

VINTAGE SPORTS CAR



NUMBER TWO 2018

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

OFFICERS AND DIRECTORS

Alexander K. Leith, *President*

J. R. Mitchell, *Vice President*

T. Scott Fenley, *Secretary*

Ernest W. Brown, *Treasurer*

James P. Donick, *Editor*

Joseph A. DeLucia, *Activities Chairman*

Benjamin L. Bragg IV, *Director*

Anthony S. Carroll, *Director*

John J. Schieffelin, Jr., *Director*

Santo D. Spadaro, *Director*

George G. Vapaa, *Director*

VINTAGE SPORTS CAR



Former VSCCA president, John Schieffelin, in his TC at what was one of his very first competitive outings. It was the Bellknapp Hillclimb in 1957. The story actually came to us quite by accident when we noted a posting from our friend Bill Lightfoot with a similar photo on Facebook. Bill was noting it had been sixty years since his first hillclimb, the Bellknapp, in 1958. Schieffelin volunteered that he had been there too. He produced the cover photo seen herewith but, upon removing it from the frame noted that the back indicated it had been the year BEFORE.

Bill will have a longer recounting of the tale in our next issue but one can find the story so far in this issue on page 59. (schieffelin collection)

TABLE OF CONTENTS

NUMBER 2 - 2018

Editorial	2
Nutmeg Winter Rally: 2018	3
Retromobile: 2018	23
Book Reviews	
Stabbing Along the Straightaway	28
Rule Britannia	30
Adventure Unlooked For:	
The VSCCA Meets the Amicale Traction Cauchoise	31
1953 Cooper-Bristol	36
Obituaries	
Bill Rutan	38
White Mountain Vintage Grand Prix: 2018	44
Gossip	56
Classified	64

Editor:

J.P. Donick

28 Traver Road

Pleasant Valley, New York 12569 U.S.A.

Deputy Editor:

Jim Nichol

25 Crumwold Pl.

Hyde Park, NY 12538

© VSCCA 2018. All rights reserved.

These words are being written hours only hours after a return from the 2018 Mount Equinox Hillclimb. It was a glorious weekend but that tale will await a later issue. One of the lasting impressions of the weekend was to be found in the number of first time competitors. This writer has the pleasure of running the new driver introduction to the mountain each year and thus, has the chance to see first hand the number of Mount Equinox Debutantes and, maybe more importantly, their enthusiasm. It gives one great hope for the future of our club.

Wrapping up this issue simply reinforces the impression from Equinox - or maybe Equinox reinforces the impression of this issue. The point being that many of the photos herein, both at the Tamworth event and the Winter Nutmeg Rally, are of cars and people who are relatively new to our merry band. We can all take satisfaction in that.

Issue Two of 2018 was long in gestation but we hope the mixture of stuff proves to be of no small interest, even if it has a hint of a French flavour to it.

As noted above we see a lot of new faces but with this issue we also say good by to a great friend, the Dean of American Hillclimbers, Bill Rutan.

Our club, like any other living organization, finds itself in an ongoing cycle of renewals. It's both a source of sadness and one of great joy.

We are going into the close of the 2018 season. Welcoming the new folks and still treasuring the old can be a reassuring delight.

Enjoy!

jpd



Nutmeg 23: 10 February, 2018:

The VSCCA Goes Off on Another Adventure

The 2017 Autumn Nutmeg Rally got postponed this past year due to the Rallymaster's ongoing battle with Lyme Disease. We recovered, though, in time to put together a Nutmeg Adventure that will be long remembered - - once everyone's toes thaw out. The Nutmeg became the 2018 Nutmeg Winter Rally and looped its merry way through the Catskills of Eastern New York with a visit to Woodstock and a couple of laps around the ice bound Ashokan Reservoir. It proved great fun and more on that anon.

Meanwhile - - We received the following from the estimable Morgan man, TOJ, who joined the rally with son Jeffrey but, regrettably, NOT in a Morgan.

He offers a quick synopsis - sort of the "Cliff Notes" version of our upcoming story.

From TOJ:

Mr. Donick's Winter Nutmeg Rally (The second iteration?) was as much fun as the previous enactment save that it was over too soon. Wonderful roads, scenery, cars, and most of all, people. With a winter snowfall shortly before, the scenery was at least as compelling as the questions that rallymaster Donick put together.

As with the previous winter run, this one took the participants across the river through Ulster County's spectacular scenery (As a matter of fact, we do not even recall crossing the Hudson River, which we had to do twice!). The questions became secondary as the great outdoors quickly became our focus.

As with all the Nutmegs, lunch was provided midday and provided some welcome minutes with old and new friends. Continuing on, we climbed to

Tannersville and environs, surprised on the run downhill by the unlikely sight of a Jaguar Taxicab- Granted, a facelifted Ford, but badged Jaguar nonetheless. (Rallymaster's note: While setting the course we actually saw a Porsche Taxicab in Phoenicia. That part of the Catskills must have an interesting economy.)

Finishing at Rhinebeck's Beekman Arms, dinner was our opportunity to relax and relive.

May there be yet more Nutmegs, regardless of season!

*Cheers,
TOJ*

Well, why not? We'd done it before and had a jolly time.

Winter Nutmeg 2018 boasted a decent turnout, maybe better than we might have expected. There were a few "appropriate" (*or NOT appropriate cars if one considers the time of year*) and mostly a collection of relatively modern machinery with what were rumoured to be working heating and demisting capabilities. We don't understand that concept, having been making the run in a +4 Morgan.



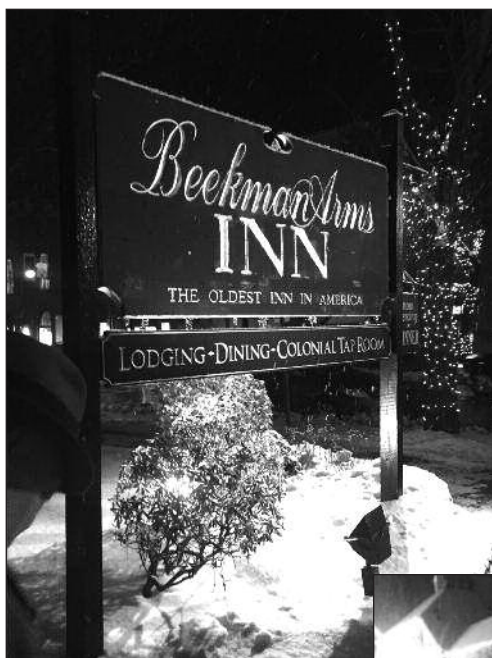
Thank goodness for decent weather equipment. The rally master's Morgan at a stop on the way to the headquarters hotel in Rhinebeck.

(jpd)

The crowd gathered at Breakfast at Rhinebeck's historic Beekman Arms Inn and fortified themselves from a tasty breakfast buffet before the Rally Master gathered all and sundry for the now traditional drivers and crew meetings. As usual, he begged forgiveness for the route questions being entirely too easy this year and laid the blame on the weather making clues hard to find under inches of snow and ice. Also as usual, nobody believed him. Hm m m m .

