VINTAGE SPORTS CAR

NUMBER THREE 2020

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1905 – 1995

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VINTAGE SPORTS CAR

We recently lost one of our most eminent Honorary Members, the incomparable Stirling Moss. Amongst his countless heroic drives the 1956 Mille Miglia with Denis Jenkinson at his side stands near the top of the list. That accomplishment inspired countless enthusiasts around the world. One of our founders, Bill Leith, was among those enthusiasts and he drew this sketch back then to memorialize the race. It seems appropriate to remember both Stirling and Bill with this. Stirling Moss' obituary appears on page 38

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It was forty miles of serpentine highway the other day in an aging sports car with the sounds of very early Bob Dylan coming from the tape player. The sun was shining and the traffic nonexistent. The driver and his lady were smiling as their wee beastie gobbled up the tarmac through the forest. The motoring life can still be very good.

There is still much pleasure to be had from our aging motors, even if circuit racing has been mostly curtailed.

The next day we headed out on the modified Keene Mountain Hillclimb Reunion, this year more of a tour through the mountains starting with a run up the old course. That recently created concept, "Social Distancing" was easy and, in forty-five degree weather in the mountains, those now mandatory masks proved most welcome.

This season the VSCCA has had the good fortune to conduct a few races even though most of the major events around the country were canceled. Some have complained that the turnout for the races was disappointing. From this writer's point of view the fact of our events and the sizes of the entry lists was actually, profoundly gratifying. One could as easily note that the baseball season has been even more disappointing, that churches and synagogues were nearly empty, and that the restaurant owners in New York City, closed down for five or six months, might be excused for complaining that they had it even worse.

Thankfully the opportunities to exercise most of our vintage beasties on the roads has continued. Several weeks ago one could have found the editorial HRG parked near to the glorious Aston Martin of Andy Greenberg outside of a delightful French restaurant. The drive to the luncheon was a marvelous prelude to an even more marvelous lunch.

The VSCCA was never designed as a racing club. We are a club that races but, even more importantly, a club of folks that enjoy a passion for the cars themselves and for enjoying them as often in their native environment - the road. Admittedly, times have changed but, once upon a time most were actually driven to the racing events and driven home.

We are all looking forward to the end of the plague - which will come. In the meantime we look forward to meeting up with other vintage sporting cars along the highways. Autumn's weather is particularly conducive to vintage motoring.

Enjoy!

jpd

Editor's Note: We offer the following as another insight into the early days of the club and the enthusiasms that drove it. We'll add a few parenthetical comments throughout to give a little colour but most of Andy Rheault's story gives today's member a pretty clear view of how the VSCCA of the day was never a Vintage Racing Club, but rather a Vintage Car Club that raced. It would appear that, with one noted exception, all or most of the cars were driven to the event and then driven home again. The times recorded on track offer some interesting comparisons, particularly the pace that Ed Roy managed in the Simplex. He might have pushed it pretty hard in spite of knowing that he would be driving it home to Boston at the end of the day.

They may have been simpler times, but they were not at all without their vintage motoring pleasures.

Thompson '64: The Sixth Annual Meeting

By Andre Rheault

In spite of protestations to the contrary supplied by the local weather doctors, Saturday morning July 25th turned out to be grey and drizzly. When one remembered upon climbing out of bed that this was the day of the VSCCA's sixth annual meeting to be held at Thompson, it seemed perfectly fitting for the weather to be something other than bright and clear.

Arriving at the Leith establishment around 9:30, your reporter was invited to inspect the 35-B's plugs to make sure the outside dampness had not penetrated within. Plugs cleaned and dry, there was ample time left to look over the 35 for the first time and renew my acquaintance with Bill's Brescia. Just enough time in fact before being hailed for a second breakfast prior to take-off. Around 10:30 we were joined by the secretarial BMW and a friend of Bill's who arrived in a very large and handsome chocolate colored Rolls. *(Note: The Rolls belonged to member Harvey Curtis, who was a cartoonist for*

The Harvey Curtis Rolls Royce prior to the start of this adventure.
(leith collection)

Al Capp and helped draw "L'il Abner.") Soon we were off, Bill's small son looking daggers at me through the Rolls windshield as I had usurped his place in the Bugatti. *(Note: the young son in question above is currently the president of the VSCCA, Sandy Leith.)*

The Curtis Rolls again but with the "small son" of Bill's who was looking daggers at our author for having usurped his seat in the Bugatti. The "small son" in question, Sandy Leith, is currently the president of the VSCCA and so we assume this experience didn't scar him for life. (leith collection)

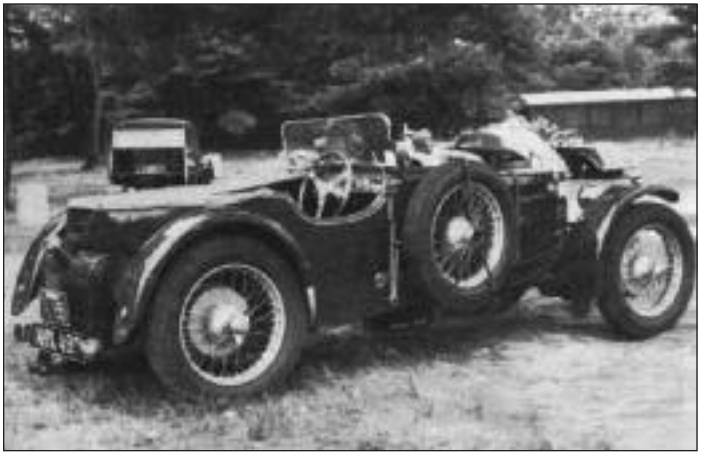
The drizzle had about stopped by the time we shoved off and except for two "rests" in Millis and Milford on the way, we had no trouble at all. It must have seemed somewhat curious to the locals in the latter two towns to see the stripped and stark GP car being tow-started by the elegant and sedate Rolls, and each time it was accomplished so efficiently that the usual "D'ja-make-it-y'rself" remarks never got made or not at least until we had pulled away and were out of earshot. The last 40 miles or so were accomplished at great speed and before we knew it we were there.

Le Patron of the raceway, George Weaver, was on hand to greet us and several other members were also assembled and tinkering. Ed Roy, justifiably eager to see how much more fun the Simplex can be on the track than on the road, asked George if the track could be opened and invited me to buzz around with him in the presidential high wheeler. I had remembered this car from the time it was first brought over to the Lars Anderson museum at the beginning of its Royification ca. 1950, and had subsequently seen it at Thompson in 1959. It was therefore quite a thrill to be spun around the track in her with the maestro at the controls.

Ed Roy in the Simplex motoring along smartly at Thompson.

(leith collection)

By the time we got back to the pine grove where pre-event lunches were being unpacked, quite a number of cars and drivers had assembled and between sandwiches, there was time to see what had been collected, modified, improved, or bashed over the winter months. Mark Gibbons' FN looked every inch as pretty as when it was first seen in the hands of ex-owner John Panks in '59. It had just undergone a rather thorough overhaul and was very much being broken in as the following results will show. Next year (or sooner surely) we should expect some real performance from this car. Art Eldridge's Black Label appeared to be suffering from some minor respiratory ailments but nevertheless made its way around the track quite honorably later on. Fred



The Gibbons Frazer Nash at rest in the paddock. (leith collection)

Willits' Type 37 looked very clean as always (it does travel on a trailer and should) and turned in some interesting times even if they were not as remarkable as one might have expected. John Willock's P-3 Alfa was certainly the hairiest of the beasts in the zoo that day and it was a shame that it was forced to retire early in the game with blower gasket trouble. One could hardly blame our one and only British guest for being overheard describing Everett Dickenson's car as having been designed by L. Pomeroy. The fluted hood and other details of this car have all the earmarks of being a specially put together export model of a 30-98 when, in point of fact, it is a 1928 Chrysler copied by that firm after a genuine 1926 model Vauxhall which had been imported from England! The Powell 1750 Alfa (with a Brianza not Zagato body) looked as well as ever but disappointingly enough played second fiddle to Tom's new timing device and only made a ceremonial swing around the track at the end of the day to provide a lung workout for the small cheering section imported just for the occasion. Without doubt the queen of the Bentley contingent was Bill Johnson's Red Label which could not have looked newer the day it left

the factory. Its performance later on was not too startling and perhaps Bill will put the top down next year. The third Bentley was R. Thompson's car and about her we can say little as she too was a non participator. Ed Bond brought a fine looking 2.6 Alfa to the meeting and we hope that he too will be willing to show us "how it goes" next year. In spite of his wails (oof!), Ted turned in some very creditable times and if the BMW is really sick as he says it is, we better all watch for her when she gets well again. Somewhat less assuming in appearance than perhaps any of the Bugs, Alfas, Bentley's, etc., this car should be a lesson to us all. *(Note: This BMW 328, freshly restored, is still active in the VSCCA in the hands of Sandy Leith.)* She really goes. Alden Sherman's Type 57-C looked sedate as usual." Once one has a car that beautifully restored, I guess you just don't want to risk the scratches. Basil Scully wheels the Ulster Aston around the track as if he's really out there to take in the scenery, but in view of the motoring that this car has done, I guess we'd just have to say that speed isn't everything, is it? Bob Richer would probably disagree with us here. He looks like the only thing he is interested in is getting there and fast. He did it very nicely too in a very snappily turned out Frazer-Nash which, although scarcely vintage, is surely sports and a very welcome addition to club events.

