and the chair for the meeting, Sandy Leith, kicked things off with some brief remarks reporting that the fiscal health of the club is "good." Sandy also reported that the board is working hard to build our event fields in order to maintain cash reserves and build event participation. The club depends on entry fees to cover costs.



The president, Mr. Leith, making his opening remarks.

(jpd)

He noted the passing of several club members during the year and particularly highlighted the loss of Otto Linton, George Fogg and Bill Rutan.

Sandy also reported the schedule for 2019 is posted to the club's website, noting that it is still a work in progress waiting to finalize dates and details for Thompson and the new event at Tamworth.

Next up on the agenda was Activities Chair Joseph DeLucia with a comprehensive report on the break-even point on the various track events during the year. There was a good deal of discussion about some events, which are not paying their way. Joseph feels we need to take a hard look at those events and what might be done to improve participation.

Interesting Motors cooling down in the parking lots:

Schieffelin's long suffering Volvo Shooting Brake.

(hyman)



Towner's fire breathing Ford GT.

(hyman)



A delectable Saab 96 - but we didn't identify the driver.

(hyman)



The president conferring with the secretary. (jpd)

Secretary Scott Fenley reported on membership and a decline since 2014 with 710 active members to 646 in 2018. There were 26 new members in 2018 but the year ended with a net loss of 18 members thanks to resignations, deaths and nonpayment of dues.

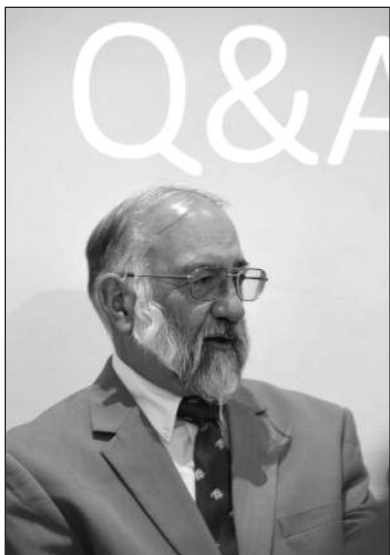
He urged members to promote the VSCCA at every possible opportunity and Joseph DeLucia distributed business cards for the members to hand out to prospective members.

According to Treasurer Chip Brown, the club's finances are reasonably stable. The latest figures show that club revenues were practically unchanged from last year. Club spending was sharply lower from 2017 but that lower number reflects, "front loading" of Lime Rock Park payments for 2018 in the previous year. After adjusting for the early LRP payment the club's driving event net surplus would have been roughly \$4,000 for both years. Currently our checking account stands at \$145,000.

Editor Jim Donick reported on his plans for the club magazine and our calendar which this year will highlight the cars in the Saratoga Auto Museum exhibit honoring the VSCCA on our 60th Anniversary.



The treasurer, Mr. Brown, relating the condition of the exchequer, while Dr. DeLucia smiles in approval. (hyman)



*Two of the directors, Mr. Mitchell, and the newly wed Mr. Spadaro listening intently.
(hyman)*



*Members of the board chatting with the crowd prior to the opening of the meeting.
(hyman)*



The chairman of car classification, Mr. Bragg, fielding a question on tyres or engine displacement or the menu for the fast approaching luncheon.
(hyman)

Car Classification Committee chair, Ben Bragg reported on his committee's rules for issuing log books to "specials". Prewar and post war specials with documented history from before 1966 will be inspected by the CCC and chief scrutineer and the documentation will be reviewed. Specials without documentation must be approved by the full board of directors.

The club strongly disapproves of "specials" being created from a complete car such as taking a prewar Riley Saloon and rebodging it as an Imp or MPH.

Charles Bordin delivered his report on the Driver Qualification Committee starting with the annual drivers school. 13 members signed up and 11 drivers passed. He said they have been constantly improving the school and now are getting more professional instructors. He also urged older members returning to the track after a few years absence to sign up for the school as a refresher. Bordin commented that some of us may not be as sharp as we once were., especially after a long absence from the cockpit.

There were few accidents involving VSCCA cars this year but there was a lot of what he characterized as "stupid" driving including during the Lime Rock Historic Festival. This year nine drivers were put on probation and one was suspended.



Mr. Bordin, the chair of Driver Qualification, relates the experiences of the season.

(hyman)

Bordin emphasized that medicals need to be up to date before you will be allowed to race. It should be routine to get an annual physical and update your medical once a year.

Now, at each race you are required to show your membership card at registration and on the back of your card it will say that you are on the approved drivers list and the date of medical. Without this information being up to date you will not be allowed to race!

While not on the agenda, both Skip Barber and Murray Smith were on hand. Skip reported on his continuing efforts to get Sunday racing approved. Murray outlined plans for 2019 Historic Festival 37 on Labor Day. Celebrating the 50th anniversary of Formula Ford there will be a special class for early versions.



*Members of the Board listening to Bordin's report with approval.
(l. to r.) Ben Bragg, the editor, jpd, Mr. Schieffelin, Mr. Brown, and Dr. DeLucia.
(hyman)*

Very much in keeping with the VSCCA, the 2019 Festival will also honor the history and evolution of the Morgan sports car with a class in the races and a display in the concours. This is a fitting honor for a car that has always been admired in the VSCCA and well driven by some popular members.

Honored guest this year will be former Formula One Ferrari and McLaren driver Stefan Johansson. Sunday in the Park will celebrate Italian Masterpieces featuring such marques as Ferrari, Maserati and Lamborghini as well as names from the past like Stanguellini and Abarth.

Webmaster Mark Sherman took questions about the workings of our club website and there was a discussion of adding Instagram to our current social media presence on FaceBook with Whit Smith offering to set up an Instagram account.

FACES:



Mr. Webber

(hyman)



Mr. Melhado

(hyman)

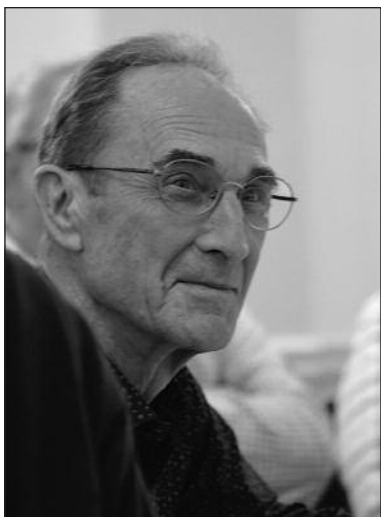
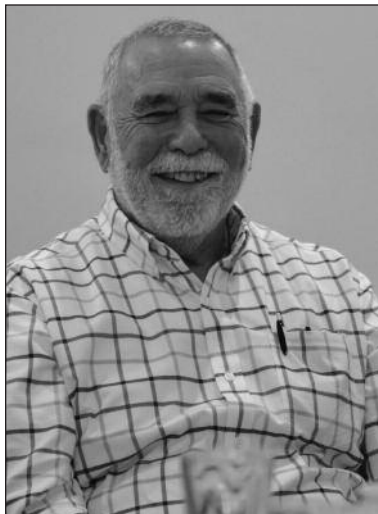


Dr. DeLucia and Mr. Fenley

(hyman)

Mr. Muscolino

(hyman)



Mr. Logan

(hyman)

*Former president Robert Richer
talking to Mr. MacKenzie.*

(hyman)





The Koshland Award was presented to Tom Ellsworth.

(hyman)



The Goodchild Award went to Mark O'Day.

(hyman)

Sandy then announced the winners of the annual Goodchild and Koshland Awards. Since the Koshland Award is bestowed annually to a member deemed by the Board to typify the spirit and values of the club this year it was only fitting that it was awarded to Tom Ellsworth.

Named in honor of the late Tony Goodchild, this award goes to a member both known for his driving and willingness to assist with events and mentor new drivers so it appropriately went to Mark O'Day.

The meeting ended with a drawing for some now available low racing numbers but Scott Fenley reports it didn't work out as planned. Those not in attendance at the AGM generally declined the 2 digit numbers so more names were pulled in the days that followed.

With that the meeting was adjourned with most members planning to return for pre-dinner cocktails and the dinner in honor of the VSCCA's 60th anniversary.

dow smith



1950 *Successes to date include:-*

GOODWOOD

Reg. Parnell won Richmond Trophy for the second year running.