The Route Questions, themselves, ran the gamut from the ridiculous to the sublime. (*So what else is new?*) We do, think, though, that they weren't as difficult as they had been in some previous years. Will try to do better next time.

The weather on Rally Day was not too bad. There was no snow of any significance DURING the rally. We can't say the same for the night before.



Arrival night in Rhinebeck proved a romantically snowy winter's evening and boded well for the following day's adventures.

(jpd)



BREAKFAST --- Sustenance for the open road.

*The good Doctor
DeLucia and his
charming bride.*

(jpd)



Ms. Kate Liba



*Ben and Carol Bragg
finishing coffee with
Judy Stropus and
Chuck Schoendorf.*

(jpd)

The afternoon and evening prior to the start, saw some significant weather nastiness. It was only a couple or three inches of ice and snow but. . . . it made the trip memorable. The Mog was a bit of a handful on the icy roads as we made our way northwards to Rhinebeck. Ben Tarlow in the Lotus had a bit of an adventure as well. He suggested upon arrival that a little tread on his well worn tyres might have been a good idea. Just prior to arrival in Rhinebeck, he added to the adventure with a brief tete-a-tete with one of New York's finest.

"Honestly Officer, it doesn't need an inspection sticker with my dealer plates and, besides, I've just sold it to California and it leaves next week"

"I don't know about that. . . "

"No, officer, it's true."

"Just get out of here, kid!"

The course quickly headed from Rhinebeck toward the Hudson River and, crossing the Kingston-Rhinecliff Bridge, entered the foothills of the Catskill Mountains. We would be motoring through our good friend Robert Selkowitz' territory as he lives right in the middle of it. Robert navigated Tony Carroll on the rally and offered advice to the Rally Master while the latter was setting up the route.



*Messrs. Donick and Selkowitz in the snow at the luncheon stop. Robert was riding in the Alfa with Tony Carroll, while the Mog conveyed the Donicks.
(hyman)*

The pre-lunch section stayed relatively low in altitude and offered a picturesque stop on the shores of the Ashokan Reservoir and a chance to stretch the legs a bit and to brave the cold. From there it was off to Woodstock, home these days to some of the oldest surviving hippies in existence. Lunch was in Bearsville, on the edge of Woodstock at a compound that had originally been put together by Bob Dylan's attorney. *(or so they say)*



Mr. Tarlow brought out the Lotus for its first ever run in the snow. We understand that he concluded that the tyres ought to have some tread on them prior to trying this again.

(jpd)

Our ace photographer, Eddie Hyman shivering on the walkway beside the Ashokan Reservoir.



(jpd)



An iconic local celebrity, the late Clayton "Peg Leg" Bates' Memorial Highway provided the main artery for our route outbound in the morning. A fitting patron of our rally route, Bates, a dancer, was clearly one who would "press on regardless."

"Round up the usual suspects."

*A most enthusiastic part of
our merry band: (l to r) Mr.
& Mrs. Oswald, Mr. Tarlow,
Mr. Smith, and Mr. Simko.*

(hyman)



Mrs. Bragg *(hyman)*



*The estimable "TOJ,"
Mr. Nichol*

(hyman)

*Messrs. Simko, Tarlow,
and Smith*

(hyman)





Ernie and Erika Steubesand at the morning stop.

(hyman)



Rob and Barb Bettigole suitably bundled against the cold.

(hyman)



Bob Webber was riding with Hyman that day.

(hyman)

A rather forlorn looking Triumph Spitfire huddled next to a gas pump in Woodstock. It looked like it could be saved.

(jpd)





"Whew! We made it to the luncheon stop."

(jpd)



Is Keith Harmer trying to push his rental Mustang or trying to figure out how to mount the rally plate?

(jpd)

A welcome addition to the Rally and now a new member of the VSCCA, Michael Ipp, and his wife Amy, joined us in the Alfa after a drive through the snow from New Jersey.

(hyman)



*Forsaking Lucy,
their Lagonda, the
Bettigoles chose
to run the rally in
Rob's modern ver-
sion of the
Cinquecento Fiat.*

(Hyman)



*The Alfas were well represented (at least three). Here is Mr. Carroll,
navigated by Robert Selkowitz, in the much loved Alfa Berlina. (hyman)*



*Rather than take one
of their own cars out
into the potential salt,
Keith and Joan
Harmer rented a
Mustang Convertible
for the weekend. We
regretted that they
never put the top
down, though.*

(hyman)



The most memorable part of the route was the run down through the Kaaterskill Gorge. This is the view around the first hairpin as the run began. (jpd)

After lunch it was off into the mountains by way of Phoenicia, Hunter Mountain, and Tannersville. From Tannersville we managed a glorious run down through the icebound twisties of Rt. 23A that are called the “Kaaterskill Gorge.” The latter was so pleasant that the rallyists were encouraged to turn around at the bottom and rerun the gorge in the opposite direction. That latter idea proved so interesting to a few of the teams, (*the younger members present*) that they made the run six or eight time and swapped cars between sessions so they could enjoy the experience from multiple points of view. Well Done!!!!!!



The cliffs were suitably decorated for us as we embarked on this further piece of our adventure, the run down through the gorge. (jpd)

Down Through The
Gorge!

(jpd)



(jpd)



(jpd)



(jpd)



(jpd)

From the Kaaterskill Gorge the roads back to Rhinebeck were scenic and twisty but didn't provide an existential challenge to the drivers. There were some marvelous fly fishing streams to be seen from the route. *(Note to self: Must go back one day with Bettigole and a fly rod.)*

The crowd reconvened at the Beekman for a quick after rally libation and then the chance to change into best bib and tucker* for the gala celebratory dinner and prize giving.

Formal wear for the dinner was encouraged but hardly necessary. Star of the sartorial class was clearly Ernie Stuebesand, who had borrowed a formal kilt from Mr. MacKenzie and showed up those of us who had only managed tuxedo and black tie.



Ernie Stuebesand borrowed MacKenzie's formal kilt to add to the festivities. That's our favourite sketcher of fine VSCCA motors, Robert Selkowitz in the woolen sweater. (jpd)

* "Best Bib and Tucker" - One's finest clothes: Although wearing either a bib (frill at front of a man's shirt) or a tucker (ornamental lace covering a woman's neck and shoulders) is obsolete, the phrase survives. [Mid-1700s] (source dictionary.com)





*Mrs. Donick and
Mrs. Bettigole
comparing experi-
ences of the day.*

(jpd)



Carol Bragg and Orrie Simko mugging for the camera. (jpd)



*The Lehrmans,
father and son, once
again figured promi-
nently in the results.*

(jpd)

Faces at the dinner



Carol Prendergast and Terri DeLucia.



Joseph DeLucia



Mr. Carroll and Mr. Bettigole



Ms. Liba and Mr. McCurdy.