Robert Richer's Frazer Nash LM Rep that was seen to be running so smartly that day.

(leith collection)

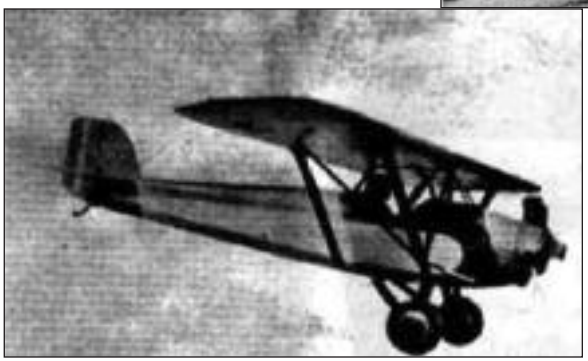
Willock's P3 Alfa
(leith collection)

While all the above rubber necking was going on, someone called our assembled attention to a small speck in the sky which, upon closer inspection, was not just another Piper Cub but a genuine beduine vintage aircraft circling in search of place to land. The latter was accomplished quite neatly in nearby field and Wales sped off in the BMW to pick up the pilot who turned out to be one Pete Bliss. Mr. Bliss was suitably attired in leather boots, puttees, breeches, jacket, and helmet. Now there's a real sport.

Bliss' Corben Ace circling the track looking for a suitable field to alight. (leith collection)

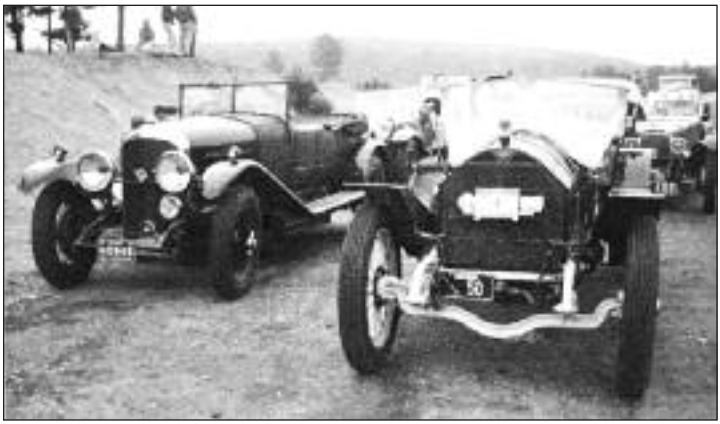
Pete Bliss suitably attired for the role of open cockpit pilot.

(leith collection)



A period illustration of the Corben Ace. It was amongst the first kit planes offered in this country.

Tommy Powell's delectable Brianza-bodied Alfa. The car is still extant and still living in the Boston area. (leith collection)



On the grid: Eldridge's Bentley and the Roy Simplex. Both were driven to the event and later driven home. (leith collection)

Fred Willits' Type 37 Bugatti. Later in his career he was better known for his T-35C Monoposto.

(leith collection)

Following lunch, time trials were run off and some sort of times taken to show standing start and flying. Times were as follows:

Driver	Car	Standing	Flying
Gibbons	FN	3.15	3.03
Eldridge	Bentley	2.41.5	2.34
Sherman	Bugatti	2.54	2.49
Roy	Simplex	2.39	2.33
Willits	Bugatti	2.53	?
Willock	Alfa	2.16	2.15
Leith	Bugatti	2.12	2.06
Johnson	Bentley	2.50	2.41
Wales	BMW	2.16	2.09
Scully	Aston Mart.	2.47	2.35
Richer	FN	2.07	2.00

Later two "races" were run off. the first a 4-lap run and the second a 3-lapper. In the first event Fred Willits was first off followed by Wales in BMW. Next in line were Bill Leith's Bug and the Richer Nash. When the cars crossed the finish line this order had been completely reversed and Richer crossed over in 10.58, having averaged roughly 54.7 mph. In the second event, a rather poorly matched Gibbons led off followed by Powell's Alfa (who let him in?), Scully's Aston, and Ed Roy's Simplex. Although to have been a 4-lap race, somehow it got shortened in the middle and as far as I can recall, the 1911 Simplex had pulled out in front by the third time round.

Allowing the cars to cool momentarily before heading them homewards, the annual meeting of the club took place in mid-track. Just as the meeting was coming to a close we could hear the unmistakable twang of the elastic bands in Pete Bliss' 1928 Corben Baby Ace. We all looked up and waved good-bye to the most unusual guest we've ever had at a meeting. May he and others like him come again next year.

Here's a real British thriller (pocketbook type) . . . the Triumph Estate Wagon that averages 60,000 miles without a major overhaul. TR3 engineered, it does up to 78 miles an hour . . . gives 40 miles to the gallon . . . carries a family, or truck-load, with ease . . . fold down seats make 38 cu. ft. of space with full rear door access. Get the complete story . . . guest-drive the Estate Wagon (or 4-door Sedan at $1693*) today. *Write for our Overseas Delivery Brochure.* STANDARD-TRIUMPH MOTOR CO., 1745 B'way, Dept. PS11 N.Y.C. 19, N.Y.

TRIUMPH

*5-door estate wagon $1899**

*at U.S. ports of entry plus taxes. While units retail slightly higher West Coast).

Yet Another Adventure

I peered out the port side, looking through the gap between the front fender and the chassis. We had hit a stretch of washboard road in northern Florida after more than 1000 miles from the start of our trip in the NYC area. The stack of springs fastened to the front of the chassis showed no movement on this bone-shattering stretch. The year was 1955, my friend, Sam and I were on a spring break trip our last year before graduating and going off to college. We were fortunate to each have a neat red British sports car (back then you could afford one if you had a decent kid's summer job). Mine was an MG TC, Sam's an HRG that had been raced by one of the Koster brothers in early SCCA events. We drew straws to see which car we would use on our trip and the lot fell to the HRG.

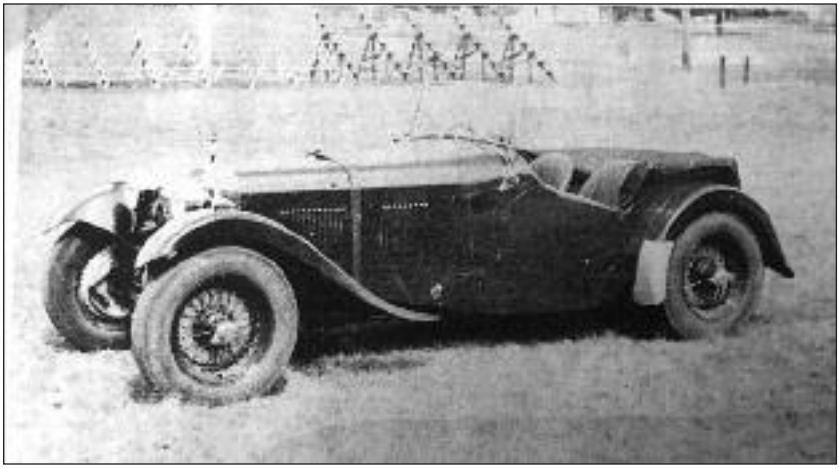
Unlike the estimable Mr. Richer the following year whose HRG trip to Sebring was chronicled in the last issue of **Vintage Sports Car**, we were not going in convoy with any other vehicles. This meant that we would have to pack only the bare necessities into the limited storage shelf behind the front seats. We left the hood (top) behind – it wasn't much use anyway. Raincoats, swim suits, sweaters, underwear, toothbrushes, shorts, flashlights and a few basic tools filled the space available.

The trip south, before I-95, was pretty uneventful. The HRG ran like the champ it was. It was definitely quicker than my TC. Our running time to Florida was under 30 hours which wasn't bad for 1955. We changed drivers every 90 minutes. This interval corresponded to the rate of deflation of the seat cushion on the passenger's side. Yes, like some other British sports cars, the HRG had inflatable rubber bladders to support one's nether regions. The slow leak left the hapless passenger sitting on a board after 90 minutes, so wherever we were, we pulled over to trade seats and blow up the cushion.

As observed on the washboard section, HRG could well have dispensed with the stacks of springs fastened to each corner of the chassis, as the useful springing medium seemed to be restricted to chassis and tire flex. It made my

The HRG that took Schieffelin and friend to Florida seen at speed in the hands of its first owner. The race venue is the old Linden Airport.