PRESCOTT HILL CLIMB

Sydney Allard gained fastest time of the day.

SHELSLEY WALSH

Raymond Mays gained fastest time of the day.

SWISS DEUXIEME COURSE INTERNATIONALE DE COTE DE LA VUE DES ALPES

Louis Chiron won first place.

LE MANS 24 hour race

Sydney Allard and Tom Cole . . . first British car to finish . . . 3rd in General Classification.

JERSEY ROAD RACE

Reg. Parnell 2nd.
David Hampshire fastest lap time.

(All subject to official confirmation)

. . . using **VIGZOL**



2018 Koshland Award to Tom Ellsworth

At the 2018 AGM the president had the distinct pleasure to honor one of our most enthusiastic and supportive members, Tom Ellsworth, with the club's highest annual award, the Koshland.

Named after the late Tony Koshland, the award is given annually to the member deemed by the Board to best reflect the image, the traditions, the philosophy, and the aspirations of the Vintage Sports Car Club of America. The list of previous winners reads like a VSCCA Pantheon of Heroes and rightly so. With this award in 2018 Tom Ellsworth joins that pantheon.

No newcomer to vintage sporting cars, Tom has been a lifelong enthusiast and an ever present and active member of the VSCCA. He began as a supporting member of the legendary North Shore Boston racing squad that was John Plaisted's (and later Stutz Plaisted's) racing effort. As a very young man he managed to get to most of the racing circuits of the day as well as the



Tom coming down off of Equinox in the Amilcar.

(hyman)

various hillclimbs that were available. Tom fell in love with the hillclimbs. He went on to become one of the VSCCA's strongest exponent of them and of keeping the VSCCA active in promoting the regular revivals of the most daunting hillclimb in the East, Mount Washington. One can't help but believe that, if given the opportunity, Tom Ellsworth would happily try to stage a hillclimb there in the dead of winter. His infectious enthusiasm for the event could be counted on to bring out a respectable field for Mt. Washington, even in those circumstances.



(jpd)



(hyman)



(jpd)

*In the prewar
AC on a Nutmeg
Rally with Mr.
Waite navigat-
ing.*

(hyman)



*Smiling one year at
Mount Washington,
arguably his
favourite event.*

(hyman)



*At the helm of his Tojeiro and motoring briskly at Lime Rock.
That car has since gone to Marc Cendron.*

(hyman)

Ellsworth was also one of the leading lights of the now-legendary Castle Hill Concours and Hillclimb which was conducted between 1996 and 2003 at the Crane Estate in Ipswich, MA. Old-timers still speak of the magnificence of this weekend-long event in reverential tones.

Tom is also a keen supporter of the prewar class. His restoration of the old ARCA “Ford Amilcar” is legendary. Chosen to be its next custodian by our “barnfinder” President, Tom found the car in less than authentic livery and brought it back both aesthetically and mechanically to what it was in the 1930s. He has since campaigned the car tirelessly and with exceptional success. Watching the Ford-Amilcar climbing through the first parking lot on the side of Equinox Mountain is always an anticipated delight for the crowd gathered there.

Ellsworth’s racing has not been limited to the prewar class but he has his share of miles in the sportracers of the fifties, including a luscious Tojeiro and a less luscious (to our taste) Elva.

Both were always driven with enthusiasm and with nary a wheel put wrong. The Tojeiro has since gone to Marc Cendron. We aren’t sure of the disposition of the Elva.

On Road Rallies Tom has enthusiastically run a prewar AC Tourer and, we seem to recall a lovely AC Ace as well.

A more fitting recipient for 2018 would not be possible. We convey our heartfelt congratulations to our very good friend.

jpd



Climbing Mount Equinox.

(s. smith)



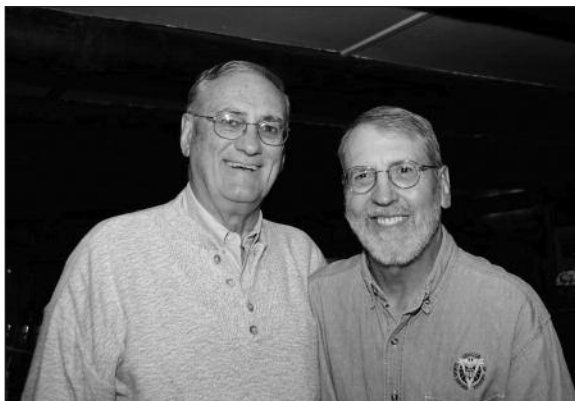
(jpd)

Edgar L. Roy Founder's Award
John J. Schieffelin

At the Club's Sixtieth Anniversary Dinner the former president, John J. Schieffelin, was awarded the club's Edgar L. Roy Founder's Award. The award was created at the time of the club's fiftieth anniversary to honor members of our organization who have given all-but-a-lifetime of service to the club.

In his nearly forty years in the club John Schieffelin has been an ever visible presence at every sort of event the club has presented. His unbounded enthusiasm for vintage motoring goes well beyond simply bringing a car to the races. Over the years Schieffelin has driven his steeds to countless events, competed, and then driven them home again. The tales of John's highway adventures in his race cars are many but we'll limit this telling to but two.

Once upon a time, when the VSCCA was at the center of the Pittsburgh Vintage Grand Prix, Schieffelin would annually drive there from Massachusetts in his 3 Liter Bentley. That's something over 400 miles each way. DiCola would follow him with the truck and a trailer carrying the Arnolt but John always made the drive in the Bentley. At the time John was a motorcycle dealer in Massachusetts and would run the Bentley on his Motorcycle Dealer Plate. It was the same size as any other motorcycle plate, i.e. SMALL. Motoring across the New York State Thruway one year he caught the eye of a female trooper who was fairly certain that this couldn't be legal. After all, it was a motorcycle plate for goodness' sake. It was also mounted over the British plate and having two plates on a car seemed pretty dodgy to her as well. It is safe to conclude that her sensibilities were somewhat offended. She pulled him over and the resulting confrontation was said to be hilarious. She tells him it's not legal. He tells her that in Massachusetts it is legal. She goes



*With Gilmore at an
AGM some years
back.*

(jpd)



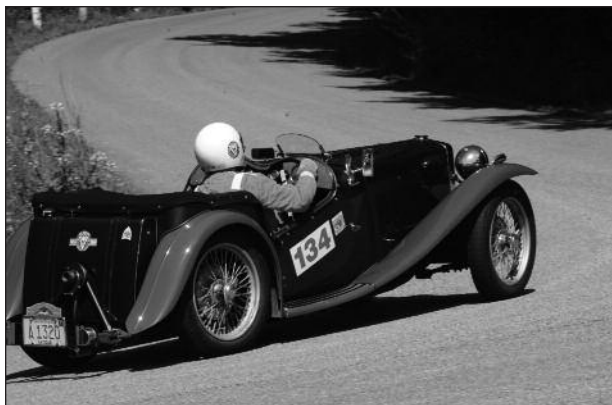
*With the long chassis 3 liter and a cockpit full of children about to tour the
circuit at Lime Rock around 1983.*

(jpd)



*Always ready to take an
interesting vehicle over the
road, John made a run
from Massachusetts to
Mexico City in 1972 on
this R75/5 BMW. He
shared the adventure with
his soon-to-be-wife, Shelly,
and she married him any-
way.*

(schieffelin collection)



*Taking the TB-MG up
Mount Equinox.*

(hyman)

*The TC with his grand-
children stuffed in one
weekend at Lime Rock.*



(jpd)



Still light on his toes, John demonstrates his best skateboard moves for his fan base. He promised that at some point he might actually try to do them while standing on a skateboard but the idea sounded dangerous.

(jpd)

*Holding court at an AGM
during his long presidency
of the club.*

(hyman)



back to her car ostensibly to check with Massachusetts and comes back to say that she had checked with Massachusetts' DMV and they told her it wasn't legal. Schieffelin reminded her that it was Sunday afternoon and the DMV wasn't open in Massachusetts to answer her questions. Her anger seems to have grown from there to the point that John stuck out his wrists and told her to clap the handcuffs on him and take him away if she was going to arrest him. Then he jumped over the guard rail at the side of the road, walked a short distance, and sat down on the ground to await her decision. After a while she simply drove off.