*The recently married
Mr. & Mrs. Oswald.*



Jeff Sinkiewicz and his lovely bride, Nancy



*Keith Harmer making
a point to Ben Tarlow
while Jeffrey Nichol
looks on.*

Trophies





The overall winners, Barb and Rob Bettigole were awarded temporary custody of the permanent Nutmeg Trophy, known mostly as “The Nutmeg Dust Catcher.” (hyman)

The winners photos (*most of them anyway*) are scattered throughout this story so we will allow them to serve as notice of the winners. We offer but one exception. Steve and Ross Lehrman have been competing seriously in the Nutmegs now for more years than we will admit to. Trying as hard as they might, they were once again the bridesmaids but not the bride. For the third or fourth or twelfth (*who’s counting?*) time they managed to secure second place. “Wait ‘til next year!” Steve promises.

And there we have it. Nutmeg XXIII proved to be good fun and will likely be followed ‘ere long by Nutmeg XXIV. Watch this space!

jpd



And the spiritual patron of our luncheon stop in Woodstock, the legendary Bob Dylan.

And Yet Another Paris Adventure.



Retromobile 2018: February in Paris Can Be Cold

In early February of 2018, the full of heart were driving around upstate New York in a Nutmeg Rally, whilst the less fool hardy were descending on Paris. Retromobile, for those who are unfamiliar, is a combination of car show, gallery, flea market and the biggest club gathering you will ever attend. It also happens to be in Paris which makes it all the more appealing to the whole family.

I first attended Retro in the early 90's and it was snowing as we arrived in Paris. This year the forecast was the same, but the city received a bit more snow, making it as charming as ever. I had arrived on the setup day at the Porte de Versailles, which allows one free access as the cars are being moved in and stands set up. It was amusing to see such exotic machinery coming in wet and dirty, with many vendors working frantically to preserve the pristine finish on their cars.

This was not the case over on the French Bugatti Club stand, where they featured a remarkably dusty and dirty type 44 touring car. The dust and dirt were not some attempt at barn find status, but were in fact the proof of an arduous 1000-mile trek through Patagonia to the bottom of south America, completed with six other Bugs. My predilection is of course to the products of Molsheim first, but the breadth of manufacturers represented at Retro is truly all encompassing. If you can't find a car you like at this show, you don't like cars.



The Bonhams Auction at Retro always takes over the Grand Palais, just off the Champs Elysee.

(rheault)

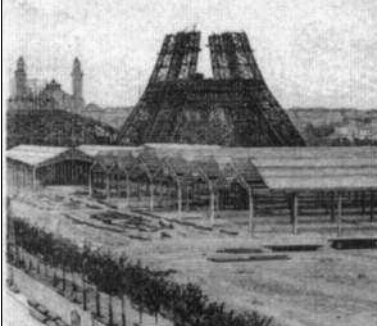
LA TOUR EIFFEL

Le plus beau monument de Paris

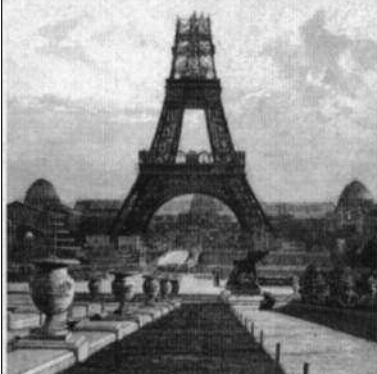
33^e Année. —
N° 1677. —
18 Mai 1889

« Nos dames, dit l'inventeur, nos dames qui, depuis vingt-neuf à trente ans, se font voiturer aux Montagnes russes qui ne mènent à rien et ne laissent aucun

souvenir, ne seraient pas les dernières à vouloir être transportées à une grande hauteur, pour y voir commodément coucher ou lever le soleil. »



mars 1888



novembre 1888



mars 1889

CONSTRUITE EN 2 ANS, 2 MOIS ET 5 JOURS



In the twenties and a bit later the French took the concept of the “wicker basket” and put it on wheels with some regularity. Toby Collins used to have an Amilcar with wicker bodywork. This motorbike’s performance likely benefited from the weight saving involved in a sidecar of such construction. (rheault)



A lovely boat tail if ever there was one - - this looks like it may be on an Amilcar.

(rheault)



The postwar Gordini GP was the classic “rent-a-ride” of the early post-war years. Amadee Gordini was chronically under funded and needed to rent out his back up cars so the A-team could compete at the highest levels.

(rheault)

*The Auto Museum at
LeMans had their
recently acquired - and
never restored - Tracta
on the stand. It is
still in running condi-
tion and has been kept
more or less active
since it raced at the
Sarthe.*

(rheault)



*Lucas Hunni's
Ferrari exhibit.
(all were for sale)*

(rheault)

*Arcturial offerd this
absolutely delectable
Maserati at their
auction.*

(rheault)



RM/Sotheby's and Bonhams both have sales during the week, with Bonhams auction taking place in the Grand Palais. It shows how tastes differ as I noted three fellows taking snaps of an early 2000's BMW Z7, completely ignoring the P3 Alfa Romeo at their backs, chacun a son gout as they say in Pairee. Back at the Porte de Versailles Artcurial had the 3rd auction of the week, which included a collection of unrestored lesser known French vehicles. Or as wag and sometimes wrench Santo Spadaro put it 'a firehose of French oddities'. Santo and Mlle Higgins stopped on their way to warmer Sicilian shores, other VSCCA folks present included Mssrs Clifford and Gans and, no doubt, many others I didn't see.

The clubs and dealers pull out a lot of stops for this show, as do the auctions. Artcurial was selling a lovely ruby red 904 GTS Porsche, as well as a stunning A6 GCS Maserati Spyder. Elsewhere Lukas Huni had curated a 250 SWB Ferrari display, with 8 on his stand (plus a 250 F Maserati and a few Bugattis). At the other end of the spectrum, Retro now features a display for private sales of cars under 25,000 which gave show goers the choice of every coloured Fiat Cinquecento. It takes a few days to cover all this glory, and a few glasses of wine. My iPhone tracked me at an average of 13 miles a day at the show, but did not track the wine consumed at various stands.

The pictures show the assembled machinery, but do not show how communal this event is. Despite the extensive spread of territory, you will always bump into people you know as you walk about the stands. As with any of these events we enjoy so much, Retro is as much about the people as the cars, if not more.

Chrisso Rheault

Our correspondent engaging in a 'selfie' on a snowy Paris evening. The Tour Eiffel can be barely seen through the snow behind his head... Then again maybe not.



BOOK REVIEWS:

Stabbing Along the Straightaway

A Thomas Ballard Mystery

By D.G. Stern

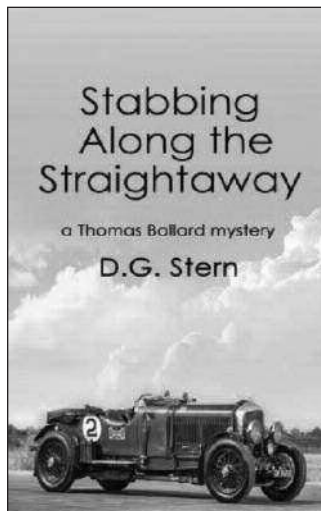
Long time VSCCA member and MG racer David Stern has been publishing light novels for awhile now but this appears to be the first time he has made vintage racing the background for a murderous whodunit. His latest, Stabbing Along the Straightaway features a stabbing in one of the motorhomes in the paddock, a glib motoring journalist, Ballard by name, a very serious sheriff and a female deputy who turns out to be the perfect partner for Ballard as they untangle an episode of murder that is peopled by most of the characters one might find at one of the high end vintage events.