(jpd collection)



Marketing was fairly simple in those days.

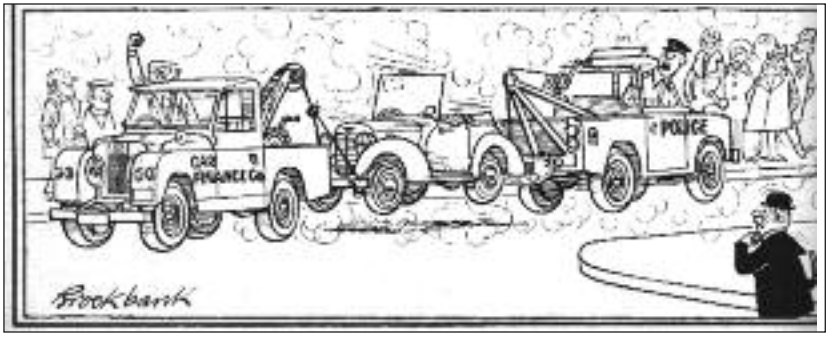
TC and later Morgans seem positively cushy by comparison, never mind Vintage Bentleys. Oh well, we were young and tough and the HRG went around smooth corners (and moderately rough ones) at speeds that would have sent Detroit iron of that era into the pucker bushes.

We enjoyed the Florida sun and watersports for as long as possible (Spring Break was not the Bacchanal it has become), a nice contrast from the New England spring cold that used to prevail. So, while we knew we were going to be cutting it close, we finally pointed the radiator of the HRG north.

Trying to put the most mileage behind us the first day, we pressed on and a ways into southern Georgia it became a very dark (but not stormy) night. We were not on a well-marked Interstate because that didn't exist at the time. The road was blacktop, no painted center line, no painted lines on the side, no lights, telephone poles at intervals, no traffic and we were in an area where wild boars roamed. I was at the helm, feeling my way along at a modest pace, 50 MPH or so, trying to stay between the ditches and hoping no wild animals would jump across our path when !!!! simultaneously smoke started pouring from under the dash and the lights went out. Did I say it was dark? Oh S—T slow down, try not to wreck Sam's car. I brought the HRG to a stop without running off the road or hitting anything and breathed a huge sigh of relief. Sam and I disembarked and fished out our flashlights to survey the situation. With everything shut off, the smoke was dissipating, there were thankfully no flames (we were not carrying a fire extinguisher), so we poked around under the dash and saw a tangle of singed wiring. Sam got into the drivers seat and discovered that the engine fired with its usual enthusiasm and with the light switch off no more smoke was generated. By the light of our two flashlights, Sam slowly picked our way through the darkness until we got to a town. Fortunately we found basic lodging at that late hour. Getting up early the next

morning, we determined that we did not want to try and rewire the lights, so we started up the HRG and pressed on, travelling during daylight hours and made it north in time for school restarting.

So the HRG showed us at an early age that electricity is indeed carried by the smoke in the wires.



White Mountain Vintage Grand Prix
Tamworth, NH
July 10-11, 2020

After months of canceled events thanks to the Pandemic the Vintage Sports Car Club of America (VSCCA) finally got the 2020 season of vintage racing in New England underway. The venue was Club Motorsports in Tamworth, New Hampshire. This is a spectacular track located in the mountains of New Hampshire in the town of Tamworth, north of famed Lake Winnipesaukee. With 15 turns the course curves for 2 and a half miles up the hillside and then plunges back down to a short start/finish straight. It is a 250 ft. elevation change from start/finish. The track is wide and the pavement in excellent condition. Some say it is the best course in the nation.

The location is simply beautiful, heavily wooded, on the side of a valley in the Presidential Mountain range looking out towards Mount Chocoura.

This is the third year for the VSCCA at Club Motorsport and the only organized racing on this beautiful track. Otherwise, it is for members and track days so it is a rare privilege for the VSCCA to race on a nearly perfect track.

Thanks to the virus lockdown the VSCCA had been forced to cancel the annual Spring Sprints season opener at Lime Rock Park in early May, the Thompson Motorsports Park Vintage Festival in June and the Mt. Equinox hill climb. The traditional Empire Cup meeting at Lime Rock Park originally scheduled for the last weekend in May was rescheduled for July 24-25th.

In keeping with the first race of the season for the VSCCA this was a low-key event with no timing and scoring and plenty of track time to get back in the vintage racing spirit.

Yes, it rained and it rained a lot. Here Whit Smith (576) and Lee Hower (37) tiptoe through the corner, giving each other plenty of room. (hyman)

Ben Tarlow kicking up some spray while Marc Cendron closes from behind.
(hyman)

The Mitchells, JR (in lead) and Josh having a great go in nearly matching Lotus 18s. *(hyman)*

Joe Fuller making speed in the ex-Dow Smith Mog. *(hyman)*

Don Rose motoring smoothly in the dry before the rain hit the next day. The Lotus 11 always looks terrific in polished aluminum. *(hyman)*

WHOOPS! Marc Cendron exploring the limits of adhesion in the Tojeiro. It should be noted that this particular corner caught out more drivers than any other this weekend.

(hyman)

Greenfield's Alfa showing a clean set of heels to Frank Filangeri's very quick TD-MG. *(hyman)*

XLVIe GRAND PRIX DE L'A.C.F.
CHAMPIONNAT DU MONDE DES CONDUCTEURS
VOITURES COURSE FORMULE 1
REIMS
3 JUILLET 1960
8
10

Ever quick, Stu Forer was all but flying in the Turner this weekend. He seems to have left his other mount, the Jag XK-120 at home. (hyman)

The event chairman, Mr. O'Day, making noises in an MGA. We think this may be the first VSCCA event for it. (hyman)

Jim Stein's 356 seems to have run well. *(hyman)*

The club's host for the weekend, Lloyd Dahmen, joining the fun in an immaculate Lotus VII. *(hyman)*

Our old friend, Earle Tucker brought out the MGA this weekend in lieu of his sprinter. We expect the MG to be a better fit for the circuit. (hyman)

A truly eclectic field in the grand tradition of the VSCCA: Prewar Alfa, Lotus 11, Porsche 356, and Alfa Giulietta - - Great fun!! (hyman)

Event chair Mark O'Day organized the entries into 2 groups based on their lap times from past events. Given the situation some entrants decided to drop out before the weekend so that there were finally some 32 cars with 16 racers in each group. The grouping brought an interesting mix of competitors with the first group a mix of MGs of all different models along with Stu Forer's speedy little Turner, a quick Lotus VII and a bugeye Sprite. Peter Greenfield brought his powerful 1933 Alfa Romeo 2600 Monza for his first time at Tamworth. He said he will be back.

O'Day relaxed the VSCCA rules to allow more recent competitors such as a Spitfire and two Alfa Romeo GTVs from the mid-70s, expanding the eligibility for entrants.

The second group was a mix of fast Alfas, sports racers and a couple of Lotus Formula Juniors. The Alfas included a number of Alfa Romeo Giuliettas driven by Roger Cassin, Stephen Lehrman, John Feng and Ross Hill to name only some of the familiar Alfa pilots. Also on hand, the Mitchells, father JR and son Joshua in their Lotus FJs, Jim Stein's Porsche 356A, Norman Berke's Elva Courier and for the first time Marc Cendron brought his 1957 Tojiero Climax, adding speed to the group.

For our money the Cendron Tojeiro may be the most beautiful of the under two liter sports racers of the era. *(hyman)*

Roger Cassin looks to have his hands full about now. *(hyman)*

The schedule called for four sessions with a half hour for each group on both days with an hour in between for Club Motorsports members to exercise their cars. There was plenty of track time for the VSCCA.

While things went well on Friday there was some attrition thanks to mechanical problems. As one competitor put it, "…you would think nine months was plenty of time to prep the cars for a new season."

Then overnight tropical storm Fay moved in dumping massive amounts of rain. Some competitors decided to head home early so O'Day combined the groups for lots of track time in the morning. With the heavy down pour and a long tow home. by Saturday afternoon the field was reduced to six cars and then 4 cars.

Mark O'Day says everyone took the social distancing and mask requirements to heart but that it was sometimes hard to remember to put on your mask when you needed to talk to someone.

So vintage racing was back in New England. The next event, a major gathering at Lime Rock Park in later July for the Empire Cup event, featured a much larger field of cars from the VSCCA and the Historic Racing Group. With no mufflers and timing and scoring, it turned out to be a great warmup for the Labor Day Historic Festival at Lime Rock Park.

But that's a story for another day.

dow smith.