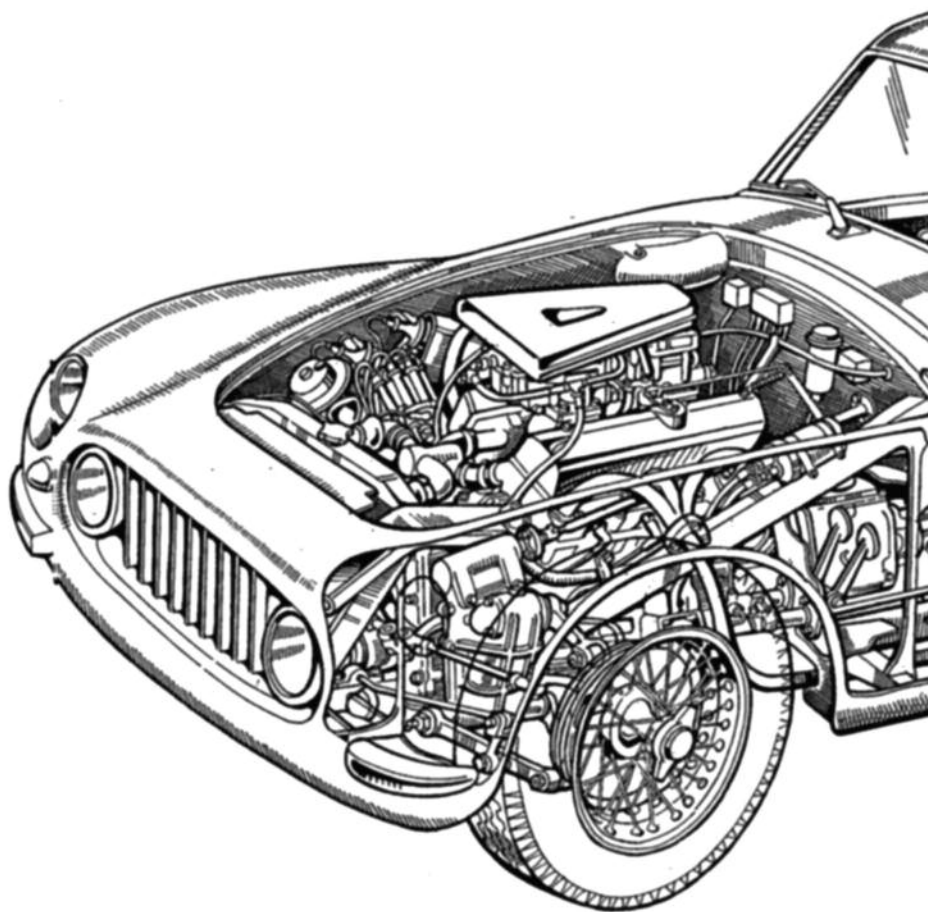
Another time he was driving the Allard back from Mount Washington when what must have been the final bolt holding the rear suspension onto the car fell off. (*We assume any other suspension bolts had been left on Mount Washington's slopes over the years.*) With this the car settled to the ground on the offending corner. John went through the old loose bolts in his tool bag to find something that might sort of fit, but to no avail. Patience being a virtue and options being limited, he sat beside the road there until another competitor happened by with their own race car trailer. Bumming a used bolt out of the friend's trailer, John stuck it into the empty hole, securing it and the suspension long enough to get home. We have it on good authority that the used bolt he borrowed stayed in place for a number of years afterwards. Heck, if it worked that day there was no reason to believe it would stop working later, was there?

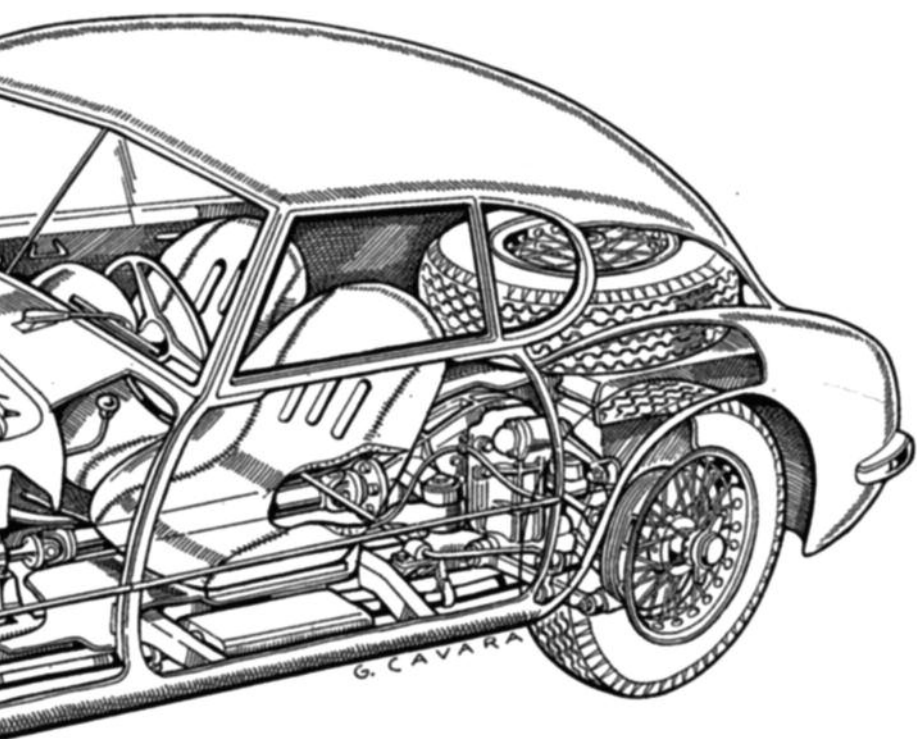
The Schieffelin equipe has been varied over the years and included (*but could not possibly be limited to*) a couple or three Bentleys, the Arnolt Bristol, a Flat Rad Morgan, some sort of sprint car, an Allard K3 (now in the Michael Donick collection), a short (*very*) affair with a Marandaz Special, a Bristol 403, a couple of T-series MG roadsters, and a Volvo saloon. There are undoubtedly more but, at this point, memory fails.

He served the club long and faithfully as the Activities Chairman and then later as the Club's President. John is only the fourth person to receive this award. We offer our congratulations.

jpd

1952 FIAT







(jpd)

A short visit to the Schlumpf Collection

It's official name in French is a bit of a mouthful: "*Cité de l'Automobile, Musée national de l'automobile, Collection Schlumpf*" and it's located in Mulhouse, France. Most of us have always simply thought of it as "the Schlumpf Museum," though when wandering around Mulhouse it seems the signs mostly refer to it as "*Cité de l'Automobile*." That keeps it from confusion with another museum in the city that we will touch upon at the end of this particular visit, the "*Cité du Train*," which is pretty much what the name implies but on a most amazing scale. More on that anon.

The Schlumpf Museum is arguably one of the two best automobile collections in all of France. The other is the museum at LeMans that celebrates the greatest motor race in the world, "*Les Vingt-Quatre Heures Du Mans*." Schlumpf, though, is the mecca for any enthusiast of the legendary motors of Molsheim, the marque Bugatti. Over the years the Schlumpf brothers, particularly Fritz, amassed the largest collection of Bugattis in the world and then secretly built this museum to house them. The tale of how the workers at their factories revolted and the subsequent confiscation of the collection is well known and better told elsewhere. Suffice that the story is sad and is not without its complications. For purposes of this little essay we will simply focus on the museum as it exists today and leave its convoluted history for another day.

GETTING THERE:

If one has the time and the inclination driving to Mulhouse is straightforward. Driving provides the opportunity to visit either the Champagne region or the sites of most of the battles of World War I. The drive is an adventure

in itself. For those with less time the high speed train from Paris is a delight and whisks one to Mulhouse in a few short hours. While it is possible to make the trip by the first train in the morning and back to Paris on a later one in the afternoon, we would recommend spending the night. There are inexpensive hotels near enough to the train station and the tram system in Mulhouse makes getting around a doddle. The restaurants in the center are perfectly adequate, maybe a bit more so.