This sort of idea has been tried by others from time to time and with mixed results. Thus, we opened the novel with some trepidation. That trepidation was unnecessary. Stern pulled us in on the very first page. By the time we got to the first sentence of the third paragraph we were hooked by his style and his perfectly exercised sense of irony. He walks up to the edge of glib from time to time but seldom - if ever - goes beyond the edge.

The mystery, itself, isn't all that complex. It doesn't need to be. Stern's sense of dialog and breezy style as well as his occasional spot on observations of the vintage racing scene make for a tough book to put down. We found ourselves saying "just another page or two and I'll get on with my day." We thoroughly enjoyed the experience.

Stabbing Along the Straightaway makes no pretension of being Anna Karenina or Crime and Punishment. Rather it may be just about the perfect summer read for a day at the beach or for an afternoon in the race car trailer waiting for the rain to stop.

It can be acquired via Amazon or directly from Neptune Press at 3519 Exeter Court, Orlando FL, 32812.





Rule Britannia, When British Sports Cars Saved a Nation

by John Nikas (Author)

And Michael Furman (Photographer)

Available from Amazon

Rule Britannia - When British Sports Cars Saved a Nation celebrates the story of Britain's post war drive to reestablish its automotive industry and, more importantly, to do it by exporting a large percentage of their production to help rebuild a war torn and deeply indebted economy. Most of us in the vintage sports car world here in USA will find the text by author Nikas to be compelling. Adding greatly to the value of the text are sidebars and insights from some of the most knowledgeable personalities in the field, including Goodwood's Lord March, Le Mans legend and television presenter Alain de Cadenet, celebrated historians Graham Robson and Timothy Whisler, and admired designer and writer Robert Cumberford.

Even more enthralling, though is the lush photography from Michael Furman. Furman is arguably the world's premier studio photographer of motorcars and his images are all-but-intoxicating in their beauty. Each of the subjects is given several pages and showing exquisite detail. His subjects cover most of the early postwar British sporty cars we have come to know and love. We get Astons, MGs, Triumphs, Jaguars, Big Healeys, Morgans, AC, and even the humble Morris Minor. Most of the marques are represented by several models. We were sorry not to find an Allard but one can't have everything. On the other hand, we note with pleasure that the AC Aceca pictured therein is none other than the VSCCA's ex-Dick McGinnis "Rally Master's Car." The beauty of Furman's photography is that he photographs the car as it exists and makes no attempts to "improve" upon his subject. That said, we found the Aceca's portrait to be nothing less than wondrous. Furman's modern images are complemented by appropriate period photos to further illustrate the story.

Rule Britannia, takes the coffee table book to a whole new level, providing both insightful text and glorious photography. Don't miss it!

jpd

Adventure Unlooked For:

The VSCCA meets the Amicale Traction Cauchoise

Sometimes adventures happen as you are rounding a corner in the road. That's one of the great delights of a road trip - interesting things just sort of happen or interesting people all-but-magically appear. Such was the case on Good Friday of 2018.

The 30th of March was dampish on the Normandy coast this year and we were hurrying along in a fairly nondescript Renault toward our annual Easter weekend on the island that is Le Mont St. Michel. The coast road from Avranches toward Beauvoir is an entertaining stretch of narrow and twisty tarmac that we always enjoy. Traffic was light but as we rounded a curve a couple of cars hove into view ahead of us. One of them looked a little out of the ordinary and, turning to the lovely woman in the passenger seat we pointed it out in the distance and asked "does that look like it might be interesting?" Her response was to suggest it was too far away for her to offer an opinion on the topic. As the road opened up a bit, though, it was clear that the first car we'd spotted was not alone on the road but in company with an entire caravan of what looked to be a veritable collection of interesting cars. They had either all accidentally fallen into line on the Route Departementale 275 or else they were together and going on some sort of tour. The smart money was voting for the latter.



The magnificent Traction Avant of the French club's president, Marc Dubocage, was a joy to see. While beautifully presented it was clear that this old girl is well acquainted with the open road. The water off in the distance is the Bay of St. Michel. (jpd)





*The logo of our new found friends,
the Amicale Traction Cauchoise.*

(jpd)

Even a Renault Captur, when kicked in the go pedal, has the power to close on a caravan of older cars. Thus we were quickly up to them and began identifying everything from a Peugeot 504 Convertible to a Deux Chevaux, a Peugeot 403 sedan, an early Simca, a Citroen SM, an old Renault R4, some sort of mid-seventies or eighties Simca-looking cabrio, and a magnificent Citroen Traction Avant. The car that had first caught our eye was a seldom-seen-on-the-road Peugeot 203 sedan. From a kilometer or so behind on a damp and cloudy day the 203 had almost looked like an old *Juvaquatre* but as we got closer it was obviously too big for that.



Parked neatly in the layby, the eclectic collection is nicely evident. Left to right we see Peugeot 403, Renault 4, Simca Sedan, Citroen SM, Traction Avant, Peugeot 504 Cabrio, Peugeot 203, and Citroen 2CV. The overcast in the background was blowing over an angry ocean.

(jpd)



The Peugeot 203 is the lovely wee beastie that put Peugeot back into serious production after the second world war. They built just over half a million (600,000+) of this 1290cc motorcar from 1948 to 1960. It came in a number of body styles, including an attractive cabrio. (jpd)





The Dubocage Traction reminds one of the 1:43 version that graces the top of the VSCCA's annual Nutmeg Rally Trophy. The Traction Avant is as good of an over-the-road vintage rally car as one could hope for. (jpd)

As luck would have it the Simca-looking thingie (*actually a Talbot-Simca Cabriolet*) was having a spot of bother so the entire *équipe* pulled neatly into a layby within five minutes of our catching them. We joined them for a quick look and to say hello from their VSCCA colleagues in the United States. Their president, Marc Dubocage, was driving the Traction and made us feel most welcome. L'Amicale Traction Cauchoise, as they turned out to be, is a club of about fifty motoring enthusiasts based on the other side of Normandy near to Notre Dame de Gravenchon. (*That's a little to the east of Honfleur and on the north side of the Seine.*) They seem to make a regular tour at this time of year.