White Mountain Grand Prix: 2020
Entry List

Name	Vehicle	Group#	
Norman Berke	1959 Elva Courier	2	26
John Feng	1957 Alfa Romeo Giulietta	2	790
Robert Brady	1974 Alfa Romeo GTV	2	19
Roger Cassin	1956 Alfa Romeo Giulietta Spider	2	256
Thomas Donatelli	1964 Ginetta G4	2	67
Marc Cendron	1957 Tojeiro Tojeiro-Climax	2	25
Devin Giedra	1965 Datsun Roadster 1600	2	11
George Michael Harmuth	1963 Triumph Spitfire	2	7
Todd Hill	Alfa Romeo Guilia Ti	2	1
Lee Hower	1959 Alfa Romeo Guilia Sprint	2	37
Andrew Male	1957 Alfa Romeo Giulietta Spider	2	962
Joshua Mitchell	1960 Lotus 18Fj	2	800
J.R, Mitchell	1960 Lotus 18 Fjr	2	254
Stephen Morici	1963 Cooper T-67 Formula Junior	2	14
Bradley Price	1959 Alfa Romeo Giulietta Spide	2	227
Don Rose	1957 Lotus XI	2	7
William Shields	1973 Alfa Romeo GTV	2	46
Whit Smith	1958 Alfa Romeo Sprint	2	576
James Stein	1959 Porsche 356A	2	358
Joe Fuller	1958 Morgan +4	1	612
Kevin Clemens	1964 MG 1300 Sport Sudan	1	675
Bob Cunningham	Austin Healey Sprite	1	71
Frank Filangeri	1951MG TD	1	928
Peter Greenfield	1933 Alfa Romeo 2600 Monza	1	41
Scott Hill	1960 Alfa Romeo Guilietta Spider	1	43
Rick Neves	1956 Austin Healey 10-4 BN2	1	102
Dan Leonard	1949 MG TC SPECIAL	1	409
Mark O'Day	1960 MG MG A	1	2
Benjamin Tarlow	1959 Austin Healey Sprite	1	275
Stu Forer	1958 Turner Production Roadster	1	48
Earle Tucker	MGA	1	564
William Schmidt	1959 MG MGA	1	42
Lloyd Dahmen	Lotus VII	1	251
Ross Hill	1965 Alfa Romeo Giulia Ti	1	148
Mark Sherman	1953 MG TD	1	607

GRAND PRIX
MONACO
1930
BUGATTI

The 1908 S.C.A.R. in the museum at Reims.

(jpd)

In the Way of the War

Reprinted from Veloce Today. jpd

S.C.A.R. *(Société de Construction Automobile de Reims)* is not exactly a household name amongst motoring enthusiasts. Not even Lord Montague saw fit to mention them in his Lost Causes of Motoring. Yet, for a relatively brief moment in time, much like Brando lamented in On the Waterfront, they "coulda been a contender." Examples of the marque were raced with some success at the Brooklands Circuit in the UK as well has having taken part in a number of other significant racing events during the period.

There were just the small matters of geography and geopolitics, both tied up in what has come to be called "the Great War."

We get ahead of ourselves.

The company was founded in 1898 by two engineers, Messrs. Rayet and Liénart. It's not clear what they did for the next 8 years, other than design work, but in 1906 they were ready to commence serious production. They set up shop in the little village of Witry-les-Reims. The location had much to recommend it. Situated on the northeast corner of the capital of the Champagne

(jpd)

region, transportation to Paris was well developed. Additionally, factory space was significantly less expensive than in Paris and there were any number of forges and foundries in the Ardennes and up and down the valley of the Meuse. It should have been ideal.

In 1906 S.C.A.R. shipped their first product to clients. They also entered what was the second Isle of Man Tourist Trophy with a four-cylinder 18/20 horsepower vehicle. They were in good company that year with 48 other entrants. The race was won by C. S. Rolls in a 20 HP Rolls Royce. H. A. Bate was at the helm of the S.C.A.R. (owned by Percival Perry) but didn't figure in the results, though he seems to have been counted as a finisher. He covered 108.07 miles. The winning distance was 160 miles. Interestingly, the official starter was one A. B. "Ebby" Ebblewhite, who became legendary as the handicapper at the Brooklands Circuit. A fair piece of the S.C.A.R. competitions history would be written at the famous British circuit over the next eight years.

By 1908 the company was offering models of 2, 4, and 6 cylinders and, rather Renault-like, they had positioned the radiator behind the engine and in front of the firewall.

This old postcard photo shows the S.C.A.R. works before its destruction in World War I.

1910's models debuted a detachable and very early T head, which was rare in those days. The suite of offerings had grown considerably and included a voiturette, and a two-place racing vehicle, as well as larger cars and utility vehicles. Power outputs ranged from roughly 9 h.p. to 12, 15, and 24 h.p. There was also a six banger of 35 h.p. The latter was offered for limousines and trucks. Life at S.C.A.R. was good.

The broad range of models available by this point was making a presence in the marketplace. By 1911 the marque was popular enough amongst the sporting set in the UK that they staged a one-make race at the fabled Brooklands racing circuit. Bill Boddy's legendary History of the Brooklands Motor Course, provides what little detail we have on that first race and most of the others.

At that first one Four 15.9 h.p. S.C.A.R.s took the starter's flag, driven by E. Joicey, Clive Joicey, Whitlock, and Martin. Boddy's history doesn't offer us the finishing order but we can be certain that the winning car was, indeed, a S.C.A.R..

At the October Meeting of that same year, the Brooklands Automobile Racing Club (B.A.R.C.) put on a longer race than had been their wont. It was, as Boddy relates, "a 50-mile scratch event for cars up to 15.9 h.p. R.A.C. rating, these to have 'engine and chassis of a design made during 1911 as standard touring cars by the manufacturer.'" There were nine entries for what Boddy terms "Brooklands' first sports car race." One can conclude it was to prove a historic day. Only six actually started and all finished with fastest individual laps ranging from a quick 69.95 mph by Coatalen in a Sunbeam, to a still not embarrassing 54 mph for the Vivinius. We can estimate that the fastest lap for the S.C.A.R. was likely in the mid 50's. He finished either fourth or fifth and his time would have been between the third place finisher's 56.92 and the sixth place finisher's 54 mph.

During the same season we are told there were a number of private races organized on non-racing Saturdays. One was reported as having taken place on a day that was so misty that only two drivers came down to the Track for the event. They were Sydney Cummings and a Mr. Whitlark. Both were in S.C.A.R.s and, lacking any other competition, ran a number of match races. Cummings lapped at over 64 mph. It is reported by Boddy that someone at the time said that, through the mist, the "beat of his engine . . .was as rhythmical as that of a Gnome rotary engine when firing well." That comment said much for the quality of engineering originating in Witry-les-Reims.

By 1912 the company was well enough established that they entered the first Tour de France (TDF) Auto that year. There had been an earlier TDF, in 1899 but it was nearly stillborn and was only resurrected in 1912, when it became a more or less annual event in one form or another up to the present day.

Privateers racing in the UK were continuing where they left off at the end of the 1911 season. In the 1912 season O. D. Pollak won the Whitsun Private Competitors' Handicap in his S.C.A.R. "Mudd." This was not the last we would hear of Mr. Pollak.

In another race during the same season the S.C.A.R. of Mr. Straight, (not Whitney Straight), provided a most exciting dead heat second place finish, crossing the line nose to nose with Pullin's Cameron.

The 1913 Brooklands' season saw more action from the S.C.A.R. drivers. In the first 75 mph handicap, O. D. Pollak was back with a new car, "Mudd II." It was a 3.178 liter model. He managed a lap of 78.67 mph, beating Westerna's Hispano-Suiza by what Boddy describes as "about a half a bonnet length." Boddy continues wryly that it's also true that "both cars had very short bonnets." It must have been very good racing.

A later sprint race, the "75 mph short," saw the S.C.A.R.s of Pollak and Straight finish second and third behind a single seat Hillman. It should be

Two more views of the 1908 S.C.A.R. that is the pride of the Musée Automobile Reims Champagne, in Reims, France. *(jpd)*

noted that this "sprint" was actually less than one lap of the circuit.

At the August meeting, Pollak was again active. He finished third in the 100 mph Long Handicap behind a Talbot and a Vauxhall. At the same meeting he managed a second in the 100 mph Short Handicap, having been bested by a Berliet.

Things continued to improve on the production side. By 1912, S.C.A.R. was employing over 400 workers, and in 1914 the S.C.A.R. works updated the existing engines and managed to produce nearly 15 cars per month.

The factory and privateers continued to race. The last racing success of note for them was at the 1914 August Bank Holiday meeting on August 2, amidst martial rumors and with troop trains passing by on the railway embankment above the track. Two S.C.A.R.s, those of Elwell and Pollak competed in the "75 Long," with Elwell second and Pollak third. The latter was credited with a lap of 73.89 mph.

The Great War came on Tuesday, August 4th.

Witry-les-Reims quickly found itself right on the front line as the German army invaded. During the German occupation the works were badly damaged and they were destroyed during the German retreat. The machinery was now useless and the factory mostly a pile of rubble.