From the train station the tram ride to the “*Cité de l’Automobile*” is less than fifteen minutes. Upon arrival at the museum one is greeted by a fascinating sculpture on the front of the building that appears to be a collection of sports racing cars emerging through the wall.



The Racing cars emerging from the facade of the museum make for an interesting welcome.

(jpd)

THE MUSEUM:

The entry into the museum opens onto an all-but-overwhelming vista of cars. The display area alone is 17,000 square meters. In designing the museum Fritz Schlumpf decided it should be lit with the lamps that grace the *Pont Alexandre III* in Paris. There is no evidence that Fritz made efforts to purchase the originals. No doubt the city of Paris wanted to keep them anyway but, even if they would have been willing to sell, there would not have been enough of them. Fritz simply had them copied and, copied it would seem, by the hundreds. The result is a fairly soft lighting to show off the cars and a sense of time long gone by throughout the entire building. The lighting sets the atmosphere and with it strikes an emotional chord as well.

The collection, itself, is more than simply Bugattis, though that part of the collection alone would make the museum’s reputation as one of the greatest in France and maybe the world. In addition, though, Fritz Schlumpf had

acquired a significant number of Gordinis as well as Ferraris, Alfa Romeos, Delahayes and Delages, Renaults, Citroens, and nearly anything else one can imagine. That is except American cars. We are told there is but one of those in the collection, maybe a Buick.

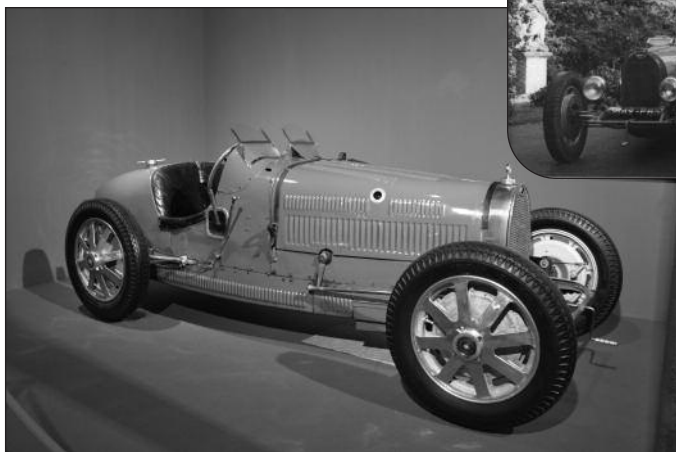


The Schlumpf Museum has what is likely the finest collection of Gordini racing cars anywhere in the world. Fritz bought out much of the remains of the factory.
(jpd)



The entire history of the automobile is laid out for the visitor from its earliest (and crudest) days up to the very recent sophistication of things like the Alpine Renault and modern Formula One cars up to around the year 2000. There are also a few oddballs, one of which was pointed out to this writer by a local guide, who understood I raced Allards in the United States. The car is a one-off called an Allart. It was built by a French *garagiste* of that name, using Simca mechanicals. He completed it in 1959 after a three year gestation. The photos of it elsewhere in this story may remind one a little of the two Allard Coupes that were built around the same time. The Allart was reported to be capable of exceeding 160 Km/hr or roughly 100 mph.

Pride of place is clearly reserved for Bugattis and the collection boasts an example - often several - of nearly every model that was produced. While the



The genesis of the collection, Fritz Schlumpf's T-35B racing car. He ran it a bit prewar and then again after the war. Inset: Fritz with the T-35B in happier days.

earliest models are present, visually the collection begins with Fritz Schlumpf's own Type 35B Grand Prix car that he raced in local hillclimbs and such before the Hitler war and shortly thereafter. The latest models, those post war road cars that were mostly warmed over prewar cars, are well represented as well as the last of the Bugatti Grand Prix efforts, the Type 251 of 1955. There are two of the original six Bugatti Royales, and a third, which is an authentic reproduction of the Esders Coupe, that was later rebodied into the Coupe Napoleon.

Our own taste runs closer to the racing cars, both those of Bugatti and the many open wheeled cars of the fifties and sixties that are present. Being a great fan of the late Jean-Pierre Wimille, we were enchanted by the Type 59/50B that he drove to win the first motor race in France after the war, the 1945 *Coupe des Prisonniers*.

The photos will offer a better glimpse of this magical place than any words might add. Thus we wrap up with two thoughts. First is the reminder that one would be well served to make the trip to Mulhouse an overnight stay so as to absorb the museum in two several hour visits. The second thought is that, in doing so, one can save a couple of hours for the "*Cité du Train*," which is a short tram ride away and has within its walls an example of the Bugatti high speed rail car, the "autorail," which proved a more lucrative home for the Royale engines than the cars ever did. The Bugatti Autorail is a sight not to be missed and is a perfect coda to the entire Mulhouse experience.

jpd



Arguably one of the most beautiful coupes in the collection. Looking not unlike a miniature Royale, this T-46 Surprofilé once belonged to a long time VSCCA stalwart, the late Andy Rheault. He sold it to Fritz on the 23rd of July, 1963 for the princely sum of \$1400.

(jpd)

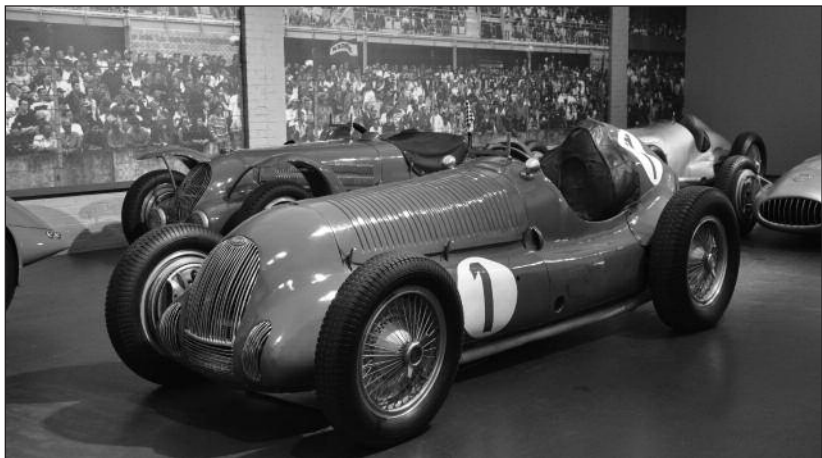


Another spectacularly beautiful T-57, in this case an S. With coachwork by Van Vooren, chassis 57571 went originally to Algeria before heading to the USA. For some years it belonged to Dr. Sam Scher, an early fixture of the SCCA and legendary New York car collector. Fritz acquired it in the sixties and returned it to Alsace.

(jpd)

C'È UNA
BUGATTI
NON SI PASSA !





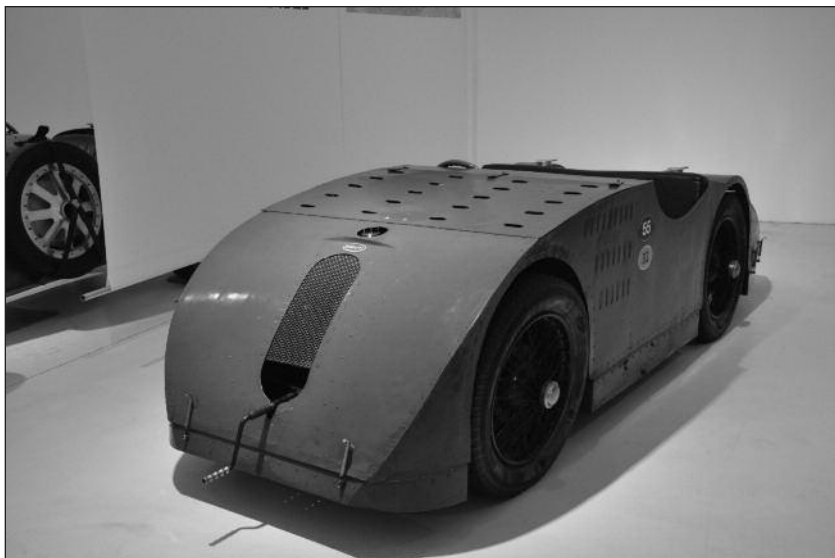
Wimille's 1939 Type 59/50B that he drove to win the first motor race in France after the war, the 1945 Coupe des Prisonniers. This monoposto boasts a 4.7 liter straight 8 blown engine. Wimille drove what was likely a similar car (rather than this one) to second place in the 1937 Vanderbilt Cup races on Long Island. The inset photo is VSCCA founder (and father of our current President) Bill Leith sitting in this very car in Bugatti's Paris showrooms during his honeymoon in 1951.