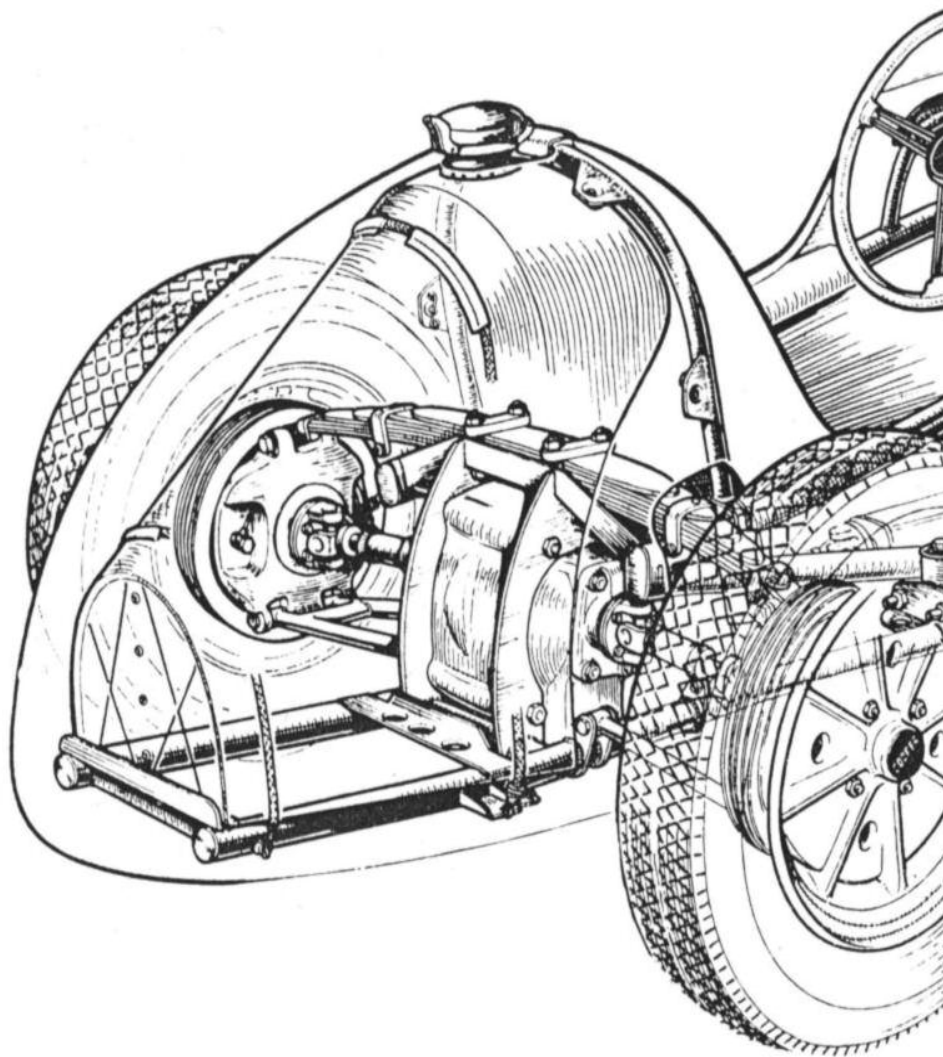
After about half of the drivers consulted on the Simca-looking-thingie they concluded it would be safe to continue as they were nearing their destination anyway. We all said our good-byes with wishes for pleasant motoring ahead. With that, the young lady and yrs trly returned to the Renault smiling. Once again, a most pleasant motoring memory had arrived unlooked for.

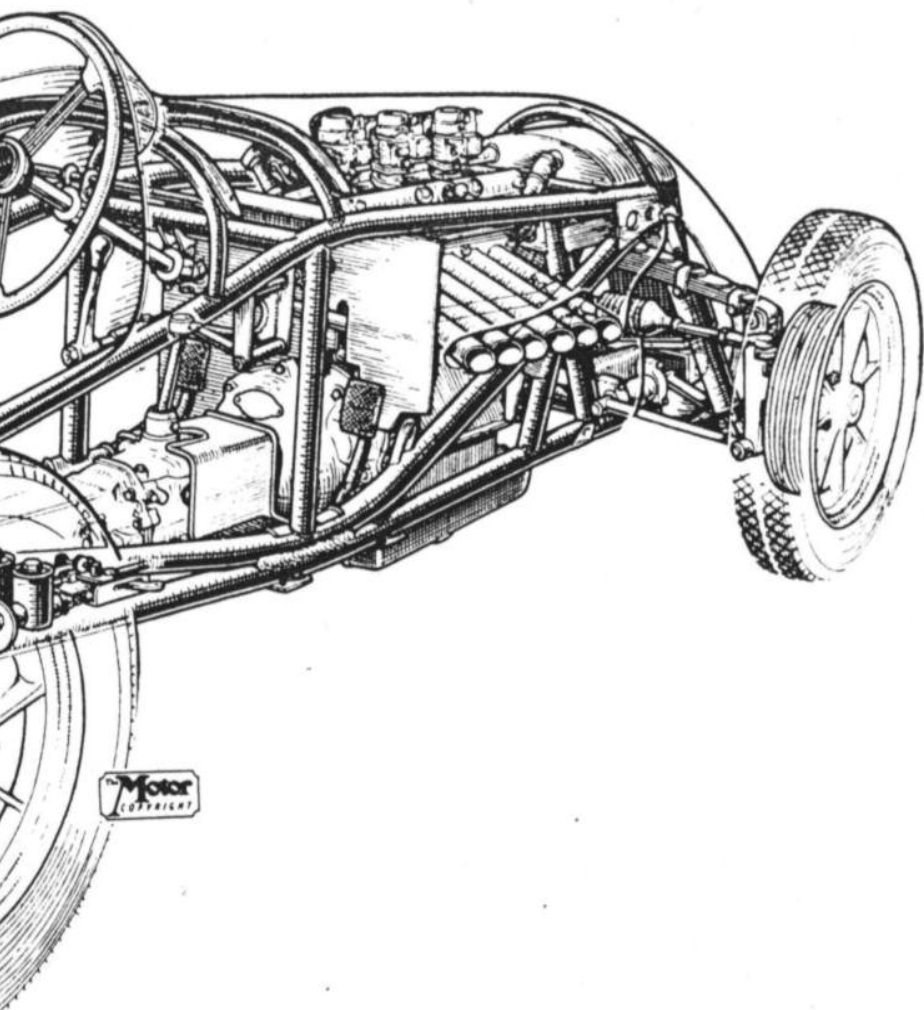
jpd



The Deux Chevaux Citroen may be the happiest looking four-wheeled automobile to ever grace the highways, the Deux Chevaux here (and this one is a late model) sits serenely amongst its peers. Often called the "tin snail," it looks marvelous in two-toned paint work. Next to it the Simca-looking (Talbot) cabrio thingie is ministered to by the club's mechanical brain trust. (jpd)

1953 Cooper-Bristol





Obituaries:

William "Bill" Rutan 5 May, 1931 - 4 April, 2018

He was amongst the best there ever was at what he did. And what he did was climb hills and mountains in a motorcar as fast or faster than anybody else. Bill Rutan, the Dean of American Hillclimbers, passed away on the 4th of April. He will long be missed.