They never recovered. The company held on as a Mathis dealer and a repair organization but is reported in Reims as having been dissolved in 1924.

The final output between 1906 and 1915 was roughly 400 vehicles and it is thought that only six survive anywhere in the world.

The example shown here is a 1908 S.C.A.R. Torpedo, with 2.5 liter four cylinder 16 HP engine. It was advertised as being capable of 80 km per hour. It is the pride of the Musée Automobile Reims-Champagne in Reims and a formal part of the Reims "patrimony."* While generally on display within the museum, the old girl is brought out to other exhibitions from time to time.

We acknowledge with thanks to the Musée Automobile Reims-Champagne for many of the details of the S.C.A.R. History, as well as Bill Boddy's never-to-be-equaled History of the Brooklands Motor Course, published by Greenville Publishing Company Ltd, London , 1957 (revised 1979)

Likely a marketing photo of the 1910 Voiturette. This one was of 10 HP.

Musée Automobile Reims-Champagne

"110 Ans de Création Automobile"

84 Avenue Georges Clémenceau - 51100 Reims

Tél. 03 26 82 83 84

Mail: musee-automobile-reims-champagne@wanadoo.fr

www.musee-automobile-reims-champagne.com

A quick look at the 1990 Fall Finale

The letter below arrived this summer from Bill Rule. He enclosed the marvelous photos shown in these few pages. It's hard to imagine that this was thirty years ago. We remember it like it was only yesterday. . . . .

We shall use Bill's photos and our captions to take us back there.

jpd

Dear Jim:

I tried to find these photos for the 60th Anniversary, but they eluded me 'til now.

I think they are from the 1990 Lime Rock Fall Finale. Everett Dickinson was on or about 100 years old and drove the #10 Bentley a few laps with Victor Cromie navigating the circuit.

It was also the first time that Everett met René Dreyfus. I overheard him ask René how old he was. René answered that he was 80. Everett replied: "you're just a kid."

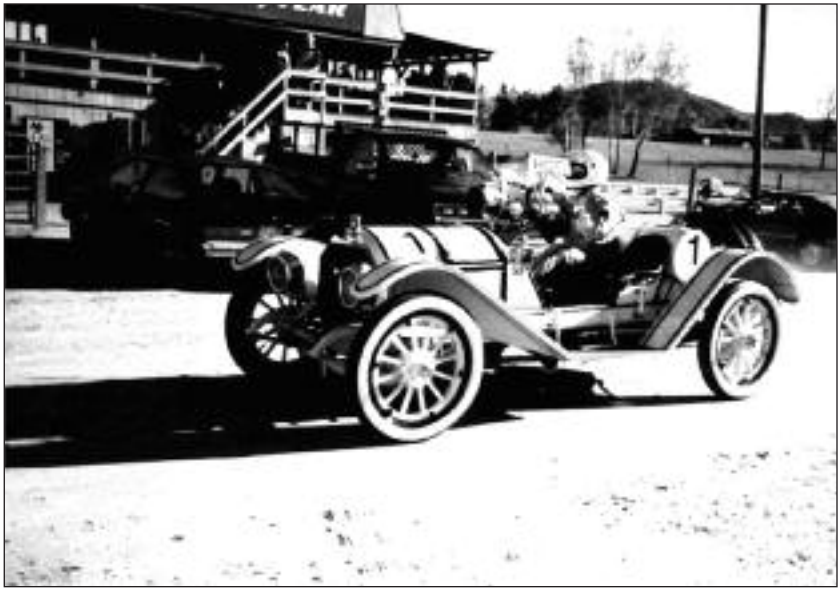
With best wishes,
Bill Rule

PS: Saturday night after the dinner and meeting Mr. Dickinson told those he came with, "let's get out of here. I have things to do tomorrow."

- - Something to remember. . .

Dickinson taking a couple of laps with Victor Cromie along to navigate. At this point he was right around 100 years old.

Everett Dickinson and René Dreyfus having a chat. At that time Dreyfus was considerably younger than Ev and their collective experiences with motor cars could have filled volumes. (rule)



Our old pal Dean Butler at the wheel of something even less primitive than his usual Allard from those days. (rule)

Jake Jacobson with his favourite sprinter. He was also known to drive Morgans of both the three and four wheeled varieties. (rule)

A good shot of another eclectic prewar grid. That's Dave Milling's SS Jag on the pole and Don Guertin's BMW 327/328 on the outside.

(rule)

We're not certain if the Ardent Alligator was with Don Lefferts that day or if it had been passed along to Pete McManus. Either way, it is a car with an amazing history. (rule)

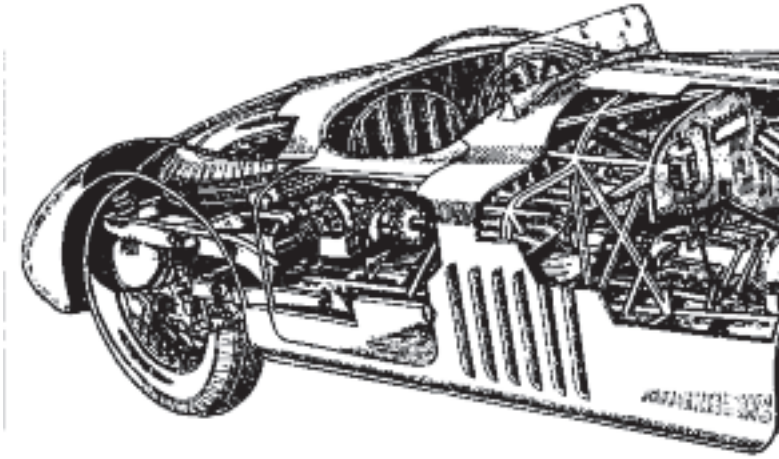
SONG OF THE WIPER

Flip Flop, Flip Flop,
Never falter, never stop,
Through mist and mud and sleet and snow
On and on and on I go,
The same by night and the same by day,
Chucking the raindrops out of the way;
Call it an easy job but, Lord,
A chap gets stiff and a chap gets bored
With the same old swish and the same old slop,
Flip Flop, Flip Flop.

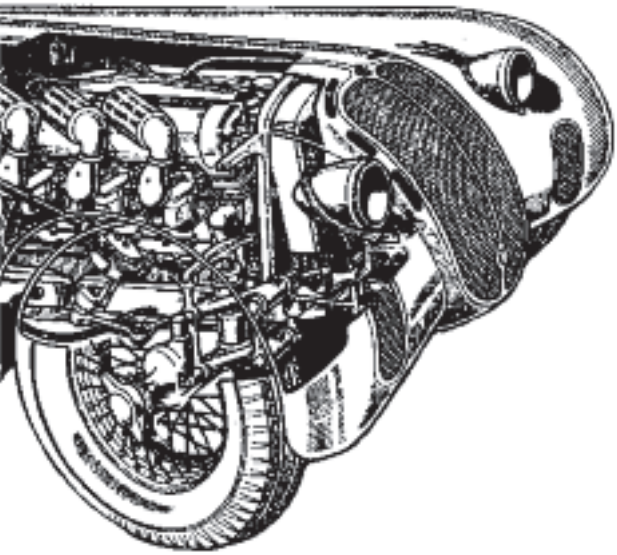
Flip Flop, Flip Flop,
Waiting for the rain to stop;
Everything else has some sort of a range,
The gearbox gets no end of a change,
Carburettors choke and cough,
The lights go on and the lights go off,
Tyres can go to soft from hard,
Even the spark can advance and retard,
But I go on until I drop,
Flip Flop, Flip Flop
.
If I might indulge in a skip, and a hop
Such as Flip Flop, Flipperty Flop,
Or even the tiniest ghost of a skip
Like Flop Flop, or Flip Flip,
That at least would something be
To break this damned monotony,
But never a chance, I keep on turning,
Gears gone dry and windings burning,
Till my armature goes pop,
Flip Flop, Flip Flop.

- Harry Charnock

Alfa 6C 2500 SS



Corsa



FAVOH

Obituary:

(hyman)

Sir Stirling Moss, OBE
17 September 1929 – 12 April 2020

One of the best known and most accomplished members of the VSCCA's pantheon of Honorary Members, Stirling Moss, passed away in the spring.

In the postwar period he was amongst the finest of the finest racing drivers to ever snap on his string-backed driving gloves. If the vehicle had four wheels then one could be assured that Moss would race it with uncommon skill and unsurpassed enthusiasm.

The outlines of his career are well known. *An inductee into the International Motorsports Hall of Fame, he won 212 of the 529 races he entered across several categories of competition and has been described as "the greatest driver never to win the World Championship". In a seven-year span between 1955 and 1961 Moss finished as championship runner-up four times and in third place the other three times.*

The accomplishments listed above are amazing, it's true. What those words don't convey though is the charm of the man and his seeming indefa-

The HWM team in 1951.

tiguable grace that was shown to Lords and Ladies and, to the same degree, with simple enthusiasts seeking a moment near him.