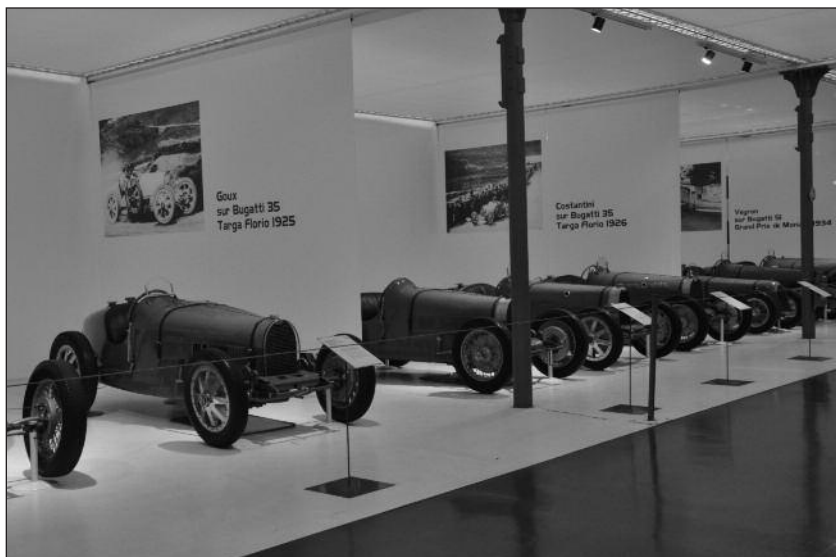


The One-off Allart Special of 1963. Constructed by an enthusiastic garagiste of that name, it was based on Simca mechanicals and was claimed to be good for nearly 100mph. We rather like it.
(jpd)





Who says Bugatti never built an ugly car? Actually, we are unfair, the T-32 Tank of 1923 reflected aerodynamic thinking of its day and was not the only French racing car to look like this. Admittedly, the aerodynamics of the design would have generated lift rather than downforce. Still it did become the predecessor of the most successful model of them all, the T-35 family. (jpd)



GP Bugattis lined up cheek by jowl. Mostly Type 35s in multiple incarnations, the one on the far right, though is a Type 51. (jpd)



One of our favourites, the 1931 OM Type 665 MM Roadster. OM stood for Officine Meccaniche, the Italian auto and truck manufacturer, who produced this little gem. Motive power was a six banger in line and in this case equipped with a blower. They marque won the 2-liter class at LeMans in '25 and '26. OM managed a victory in the 1927 Mille Miglia, hence, no doubt, the MM designation for this model. By 1938, OM's car manufacturing may have been subsumed into FIAT.
(jpd)



Simply intoxicating beauty. . .open roadsters in multiple models. (jpd)



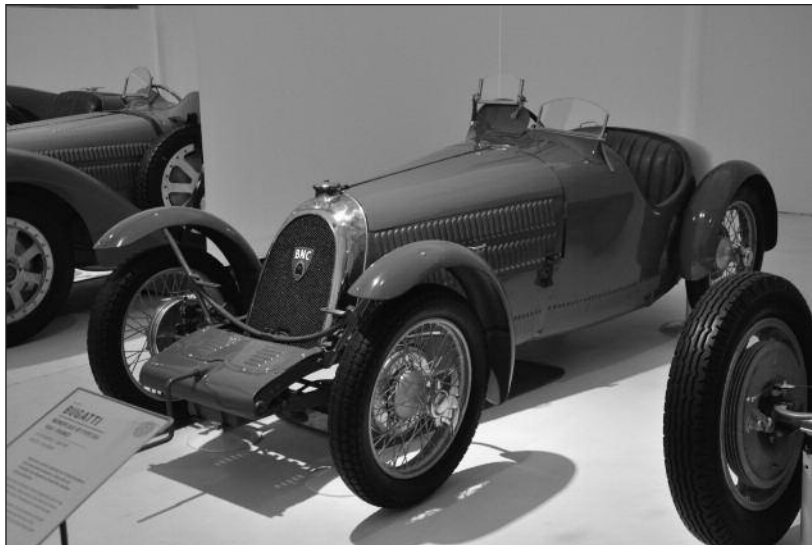
*Schlumpf is truly
an Aladdin's Cave
of a museum as it
is lit with lamps
cribbed from the
Pont Alexandre III
in Paris.*

(jpd)





For our money, the Alpine Renault may be among the most desirable of the relatively modern cars ever produced in France. (It was also produced under license in four or five other countries as well.) This example is exquisite. (jpd)



Another Marque with ties to the early characters in the VSCCA, the BNC roadsters were simply jewels of automotive joy. Always with a proprietary engine, they were light, nimble, and quick. BNC, by the way, stands for Bollack, Netter, et Cie. (jpd)

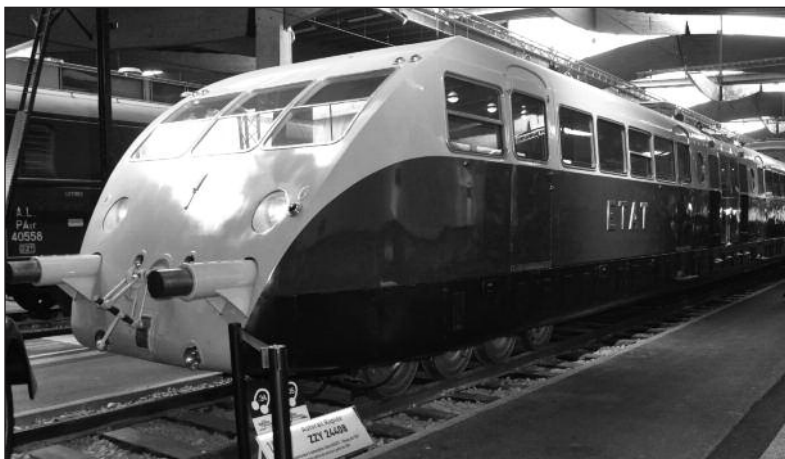
AUTORAIL RAPIDE



(jpd)



(jpd)



(jpd)

The Bugatti Autorail

The Autorail may be the vehicle that saved Bugatti. It was also likely to have been the single most profitable model he ever conceived.

After the great economic implosion of 1929 the market for high end luxury and sporting cars was severely limited. This was particularly the case for any hope of further manufacture of the Royale. Fortunately the French Railways were in need of a high speed rail vehicle. It was a match made in heaven. Bugatti submitted his design for the Autorail, each of which would use four of the now very redundant 12.7 Liter Royale engines. The Autorail would be capable of exceptional speeds for its day. It set a record between Strasbourg and Paris of 144 Km/hour.

We seem to recall René Dreyfus telling us that he had gone along on one of the demonstration runs.

The design, itself was quite modern and aerodynamic. The engineer (should we call him the “pilot?”) Sat in a bubble canopy of sorts at the center of the vehicle poking out above the car and looked out over the top of it. The engines were in a compartment below him - all in all, a rather exciting approach to rail travel.

There were 88 examples constructed and they were in service up to around 1958. Today there is but one complete example extant and it is the one in Mulhouse at the *Cite du Train*.