The local obituary tells the tale as follows:

"William "Bill" Rutan, age 86, of Centerbrook CT, passed away unexpectedly after a brief illness on Wednesday April 4, 2018 at Yale-New Haven Hospital. He was born on May 5, 1931 in Middletown, CT the son of the late Charles William Rutan and Hazel (Tiley) Rutan. He leaves behind his long-time companion Carole Schmitt of Centerbrook CT and their faithful dog 'Tag'; his son Daniel William Rutan and wife Deborah (Strain) Rutan, of Deep River CT, and his daughter Rebecca Rutan Filkowski and husband Eric Filkowski, of Waterbury Center VT; grandchildren Cole Rutan, McLaine Rutan, Taylor Burdett, Ethan Burdett, Emma Filkowski, and Meagan Filkowski, and Carole's granddaughter Grace Anniskett; his former wife and dear friend Deirdre (Wilson) Rutan of Essex CT, and his sister Nancy (Rutan) Meitzler of Norwich CT. He also leaves many nieces, nephews, and extended family members. He was predeceased by his brother Charles Tiley Rutan of Chester CT. Bill was a lifelong resident of Essex CT and graduated from Pratt High School. Bill was a proud veteran of the United States Army having served his country during the Korean War. He was self-employed with several businesses through the years, but his passion was amateur car racing. He built racing cars and engines for himself and many others, belonged to the SCCA and VSCCA, ran hill climbs, endurance races, and road courses. His racing career spanned over 60 years. He won many races, including 2 championships at Daytona and Riverside, and set many hill climbing records. Many will remember "The Bathtub", a Volkswagen which he outfitted with a Porsche engine and captured the record to the top of Mt Washington which he held for several years. He was also a longtime member of the Essex Boat Club where he enjoyed gathering with others for friendly debate and camaraderie, and where he also enjoyed its beauty and serenity overlooking the Connecticut River through the years with his many 4-legged friends. A graveside service will be held at 10:00 AM on Sunday April 15, 2018 at Fountain Hill Cemetery, 57 High St, Deep River CT 06417. His family appreciates all of the support



Bill in the Lester MG at the Cloudbank Hillclimb in Garrison, NY. The year was 1956 and the hillclimb was only run for two years.



In the Lester on Mount Washington in 1954. Bill later set the all time record for the unpaved toll road to the top. It was subsequently paved and Bill's record will stand forever.

(g.fogg)



*Bill at Equinox
in the TECNO that he
drove to a class win in
1969, forty years ear-
lier.*

(jpd)



*Coming through the
first parking lot on
his 40th anniversary
run in the TECNO.*

(hyman)



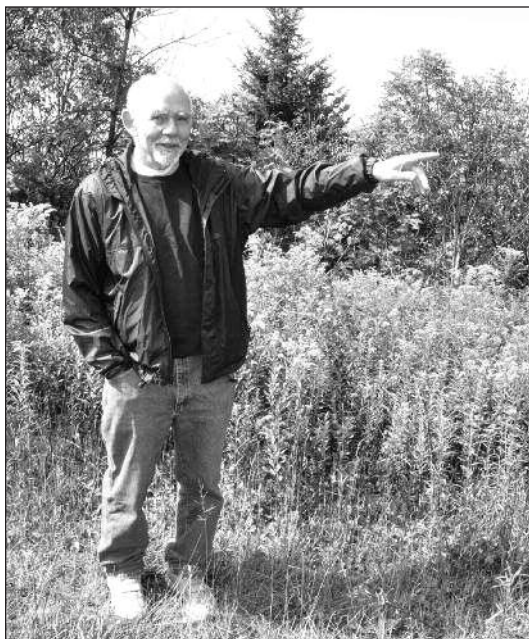
*And the start of
his winning run in
1969. His class win
was at a blistering
4'24.2" for an average
speed of 70.86 MPH.*

(rutan collection)





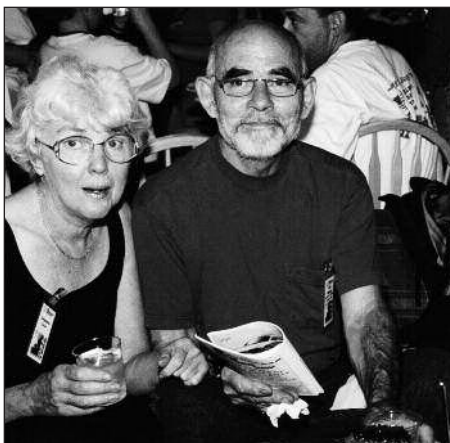
In the “bathtub” on Mt. Washington in 2004 when we celebrated the centennial of the first run up the mountain. (jpd)



Bill took delight in joining the editor for an adventure in search of the missing part of the first Mt. Equinox Hillclimb course that went to the top of Little Equinox before descending to the saddle and climbing to the summit. We found it and Bill could not have been happier. Here he points out the course.

He was likely the last man who was present when the old course was used. He didn't compete but was driving the event chairman up and down the mountain. A year later the mountain was paved and this section of road fell into disuse.

(jpd)



At Mount Washington with his partner, Carole, in 2004 celebrating the centennial.

(jpd)

and kind words shown. In lieu of flowers, donations may be made to The Essex Veteran's Memorial Hall, Inc. PO Box 142, Centerbrook CT 06409. To share a memory of Bill or send a condolence to his family please visit www.rwwfh.com

That hardly begins to touch upon our many memories of Bill Rutan. To suggest that “if it had wheels, ‘Willy Racin’ would drive it” is an egregious understatement. He won the Little LeMans races at Lime Rock Park several years running. His co-driver, Art Riley, owned the car and used it as a regular driver. He and Bill entered that same Volvo every year and made it win. Bill holds the forever “unpaved” record on Mount Washington. On Mount Equinox he won his class more often than not, first in his Lester MG and later in the well known “Bathtub.” He also did well in Formula Saab and with his Tecno there. Bill may have actually first competed on Equinox in his Volkswagon.

One could swear that Bill’s incredible memory for detail was nearly unequalled. He could pull up his times on the mountain from forty or more years ago and have them be correct to the second decimal place.

Known as a little rough around the edges in his earlier days, Bill Rutan mellowed with age like a fine bourbon. He was exceptionally fine company and enthusiastic in any and all endeavours. This writer will long treasure Bill’s friendship and hold dear the memory of the day we, together, went off in search of the original course on Mount Equinox. Finding the road and standing together on the top of Little Equinox left Bill with a smile that could have illuminated half of Vermont. Bill Rutan was very likely the last man alive who had ever competed on the very first Mount Equinox Hillclimb course. That day had more than a hint of nostalgia and a warm sense of “going home.”

Requiescat in Pace, old friend.

jpd

First White Mountain Vintage Grand Prix
Tamworth, New Hampshire
July 19-20, 2018

The VSCCA, the oldest vintage racing club in North America, brought their historic racecars to the newest racetrack in North America for the White Mountain Vintage Grand Prix. The competitors agreed this new road course at Tamworth, New Hampshire is simply spectacular.