Stirling Moss was a regular visitor to these shores, both during his racing days and in his long and active retirement. Many got to chat with him at various Lime Rock Historic Festivals and other vintage events around the country. This writer first met him at a VARAC event at Shannonville, Ontario, nearly forty years ago. He did a fair number of exhibition laps in various motors and proved a most entertaining speaker. We met a number of times after that and he was always gracious. In one of the editorial files is a treasured letter that appeared one day years ago. It was from Moss simply wanting to express his pleasure in reading "Vintage Sports Car" and his gratitude to the editor for the efforts involved. That gesture was totally unncecessary and was a complete surprise. Such was his generosity of spirit.

There are no doubt thousands of stories that enthusiasts carry around of their encounters with the man. That legacy may be even greater than his accomplishments on the track.

Moss died in London on 12 April 2020, aged 90, following a long illness.

Requiescat in Pace.

jpd

In the HWM at Brooklands in '51

With his bride, the ever gracious Suzy, at Lime Rock a couple of years ago. Below they are doing a couple of exhibition laps in the OSCA he drove to victory at Sebring in 1954. While he shared the car this day with his wife, back in '54 his co-driver was Bill Lloyd. (hyman)

A Great British Victory for VANWALL using BP Energol

ITALIAN GRAND PRIX

1st STIRLING MOSS

Who completed the distance in 2 hours 35 minutes and 3·9 seconds at an average speed of 120·27 m.p.h.

(Subject to official confirmation)

This wonderful achievement follows Stirling Moss's previous wins driving Vanwall cars in the Grand Prix d'Europe at Aintree and Pescara Grand Prix in Italy. It rounds off a season in which the Vanwall has become the first British Car to win a Classic Grand Prix since 1923.

THE BRITISH PETROLEUM COMPANY LIMITED

Keene Mountain Hillclimb Reunion: 2020

This year marked the 13th annual reunion celebrating this storied event. Traditionally the reunion included a gathering at a local grass airfield, a marvelous exhibition of Keene Hillclimb photos and memorabilia as well as videos of some of the earlier races. There was also a car show associated with the festivities. The original Keene Mountain Hillclimb ran from 1950 to 1966. It finally died because the people who lived on the hill couldn't or wouldn't be locked into their houses for an entire day while the competitors came screaming by.

Thirteen years ago, Mike and Ann Hartson decided to begin a reunion of the remaining drivers and as many hillclimb enthusiasts as wanted to join the fun. Mike's father had been instrumental in the organization of most of the races back in the day. During the years the race took place it became a town wide event. Heck, for the last couple of years they even crowned a "Miss Hillclimb." The idea of the reunion was to make sure the memory of the event was kept alive. The gatherings took place at the aforementioned airfield; stories were shared, and cars admired. At some point the whole crowd adjourned to the old race course for exhibition or demonstration runs up the hill. The road remained open to traffic so speeds were kept well within the bounds of "prudent." One didn't want to come out of a corner sideways in front of an oncoming soccer mom with a minivan full of kids. Everyone behaved impeccably.

This SAAB Sonnet has been a regular at the event for years, never missing a beat either doing demos on the mountain or heading off on the tour.

(jpd)

A few of the VSCCA contingent:. (l to r) Nancy Sienkiewicz, Mike Hartson, Jeff Sienkiewicz, and Carol Donick.

(jpd)

The Sienkiewicz Volvo ran impeccably the entire weekend and for the drive up from Connecticut. *(jpd)*

George Jaques' Cobra reminds us of the one that proved FTD at the last running in '66 and piloted then by Jack Paveling. (jpd)

One of Mike Hartson's Corvettes. (he had two entered) This one had belonged to his late mother, who was still driving it at the age of 92. This year he had loaned it to Natalie Buysse and daughter Haylie. (jpd)

This year, in the middle of the COVID Plague, Mike and Ann knew that the event had to change. The town wouldn't allow the use of the building at the airfield and wisdom dictated that whatever took place had to be sensitive to the requirements of health. The answer that presented itself was to do the event as a tour with folks staying in their cars for the run and then meeting for a socially distanced picnic on the shores of Lake Champlain at the remains of the old British fort at Crown Point. The park there offered already suitably distanced picnic tables and the wind off the lake (blowing ten or twelve knots on the day of the event) would also serve to cut down on any possible contagion. It worked and it worked very well, indeed.

In a year when competitive events are limited or non existent the idea of a tour as a means of keeping the memory of an iconic race from the past is even more compelling. We recall well, the joy of driving a rental car on the remains of the old Reims Grand Prix course a number of times over the years, though no one has raced there in easily forty-five or fifty years. The same motivation drives us to come back to Keene. The course strikes this seasoned hillclimber as nearly diabolical with no room at all for error along much of its length. Those who drove here were genuine enthusiasts. In truth, nearly anyone who was anyone in northeastern racing tried their luck on the daunting Hurricane Drive.

2020's event provided an interesting entry. The cars were fairly divided between the older sporting cars and more modern ones. Jeff and Nancy Sinkiewicz came up in their '57 Volvo PV 444. It ran impeccably. Further into the modern era was Gene Cassone's 2005 Ford GT and retired NY State Trooper George Jaques' '65 Cobra. The latter is one of the reproductions that was made in South Africa some years ago. It looked great and made all the right noises.

We had a mirror full of this particular GT for part of the day and will admit that it is vaguely intimidating. It was driven by Gene Cassone. (jpd)

The only entrant this year, who had driven in the event back in the day was Richard Vedder. While driving a hot Ford Fiesta ST this year, back in the early sixties he had competed here in, of all things, a Goliath. Though this writer has always considered himself a bit of a Borgward enthusiast, we must admit that Richard is the first person we've ever met who actually raced the sort of "baby Borgward," the Goliath. He not only raced here a Keene but tells us he took part in what must have been the first ever running of the Little LeMans at Lime Rock Park back in about '57. For those unfamiliar with the marque, we offer the fact that Borgward manufactured the Goliath, the Hansa, the Lloyd, and the Borgwards, themselves. Some of the Borgward Rennsports ran well at LeMans. Goliaths? Not so much. *(Our first two cars were Borgward Isabellas.))*

Richard Vedder raced the hill back in the day in a Goliath 1100. This year he was driving a hot hatchback Ford Fiesta ST. For those unfamiliar with the marque we offer a photo of a Goliath 1100 below. (jpd)

AT THE STARTING LINE

THEN:

NOW:

(jpd)

(jpd)

(jpd)

A little History:

The winner of the last ever event, Jack Paveling, getting ready for a recce run in 1966.

(hartson collection)

Winner a couple of times in the early sixties, Nick Rizzo getting ready for a run in his Olds Special. The car is still active now in the VSCCA with owner Steve Moscowitz. We last saw it at Equinox, we think.

(hartson collection)

And the winner of the very first edition of the event in 1950 - Bob Grier in the 1939 Figoni-bodied Delahaye. Imagine for a moment racing that thing in the snow. Enthusiasm might have been just a little more intense in those days. *(hartson collection)*

Four of the best known ladies of the mountain in around 1965: (l to r) Joan Perkins, Gail Lebrun, Nancy Barnard, and June Mani. Lebrun was a competitor and the others were important parts of the organizational team.

(hartson collection)

The local paper noting the two winners in '66. Paveling was fastest time of day, and Ms. Lebrun won the ladies' cup.

(hartson collection)

This Allard ran in the early fifties and belonged to a car dealer from down on the southern tier of New York.

(hartson collection)

MAP
MAROC.

The ruins of the British Fort at Crown Point provided a marvelous backdrop for the picnic and a fascinating history to take in while walking the grounds.

(jpd)

The roads chosen for the tour were likely amongst the most interesting in this part of the high peaks. The run to the lake took one route, twisting and turning over hills and into valleys with a canopy of forest overhead. It was a delight. Oft times there with hardly a straight of any sort connecting the next set of esses. The route back might have even been better. Speeds weren't high, as is appropriate, but the joy of the run will stick with us for some time. We were in line behind Mike Hartson's early Corvette and followed by Pete Zimmerman's Corvair Corsa convertible. The latter makes an amazing amount of horsepower for what Mr. Nader felt was "unsafe at any speed."

The park at Crown Point was a perfect destination. For those of us who had forgotten our picnic lunches there was the Champlain Bridge, not half a mile away, that took us into Vermont and a marvelous roadside restaurant that offered take out and served quickly.

Mike had laid out albums of Hillclimb photos on a table in a pavilion and they were admired and brought out much conversation about the cars competing and proved an interesting history of how the event evolved from the first winner, Bob Grier's Delahaye, in 1950, to the last winner, Jack Paveling's fire breathing Cobra in '66.