Obituaries:

Peter Giddings 1940-2019

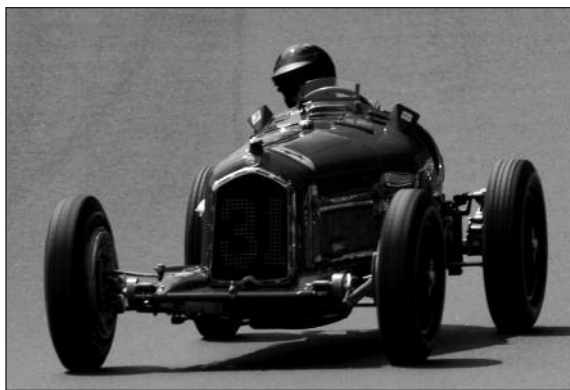
The Club, indeed the entire vintage sports car community, lost a towering figure with the passing of Peter Giddings in the first week of 2019. Peter joined the VSCCA in 1971 with his freshly restored ex-Lyon GP Bugatti Type 35, chassis 4325. His account of the acquisition of the completely dismantled remains of this car in Spain and conveyance of such back to England was one of the most remarkable stories I have ever heard. Peter lived on Long Island with his wife Judy during his early years with the Club, but began his serial car shuffling soon thereafter; selling the T35 to Lord Montagu in 1973 and moving on to a Taraschi Formula Junior and a 1952 Ferrari 250 MM. The first of several Alfa Romeo 2.3 Monza's was next, but by then his job with Clear Com had taken him away to the West Coast.

We didn't see him for a few years, but his stature in the global vintage racing scene ascended dramatically during this period. Always a discerning collector, the stunning array of important and historic racing cars that went through his hands over the next few years is simply mind-boggling. Too numerous to list here (*please go to his highly educational and entertaining website, www.petergiddings.com for a detailed accounting*), they include four 2.3 Alfa Romeo Monza's; two Tipo B "P3" Alfa's; two Tipo C 8C-35 Alfa's; five grand prix Bugatti's, including a Type 59; the Richard Seaman Delage 15-S-8 (chassis no. 4); the Whitney Straight Maserati 8CM (Chassis no. 3011); the Sterling Moss Maserati 250F and in recent years, two Lancia reconstructed GP cars; a D24 and a D50A. Peter's final project, a 1947 Alfa Romeo 158/9 "Alfetta" recreation using many original parts, was finished by Jim Stokes late in Peter illness, so we were sadly deprived of watching what surely would have been a glorious sight in such skilled hands.



*In the Lancia at
Lime Rock Park.*

(hyman)



At speed in the Alfa.

(hyman)

An interesting anecdote which I only just learned from Judy: I asked why Peter almost invariably raced under the number “31”. Perhaps others have also wondered, but the answer was quite simple; he was 31 years old when he moved from England to America.

Lesser known than Peter’s vintage race interests was his devotion to automotive history. In 1979, he wrote a lengthy and scholarly letter concerning the early “light alloy wheel” as first fitted to the earliest Bugatti Types 35, the 1924 Lyon cars. It is generally accepted that the specially made Dunlop 28X4 straight-sided beaded edge tires in combination with these novel wheels were the cause of the disastrous debut of the soon-to-be iconic Type 35. Vittorio Jano claimed that the Bugatti wheels broke “almost as quickly as they could be put on” while others believed that the Dunlop tires were inadequately vulcanized. It was Peter’s belief, following a lengthy conversation with S.C.M “Sammy” Davis (eventual “Bentley Boy”, but that day in August of 1924, Count Zborowski’s riding mechanic), however, was that something else, never reported, was amiss. One of the radical design features of the new Bugatti alloy wheel were the integral cast iron machined brake linings shrunk and riveted into the cast alloy wheel which provided new brake linings with each wheel & tire change. Davis witnessed and reported to Peter (nearly 50 years later) that it appeared to him that the spare wheels had brake linings which had been insufficiently machined and that as a result, few, if any tire and wheel changes were actually made during the race. The worn-out Dunlops eventually failed, leading to the disappointing debut of the Type 35. It would not have been entirely out of character for “Le Patron” to blame Dunlop rather than assign blame to himself.

As Peter was mostly regarded as an Alfa Romo man, this last story neatly ties together his historical interests and driving ability. For most of the last 15 years, Peter’s car of choice was one of his two Tipo C, 8C35 grand prix cars. His first one was the ex-Hans Ruesch/Dennis Poore car, chassis no. 50013. Easily the best Tipo C in existence, after 10 years of active use, he



*With Bill Wonder's Taraschi FJ on Long Island in the early seventies.
(giddings collection)*

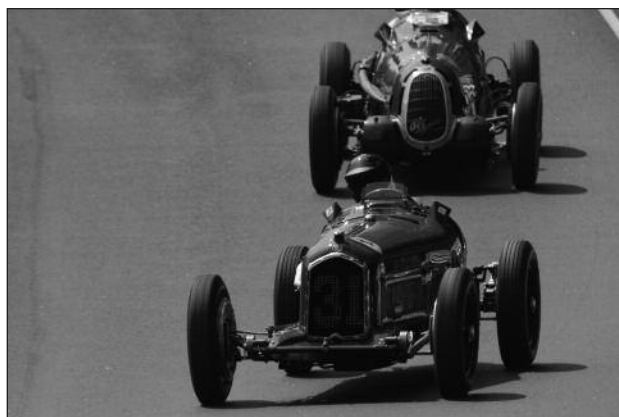


With Judy on the Como Rally on their honeymoon in May of 1968

(giddings collection)

Putting on the show at Lime Rock with his pal, Peter Greenfield, close behind.

(hyman)



traded it to his friend, Peter Greenfield who sold it several years later at the 2013 Goodwood Revival Bonhams auction. During this transition, both Peters obtained “lesser” 8C35’s; Greenfield’s car based on the engine of 50015 in an Argentina-built chassis and Giddings’ car on the engine of 50012 in a Tipo C frame of unsubstantiated parentage, but quite possibly genuine. (It was also found in Argentina where several ended up immediately prewar.) Most observers enjoyed the sight of these two beasts doing battle at the head of our prewar group for much of the last 5 or 6 years. Peter Greenfield would inevitably prevail, but I wonder how many of us were aware of the displacement disparity between the two cars which made this possible, if not inevitable. The Greenfield 50015 engine is a standard 3822 cc engine whereas the Giddings 50012 engine is more than 25% smaller at an even 3.0 litres. This was not a Factory option, however, rather it was the result of re-engineering during the winter of 1937/8 by Fred Offenhauser and Ed Winfield under the supervision of Jean Marcenac in order that it might qualify for the new 1938 GP and Indianapolis capacity limit of 3 litres. It is a tribute to Peter Giddings’ recognition of the historical significance of this unique American-modified Italian engine that he chose to keep it in this non-standard configuration.

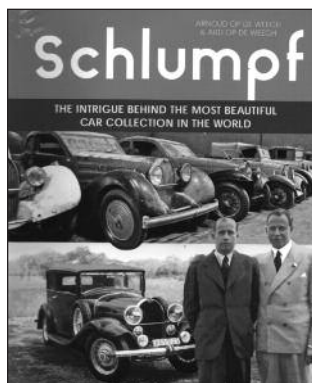
While Peter will be greatly missed, he leaves his soul-mate, Judy who frequently accompanied Peter on his global racing trips and his most recent Great Dane, Havoc (a predecessor was fittingly named “Tazio”.) In the immediate wake of Peter’s passing, the Board of the VSCCA voted unanimously to confer honorary membership upon Judy so she can remain “one of us”.

---Sandy Leith



(hyman)

BOOK REVIEW:



Schlumpf

By Arnoud Op De Weegh and Ard Op De Weegh

Veloce Books, 2017

ISBN: 978-1-787113-09-1

The latest of many tomes on the all-but-mystical Schlumpf collection is this work by the De Weeghs, father and son. Subtitled “The Intrigue Behind the Most Beautiful Car Collection in the World,” the thrust of the work is aimed at debunking the standard and widely accepted narrative that the collection’s origins are in the immoral excesses of the Schlumpfs’ capitalism.

The Schlumpf brothers, Hans and Fritz, owned a textile business in Mulhouse that was having to close its doors due primarily to economic factors. Over many years prior to the demise of the business, the brothers, though Fritz primarily, had been quietly amassing the world’s largest collection of Bugattis and more or less secretly building a museum to hold them.