Tamworth's twisty 2.5-mile course is located halfway between Lake Winnepesaukee and the White Mountains. From the highest point on the track you can see Mt. Osceola in the distance.

In this hilly terrain one would expect a roller coaster of a course and that is exactly what Club Motorsports has created. With 15 turns and an elevation change of 250 feet from turn one to the highest spot at turn 10. The actual lap experience is even more than that. In a single lap the cars climb and dive through 700 feet of elevation change. The track is wide at 40 feet so plenty



Zavetsky and Whitney making a close run down the straight.
(d.smith)

of room for course correction seems indicated. For a number of drivers, though, even 40 feet of track width wasn't quite enough as the first sessions saw a fair number of competitors sliding into the grass.

In general, though, the VSCCA drivers found the track both challenging and fun. Event chair Mark O'Day says, "The track makes for some great dicing with friends. No one has mastered the line so far so inevitably there are missed apexes that lead to passing opportunities." He also points out the track is long enough and varied with twisty sections for the cars that handle well and with a long enough straight for the power cars. One driver likened learning the course to learning the new one at Palmer.

Although not intended for spectator events the Club Motorsports track has been built to meet the safety requirements of FIA Grade 2 certification and with a state of the art timing and video system.

*Joseph DeLucia seemed
to be going smoothly in
the Lotus 18.*

(hyman)



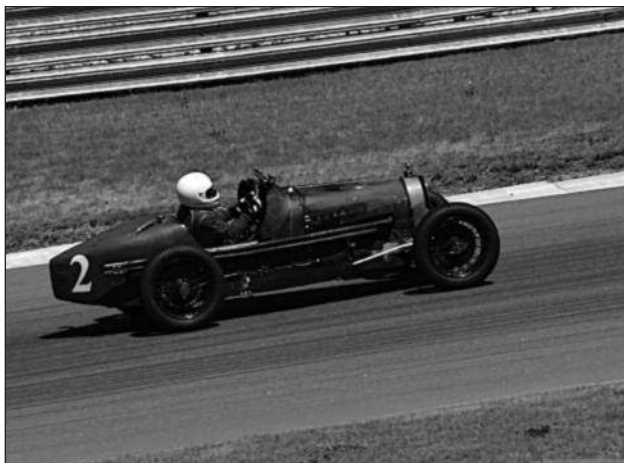
*A gaggle of Alfas leading the pack down the hill. The elevation
changes at Tamworth add to the challenge and to the entertainment
value.*

(d.smith)



*Erik Thomas has got
the Formcar working
well these days.*

(hyman)



Doing some on-track testing and fettling, Ben Bragg was shaking down Sandy Leith's much loved Ford-Bugatti Special.

(hyman)



Always a joy to see Victor Cromie's Riley.

(hyman)

Frank Mount's MG-TB Special, "Babe," never seems to put a wheel wrong. Tamworth proved no exception.

(hyman)



Carl Whitney has lately gotten the Belden family's Lotus 9 working marvelously.



Zavetsky and Chenoweth going at it hammer and tongs. (hyman)



*A nice close-up of Joseph DeLucia at work in the Lotus 18.
(o'day)*

The newly completed track is a membership club with plans for garage facilities, a clubhouse and what are being called “garagemahals,” The latter are combined garages and townhouses.

The VSCCA July 2018 event was the first actual race event held on the newly completed track. During the day the VSCCA rotated one-hour sessions with club members doing laps.

O’Day divided the 45 entries into three groups. As is traditional in this type of low-key VSCCA event there is no official timing and scoring but one can rest assured the drivers were paying close attention to how they fared relative to the other cars in their group. Bragging rights do not depend on any fancy radio transponders.

Group one included four pre-war cars and 6 T-series MGs. Victor Cromie brought his lovely 1935 Riley Imp and Chrisso Rheault his 1926 Bugatti type 37. Ben Bragg was driving Sandy Leith’s famous T-37 Bugatti which dates back to the founding of road racing in the United States, and Frank Mount had his 1939 MG TB Special, “Babe.” Throughout their sessions the T-series MGs, Franck Ceklarz, Frank Filangeri, Dan Leonard, Mark O’Day, George Pardee, Peter Ross and Mark Sherman looked like a train as they snaked around the course swapping the lead and trying to stay up with one particularly fast MG TD.



We're not sure we'd seen Steve Gordon's XK-150 out with us before. Beautifully presented, it would seem to be smooth at speed.
(hyman)

The second and largest group was for the quicker and larger production cars including at least nine Alfas, five MGAs and three Morgans including Nick Grewal in his newly restored 1963 Morgan Super Sport. Mixed in the field were Steve Gordon’s Jaguar XK150 coupe, Stu Forer’s quick 1958 Turner 950S and Jim Stein driving his Porsche 356A coupe. The diverse field also included the Bunce Buck H-mod special and a 1964 MG 1100 Sports Sedan. Needless-to-say the Alfa’s dominated the racing with a couple of the quicker Alfa’s battling in most sessions for the lead.

Sports racers and Formula Juniors made up Group 3. Four different Lotii were included in this field, Carl Whitney in the Belden Lotus IX, Chris

John Feng, part of the “Forza Ficara” group under the patronage of Santo Spadaro, is learning his craft well at the wheel of the Giulietta Spyder.

(hyman)



Up to New Hampshire from the far reaches of Long Island, Jim Shelly had the MGA moving quickly.

(hyman)

There was a dearth of tin tops at the event but Kirk McNeil took the MG 1100 out with the sports cars and looked right at home amongst them.

(hyman)





Mike Clifford in the MGA holding off a charging Rick Neves in the Healey Hundred.

(o'day)



A dramatic view of Peter Ross leading another pair of MGs down one of the hills.

(d.smith)

Another trio of MGs from an entirely different angle. That's Mark O'Day in the lead followed by Frank Mount and George Pardee.

(d.smith)



*The Bugattis of
Rheault and Bragg
making way in line
astern. Both will be
out for the Bugatti
Grand Prix at the
upcoming Lime Rock
Historic Festival.
(d.smith)*



*Looking at the pre-grid, one can only hope that the sports racers of the late fifties
are beginning to see a renaissance.
(d.smith)*



*Jeff Sinkiewicz's
MGA in company
with a couple of
Alfas and Chip
Brown's Moggie.
This looks to be
the pace lap.
(o'day)*



WOW! A great shot of Ben Bragg in the Leith Bugatti. (hyman)



Towner in the "Flat Rad" showing relative newcomer Ben Tarlow the Morgan line for exiting the corner.

(hyman)



This shot of the crowd coming down for the green flag shows better than words just how open and wide is the new course at Tamworth. It will take some learning to master it but the rewards and satisfaction should be marvelous.

(hyman)



Richard Campbell's Bunce Buck Special is Renault-powered and a fascinating exercise in California sports car design.
(hyman)

Cogswell in the well known Fryberger Lotus XI, Andy Williams in his beautifully restored Lotus XI and Dudley Cunningham in his fast 1959 Lotus XV. The VSCCA Activities Chair, the good Dr. DeLucia, completed the Lotus group with his Lotus 18 Formula Junior. Cap Chenoweth's Lola Mk I was on hand to keep the Lotii in check. Most of the session featured Dave Zavetsky driving his 1959 Chevy powered Devin Special battling with Dudley Cunningham.