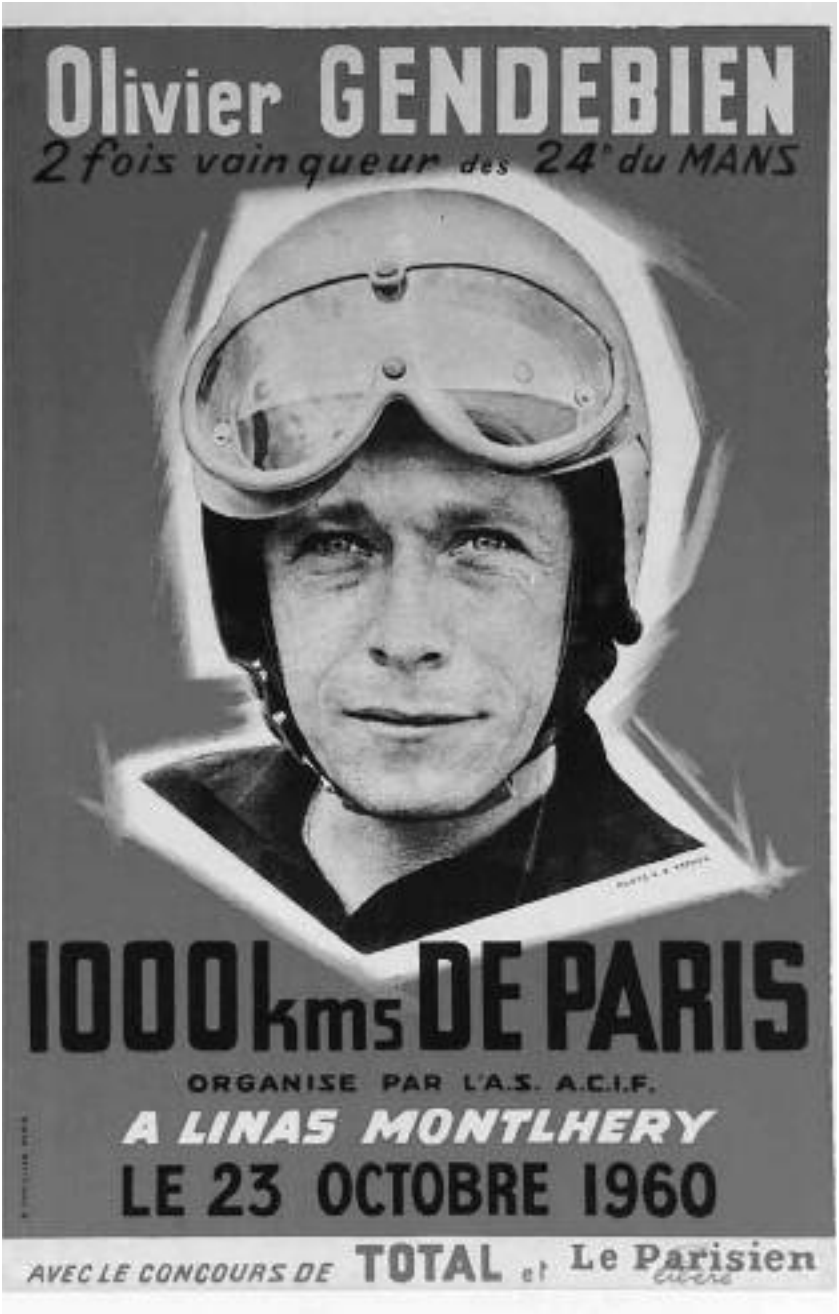
At the park it was possible to walk around the remains of the old British Fort there as well as visit the little museum on the grounds. Visitors to the museum were limited to one family group at a time but there wasn't much traffic there at the time so the wait was about five minutes. Their little museum is great and not to be missed.

Too soon mid afternoon arrived and the crowd dispersed, returning to the starting points in groups of twos and threes.

Overall, a most enjoyable motoring event. With any luck the 2021 edition, which will be number 14, can take place back in Keene with closer interactions among the entrants.

We can only hope.

jpd


Olivier GENDEBIEN
2 fois vainqueur des 24h du MANS
1000 kms DE PARIS
ORGANISE PAR L'A.S. A.C.I.F.
A LINAS MONTLHERY
LE 23 OCTOBRE 1960
AVEC LE CONCOURS DE TOTAL et Le Parisien libéré

Recent Acquisitions, Restorations, Repairs and assorted Mechanical Minutia

Even with a limited competitions schedule thanks to the COVID plague, much has been going on in the world of VSCCA motoring and motorists.

★ ★ ★

David Saul reports a soup to nuts restoration of his '67 Alfa GTV. He's owned the car since new. That's 53 years by our count. The mechanicals are done and the paint work glistening under a layer or two of clear cote. We hope to see it out on next year's Nutmeg Rally and often at Lime Rock when he joins us as part of the tech team.

(saul)

(saul)

(saul)

(saul)

While the Alfa has been in restoration, David has filled the space in the stable with a delicious Triumph Spitfire. The Alfa will be great on cold or rainy days but the Spit can play a role in the sunshine. (It just can't do it as quickly or as nimbly as the Alfa.

★ ★ ★

On a couple of tours this season we got to admire Jeff Sienkiewicz' new Volvo PV444. He and Nancy brought it along to the Keene Mountain Reunion and then a few weeks later to the Catskill Conquest Rally. It obviously runs beautifully as it has done a fair number of miles with him to date and it must be reasonably comfortable as Nancy was smiling the last time we saw her in the passenger seat.

(jpd)

(leith)

(leith)

Sandy Leath has finished the restoration of his ex-Ted Wales BMW 328 and it looks like a million bucks. He has pronounced himself to be very happy and looking forward to putting some miles on it - - maybe even on a VSCCA Rally next season.

★ ★ ★

On a less happy note, though, Sandy had some engine issues with the Ford-Bugatti at the Fall Finale. We think he managed less than a lap before bad things happened under the bonnet. We expect it rebuilt and back with us by spring time.

JD
12
A
Q

(dicola)

Mr. DiCola has been feeling fairly energetic of late and has been taking it out on the editorial Allard J2. He has rebuilt the engine, replumbed the fuel system, and replaced the fuel cell (we put the first one in only about twenty years ago.. . apparently they just don't last. . .) Additionally the lights are being rewired and the brakes have gotten some attention. Mechanically the old girl should be as good as she was when we first rebuilt her.

★ ★ ★

Sergei Fedorjaczenko has been building sort of a new H-Mod special from scratch over the last couple of years, starting with nothing more than a few lines on paper and a dream. He reports the body now coming together to clothe the pretty well completed mechanicals. The engine, drive train and suspension were sourced from a FIAT 1200 cabriolet, the basic FIAT 103D, a la Stanguellini, Siata, and many of the etcetrinis. Hence the name Fedorini, an amalgam of Fedorjaczenko and Etceterini. We can't wait to see it.

(fedorjaczenko)

As Autumn began to loom it seemed wise to consider the all but nonexistent weather gear on the Editorial HRG. Samantha. What came with her wasn't remotely useful, being pretty much shredded and most likely the original bits from 1950. The new weather gear looks stunning and might even provide some protection from the elements for the editor and his bride.

(jpd)

★ ★ ★

The photo below recently came to us. It was taken on Mount Washington. . . sometime in the early fifties we assume. It looks to be a cut down MG, maybe a TD. We aren't sure. Does anybody have any insight into the story behind it? TOM ELLSWORTH - you were likely there that day. Any recollections for us?

(hyman)

Kevin Clemens reports the acquisition of a delightful little Jabro. It turns out this one is well known to the club, having had a number of previous VSCCA owners, including, (we think) the late Frank Rightetti. Can't wait to see it on the road.

★ ★ ★

Andy Greenberg recently made a deal with Glen Reynolds to take over the latter's Formula V that runs in the preservation class. It will prove a major change from his usual mount, the DB4-GT. It's a well prepared car and we wish him much enjoyment with it.

(hyman)

★ ★ ★

There was a gathering of some of the hard core lovers of the mountain at Mount Equinox a few weeks ago. It included a drive up at sedate speed (traffic in both directions) and then a marvelous picnic that started out in the rain. Details in the next issue.

Book Reviews:

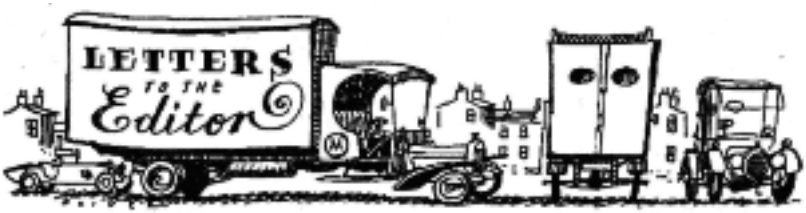
The Aston Martin DB4GT
by Stephen Archer and Richard A. Candee
Palawan Press
London

Many of us think, when we see an exceptional home or garden, *This is what the good lord would have done if only the money had been available*. You will probably have the same thought on opening this book. The publisher, Palawan Press, was founded by Simon Draper who was an original Branson partner at the Virgin enterprises. Prior Palawan projects include a litany of fabulous art books on various subjects focused on our specialized area of interest including the AM Ulster, the DB3S, RACERS Memoirs of the Gentlemen Drivers. For the DB4GT volume, one of our own, Nick Candee teamed up with Stephen Archer collectively bringing two lifetimes of astonmobilia to the project.