When the word the factory was to close reached the workers they broke into the museum, finding the Aladdin’s cave of cars and seizing the entire museum. Hans and Fritz were forced to run to Switzerland to avoid violence upon themselves. The workers and the press declared this to be a perfect example of the excesses of capitalism and the result of the Schlumpfs running the business into the ground at their expense. We were living in France at the time “*l’affaire Schlumpf*” came to light and well recall the newspapers’ field day excoriating the Schlumpfs and their alleged avarice.

The collection was seized and, after some years of litigation, what most of us know as the Schlumpf Museum was finally opened to the public. Fritz, clearly not an easy man to like, always claimed that his property was confiscated and may have believed - even up to his death - that the courts would finally return it to him.

The De Weeghs have managed to research the acquisition of the cars and even to track down Fritz’s attempts to sell off a significant number of cars to

fund severance pay for his workers. They assert that this final deal - with the UK's Tom Wheatcroft - was stopped by French and local government authorities, who also kept it quiet when the Schlumpf brothers were hung out to dry. They argue that it was this circumstance that left the workers out in the cold.

The De Weeghs tell a cogent and persuasive story. It is one that deserves to be heard. Fritz Schlumpf's personality may have made him his own worst enemy but that doesn't justify what was done.

The rest of the book spends time on the various legal maneuvers that took place over the years as well as giving a list of the cars in the collection. They also list the details of their acquisitions with dates and prices. This latter aspect is fascinating.

Many of the later chapters on individual cars are repetitive in some details and come together more as a collection of magazine articles pasted together to fill the book. Regrettably, the English text, translated we assume from Dutch, can be a bit awkward.

Overall, for one looking into the history of this fabulous collection the book is worth a read. For one more interested in the cars and their details there are better sources to be had.

jpd



Les trésors de la Collection Schlumpf & l'épopée automobile

By Richard Keller and Patrick Garnier

Editions du Donon 2013

ISBN: 978-2-914856-94-2

This may be the best introduction currently available on the Schlumpf museum and its collections. Keller and Garnier attempt to tell the story of the cars within the context of the history of the automobile industry. They succeed admirably.

In presentation, Keller and Garnier provide a visual feast that includes photos and descriptions of nearly every vehicle in the collection. The lush photos of the cars - much of it exquisite studio photography - are intertwined with period photos and advertisements to better illustrate the times, the people, and the places that first brought them to life. We particularly liked a photo of Elizabeth "Eliska" Junek on page 133. A reminder of that grand lady is

always welcome. Layout and illustrations are exceptional. The result is a visual tour de force that only compounds the value of the text.

Missing from the effort is easy access to the technical details - displacements, horsepower, etc. That material is all easily found elsewhere and not totally lacking in this effort. The text though, is filled with history and offers much in the way of automotive detail and colorful insights into the people involved.

Overall, a marvelous edition to the enthusiast's library. Though the French text is far from daunting, we can't help but wish an English language version was available.

jpd

Chaos at the Concours

By D.G. Stern

Neptune Press

ISBN: 9780990610373

Available from Neptune Press or Amazon

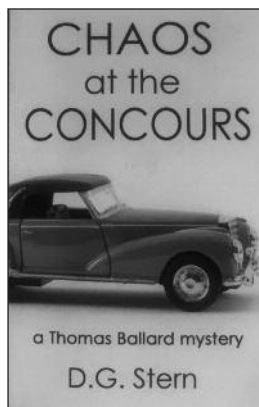
A couple of issues ago we reviewed the first of Stern's breezy Thomas Ballard mysteries, **Stabbing Along the Straightaway**, and enjoyed it immensely. A few months ago Stern delivered to the world his second installment of the series, **Chaos at the Concours**.

Reprising a number of the same characters in Ballard's life, his paramour Olivia, their adopted motoring posse, the Bentley gang, and a couple of others, the cast are warmly familiar. As we get to know the entire ensemble, we come to like them more with every page. They're clearly good company and spending a few hours with them while quickly reading **Chaos at the Concours** is a marvelous evening in front of the fireplace or would be as much of a delight on a beach this summer or hanging out in a racecar trailer while motoring activities are on hold due to weather or a blown engine.

Chaos at the Concours is another murder but this one is a fair bit more complicated than what we observed in the first novel. The added complexity makes it in some respects an even more enjoyable read.

Stern's breezy and almost (*but not quite*) glib style is simply great fun and we recommend this one to any and all looking for a light novel with a motoring background to the story. It is most assuredly a keeper. Order it!

Meanwhile, we await with anticipation the next installment as Ballard and Olivia build a career sleuthing their way through our favourite hobby.



jpd



The Home of LeMans' Motorsport Heritage

On each spring's sojourn we somehow find our way to LeMans and its glorious museum and then to the Loire Valley. The visits are highlighted with a visit to our friends at the Hotel de France in La Chartre-sur-le-Loir.

For nearly 65 years, The Hotel de France has been THE secret hideaway of choice for some of the greatest drivers competing in the Le Mans 24-hour race.

It was first discovered by racing managers in the early 50s and over the years teams from Aston Martin, Porsche, Ford, Ferrari, Triumph and TVR have all prepared their cars in the hotel's courtyard, then driven them to and from the circuit on public roads.

The greeting is always warm and welcoming; the restaurant first rate; and the location makes a perfect base for both LeMans and for exploring the Loire Valley and its magnificent Chateaux. There is no problem if one's French is a bit rusty. Everyone there speaks English.

Rooms are lovely and not expensive and can be booked easily on the Internet by googling the Hotel de France in la Chartre.

The English Version of the website is <https://lhoteldefrance.fr/en/>

To make one feel even more welcome, you'll find a VSCCA badge in the bar.

jpd



Letter we (almost) wish we'd written:

The following letter was in an old file we recently opened. It is from the Francis Motor Sales Company, who were distributors of both Overland and Willys Knight motorcars. It appears to be the company's reaction to a complaint from a woman whose mother generously provided her with a motorcar. The daughter, Mrs. Bobilin, seems to have had some issues with the entire project. Mr. Francis, the general manager, responds to her in a way that some of us might use for an unhappy eMAIL. One trusts that once the entertainment value of writing it is over we would not hit the "SEND" button. Mr. Francis appears to have had no such compunction.

jpd

THE FRANCIS MOTOR SALES COMPANY



DISTRIBUTORS



Mrs. Emil Bobilin,
Fort Hunter, N.Y.,
Dear Madam:-

Your letter of the 20th at hand and contents duly noted. We wish to say that our business was done with Mrs. Whitlock and we should feel very much indebted indeed to you if you would keep your nose out of the matter, and let her pay for the car before she gets into trouble over the matter.

As far as our taking advantage of an old lady is concerned, beg to advise that if you were one half as bright as your mother, you would know that the car is well worth the price agreed upon.

Now, we have fooled around all we are going to in regard to this matter and unless we receive the balance due before tomorrow night, we shall serve a summons and have the matter settled up down here in court. When we make a contract we expect to stand by it and always insist that others do the same when they contract with us.

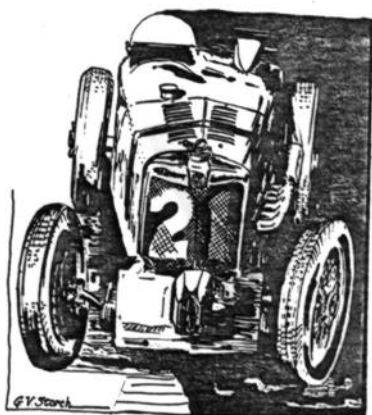
You say that you do not know anything about running the car, nor about the license. That is your own fault if you do not. We sent a man down there for exactly that purpose. However, we did not send him with any idea that he was going to sit around until you got over your huff. It costs us money, real money to send out a man to furnish driving lessons, and we expect him to get his work done in a reasonable time and get back.

In conclusion we wish to say that when your mother bought this car, she thought she was doing you a kindness, but as the matter has turned out, if we were in her place, we would sell the car and give the money to some charitable institution. It would at least be appreciated, whether or not it did any good.

Trusting that you will see the wisdom of not delaying getting this matter settled any further, We are,

Very truly yours,

THE FRANCIS MOTOR SALES CO.
(signed) GM Francis
General Manager



CLASSIFIED:

2013 Morgan 3 Wheeler,

1990 cc S & S Vee-Twin, 5 speed Mazda gearbox Tonneau cover, new battery, Factory photo build book, Upgrades: Comfort Kit and Chassis upgrade.