The book may not be light and nimble like a GT but it is pure pleasure to navigate. It includes 850 photographs interspersed over 533 pages including a biography for each of the 75 cars manufactured. In addition to technical and artistic detail the authors' personal passion brings to life the personalities of the men who designed, built and raced these cars. Such heros from Aston's past as Ted Cutting, John Wyer, Rex Woodgate and others come alive as we see them work though the drudgery and daily challenges of creating a future legend. Names and cars well known to VSCCA members also appear and will, no doubt, add to your reading pleasure.

t is my understanding that this limited edition is selling out fast.

andy greenberg



The following came from Robert Richer in response to the editor's query regarding the Thompson event covered elsewhere in this issue (page 3) jpd

Jim:

While I cannot be sure that this occurred during the Thompson event under discussion, I had a memorable experience at one of the early Thompson events.

Briggs Cunningham showed up with his brand new, black Mulliner-bodied Bentley S-1 Continental. It was an easy drive from his home in Greens Farms to Thompson, and this outing was to be the Bentley's first opportunity to stretch its legs.

As I was standing there admiring this stunning car, he said that he wanted to take a few laps on the course, and did I want to join him?

Did I? Well, you know that old question about what a bear does in the woods!

The first and second laps were fairly sedate, as Briggs felt out both the car and the track. By the third lap, not much different appeared to be happening inside the car, but I did notice that outside, the trees seemed to be

Richer (left) in the driving suit of the day at Thompson prior to his run with Mr. Cunningham.

(leith collection)

going past more quickly. By lap four, Briggs and I continued our conversation, but there was no doubt that the Bentley was moving at a rapid clip. By lap five, conversation had halted, as I was pretty much paralyzed, and Cunningham was more focused on the road. The Bentley's Avon tires definitely were showing their mettle.

There's no way to prove it, but I was pretty sure that Briggs was turning lap times in that two-ton beauty comparable to what I was turning in my Frazer Nash.

We ended the session with Mr. Cunningham showing a big smile on his face and Mr. Richer showing great admiration for an amazing car and a very special sportsman.

Very best wishes,
ROBERT RICHER

Jim,

I had sent these photos to you by text but here they are again.

First is Harry and Gary talking to someone; any idea who? Dave Baker thinks it might be Bob Wertley, but he's not sure. (It is Bob Wertley...jpd)

Next is someone in Tom Melahn's Hurg. I'm now pretty confident that is Ian Dusek (It is....jpd)

Next up is Gary talking with someone with what I believe is Gary's Lola Mk1 in the foreground. Any idea who that someone is? (Not a clue. . . jpd)

Last we know is Kita Melahn in the Bugatti sporting the HRG's fenders.

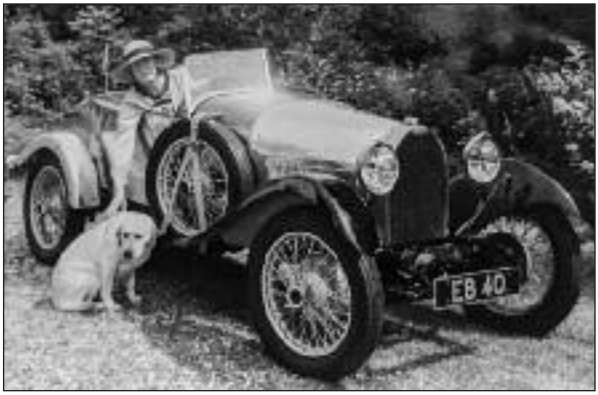
I thought these might be of broader interest.

best,
Scott Fenley

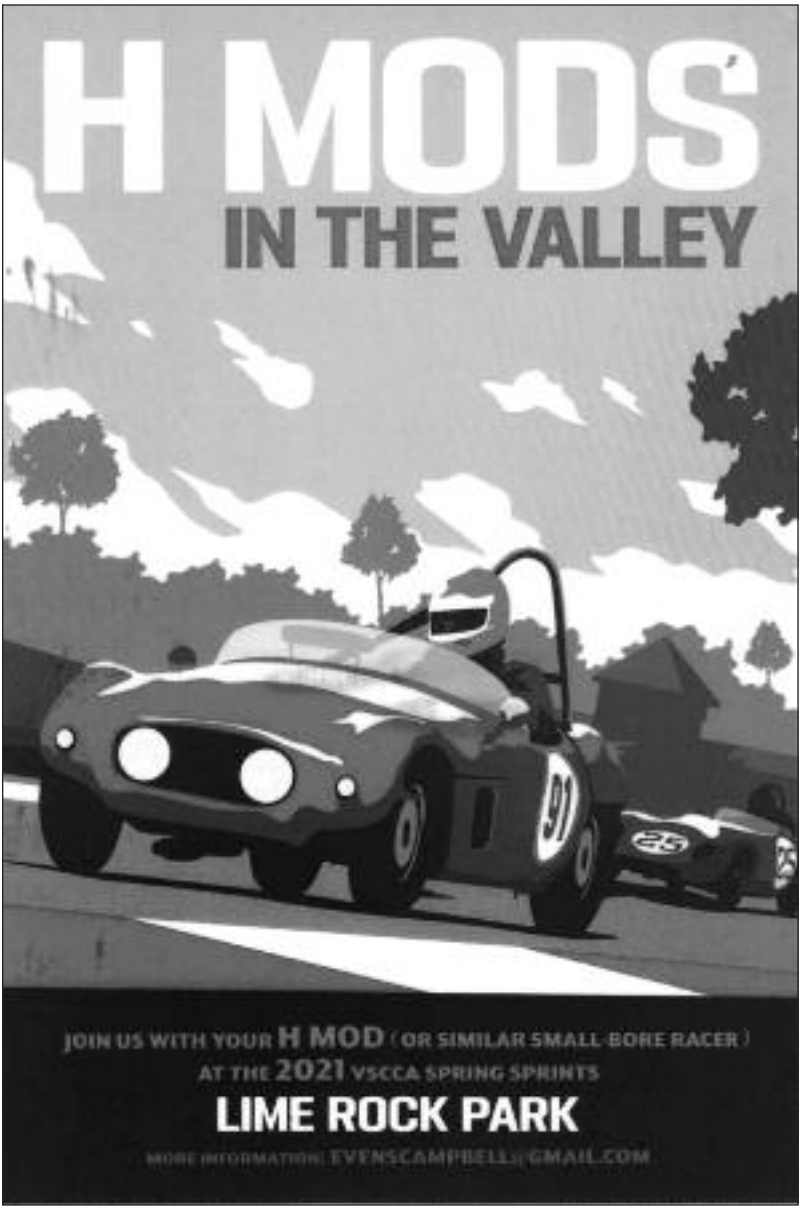
Bob Wertley, Harry Reynolds, and Gary Ford: all three stalwarts of the club in their day.

Our long time honorary member, Ian Dussek, at the helm of one of Gary Ford's HRGs.

Does anyone have an idea as to who is standing on the left? That's Gary Ford on the right.



The late Kita Melahn sitting in the family Bugatti, modified at the time with the wings from Tom's HRG. Her husband, Tom Melahn, was one of the early VSCCA HRG enthusiasts. He and Kita could be found at nearly every event.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Engine built by Keith Goring of Alfa's Unlimited, rebuilt transmission with many upgrades to GTA specifications. Built as a race car, but perhaps best summed up at a GTA tribute, with: GTA flares, fiberglass doors and dashboard, mesh grill and more. Comsmetically stunning, this Alfa is very a sharp example completing LRP in the 1.07 range, and also frequents Thompson. 2 sets of wheels included. Asking $59,500

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A two owner example, which until 2000 remained untouched for 30 years. The car was purchased and taken to a highly regarded MG T series specialist. While undergoing a cosmetic restoration, it was gone through mechanically. A new wiring harness was installed, and the original block was bored to 1500 specifications. To aid in drivability, a 3.9:1 rear end differential now allows this TF to now cruise comfortably at 55 mph. This car starts immediately, with no smoke, has good oil pressure, and excellent road holding. Asking $32,500 USD.

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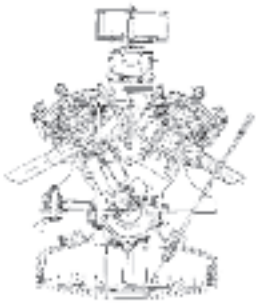

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