Approx. 5500 miles

\$39,500 firm (New M3W is about \$55,000)

845 518-5453 or jhalfdime@mac.com



Nicolas Watts Print Collection framed and matted: I have the following: “Victorious Debut,” “Carrera Panamerica 1952,” “Targa Florio 1970,” “Sicilian Magic,” “The Final Targa,” “Victory for Porsche Le Mans 1970.” All are signed limited editions, beautifully framed and in excellent condition. Would prefer to sell as a collection rather than break them up, (but willing to do so if needed). Asking \$3,500 obo. Contact Ed Preusser, jr.
epreusser@gmail.com

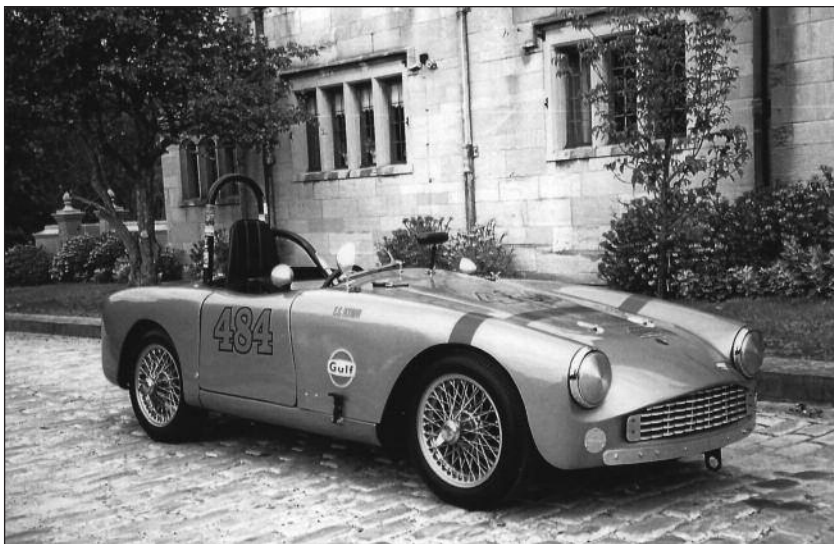


1959 Morgan +4 Four Seater.

The Editorial Morgan is now surplus to requirements. They don't come much better. Great paint and interior, new factory body tub and new factory chassis. Chrome Wire

Wheels, Alternator Conversion, New Aluminum Radiator, Super Sports Scoop with aircleaners, GREAT weather equipment and Tonneau Cover. What's not to like? Asking \$37,500.

Jim Donick at whimsey1@earthlink.net or 845-635-2373.



FOR SALE: 1959 Turner MKI - Vin No. 60/414, one of only 17 out of only 500 produced with 1097 c.c. Coventry Climax Engine. Competed in 112 races, with 10 by current owner. Totally restored with new frame and pristine body with aluminum inner panels. Spares too numerous to list. Car is race ready! Price reduced! Call for details.

Elaine Rodman 412-487-2887



FOR SALE: 1939 "Board Track" Sprint Car with 100 hp Ford Flat Head Motor, 239 cu.in. Complete rear end rebuild. One of only 5 cars built with an aluminum body. Pristine condition and race ready. Price reduced! Call for details.

J. J. Rodman, Jr. 412-486-8175



The PVGP is grateful to all of the VSCCA racers who helped create our Schenley Park races and we truly appreciate when they return to race with us each year. To acknowledge those racers 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 on Friday, July 19. Racers need not be active. More than 50 racers have been honored so far.

Schenley Park Races July 20/21, 2019

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860-782-1554.
orrie.simko@gmail.com.

1933 MG L2 Magna

L2064 is a numbers matching example, with known history from new. Having underwent a full concours restoration by marque specialist, this car is finished in its original colors of black over green wire wheels. With relatively little use since, the restoration remains fresh and shows wonderfully. Fully sorted, L2064 is an extremely correct example, with brass fuel pump (not currently installed), optional badge bar, complete tool kit, and full weather gear. This L2 Magna is a stunning addition to any collection, and is priced aggressively at \$115,000 USD.



1930 MG 18/80 Mk I Speed

Rarely seen in MG circles, this 18/80 Mk I Speed model is a matching numbers example, with known history from new. Having undergone a body off restoration by marque specialist, it is wrapped in it's

correct tuxedo fabric. Fitted with stunning custom built fenders and running boards, the originals are included in the sale. Wonderful details, such as the quick fill radiator cap, and large brooklands style fish tale exhaust adorn the car, while a full tool kit is included. Exceedingly rare, and relatively unseen by the public for several years. Asking: POA.

1917 Simplex LaFrance Touring Car

Delivered new to the City of Dunn North Carolina, this Simplex LaFrance left the Elmira NY LaFrance factory on June 16th, 1917. Built as a fire chiefs car, this example now sports a beautiful aluminum touring car body built in England by the former owner, done in old English white over Jaguar midnight blue fenders. Powered by it's 6 cylinder 100 h.p., 14.5 liter engine, this Simplex LaFrance is chain drive, fitted with high speed sprockets. With period correct Rolls-Royce hubs and wire wheels, this touring car drives wonderfully, and shifts smoothly. Asking \$175,000 USD.





1906 Ford Model K Touring

Wearing a beautiful and correct reproduction body, K 297 has been fully gone through mechanically and successfully participated in the 2018 Lansing to Dearborn run. An older restoration, it shows well and is accompanied by the correct rebuilt Holley magneto. Seldom seen in horseless carriage circles, K 276 will be well received at any event it enters. Asking \$259,000 USD.

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



1955 Austin Healey 100-4 BN1

Recently out of 40+ year storage, this "barn find" has matching numbers, and now runs. The doors are in very good condition, while the passenger floor needs attention, with passenger side outrigger requiring replacement, and small hole in frame. Overall very clean underneath, and a solid car which was recently taken down to bare metal before being shot in primer. Very suitable to be restored to race car or streetcar specs. Sold on a CT Q1 bill of sale. Asking price \$22,500 USD.

Recently out of 40+ year storage, this "barn find" has matching numbers, and now runs. The doors are in very good condition, while the passenger floor needs attention, with passenger side outrigger requiring replacement, and small hole in frame. Overall very clean underneath, and a solid car which was recently taken down to bare metal before being shot in primer. Very suitable to be restored to race car or streetcar specs. Sold on a CT Q1 bill of sale. Asking price \$22,500 USD.

1962 Volvo PV544

A very tidy example with a clean body, and wonderful patina. This car recently received a great deal of attention mechanically by a Volvo specialist. The head was shaved, new freeze plugs installed, and the addition of a Griffin aluminum radiator and auxiliary fan to aid in cooling. The tie rod assemblies were replaced, as well as a great deal of small repairs. This Volvo is equipped with an ATL fuel cell, inertia switch and partial roll cage for added safety. A very peppy car with a phenomenal sound! Asking \$11,999 USD.



The tie rod assemblies were replaced, as well as a great deal of small repairs. This Volvo is equipped with an ATL fuel cell, inertia switch and partial roll cage for added safety. A very peppy car with a phenomenal sound! Asking \$11,999 USD.

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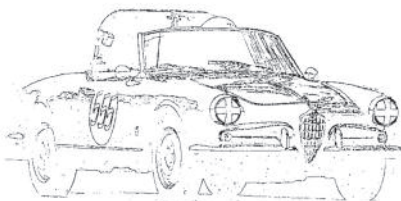


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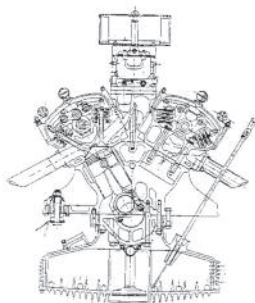
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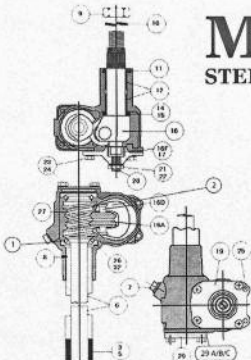
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