The feedback from the drivers was that this was a great time and a great new venue.

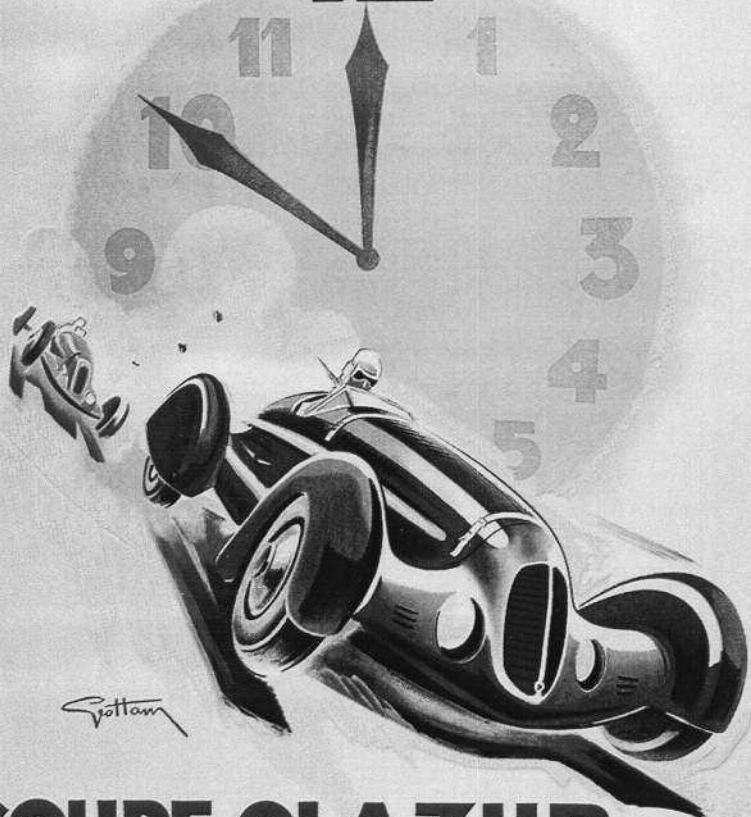
Credit needs to go to Mark and Deb O'Day for a well-organized event with plenty of information for entrants headed to a new track.

Not a VSCCA event but on Sunday a number of VSCCA members and their cars participated the Vintage Racing Stable Charity Concours hosted by Nick Grewal on his New Hampshire farm. A highlight of the concours was Grewal's own spectacular collection of vintage racers and classic cars. Despite light rain the event was a huge success and raised \$36,000 for the New Hampshire Boys and Girls Clubs. "Best of Show" appropriately went to a vintage racecar, Chris Nowlan's 1933 MG L2. He has actively raced this classic in VSCCA events for some time now.

All in all, a grand weekend in the VSCCA tradition. The Club Motorsports' track at Tamworth, New Hampshire may be one of the best road courses in the nation and is certainly one of the most challenging. The VSCCA will be back.

Dow smith

12 HEURES DE PARIS



COUPE OLAZUR



ASSOCIATION
FRANÇAISE
des COUREURS
EN AUTOMOBILE

Avec le Concours de
Auto
et la SOCIÉTÉ
OSMARIAIS
— PRÉS —

10 SEPTEMBRE 1939

AUTODROME DE MONTHLÉRY

1974

g o s s i p

Recent Acquisitions, Restorations, Repairs and assorted Mechanical Minutia

We've noted a number of photos recently of Stu Forer in a delightful little blue Turner. We can't help but wonder if he is planning to retire the Jaguar?



(o'day)



0—50 M.P.H. IN UNDER 10 SECONDS!
AND A MAXIMUM IN EXCESS OF
90 M.P.H.

THIS IS THE PERFORMANCE YOU CAN OBTAIN
WITH YOUR "TD"  EQUIPPED WITH A
SHORROCK SUPERCHARGER

No modifications required to either engine or chassis. Installations
supplied complete with all fittings, including carburetter.

Installations available for "TB", "TC", "TD" and "Y" Model M.G.s and Morris Minor, etc.

*Overseas Orders
to nearest M.G.
Distributor.*

Order now from
SHORROCK SUPERCHARGERS LTD.
FLETCHAMSTEAD HIGHWAY, COVENTRY Telephone 5533

Hershey, by the way, was not overly well subscribed but the turnout was respectable and a most wonderful time appeared to be had by all.



We just gathered this from our friend Susan Savochka out on Long Island regarding the Bridgehampton Racing Heritage Group formerly known as "Save The Bridge", that Guy Frost started a long time ago. "We are continuing his legacy," she tells us. "He is in a nursing home now. We are gathering pictures, stories and memorabilia from the Bridge. We are trying to get a permanent place at the Bridgehampton Museum, but it will be very expensive. At this point we are just trying to get the word out. We put up a display at Cars and Coffee on September 16th and at the Bridgehampton Road Rally October 6th at the Bridgehampton Museum. We are selling BRHG patches at \$10 each and gathering Emails to let people know about us. With your help and support to ensure that the colorful history of automotive competition in Bridgehampton will not be forgotten. Thank you.

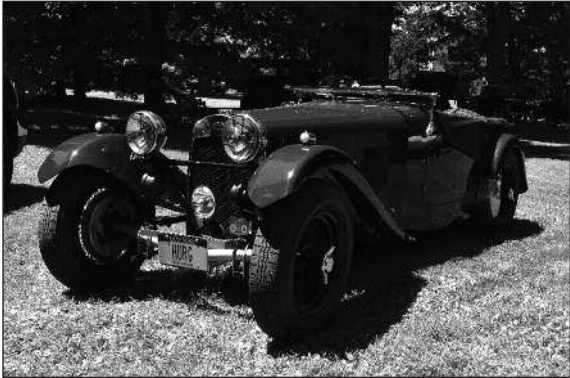
For more information contact Susan Savochka at susantres@msn.com .

Also, Bridgehamptonraceway.net, their website.



The editorial HRG, Samantha, has been active on the roads this season and was also to be seen at a couple of Concours. She was the center of much attention at the Greenwich Concours, (along with a large number of our VSCCA friends) and made an appearance at the car show at Locust Grove, the home of Samuel F.B.Morse. Covering a smaller car show in Hyde Park, for the local Newspaper we write for, the HRG attracted the attention of our state Senator, Ms. Sue Serino, who has a mid-seventies Corvette. She agreed to

have her photo taken with the HURG and yrs trly. We can't send that shot to my employer, "The Northern Dutchess News," so will bore our friends in the VSCCA instead.





1950 PRODUCTION CAR RACE — SILVERSTONE

FIRST IN 1,500 c.c. CLASS

*H.R.G. repeats its 1949 success in this classic race,
following its achievements in the Alpine Trial*

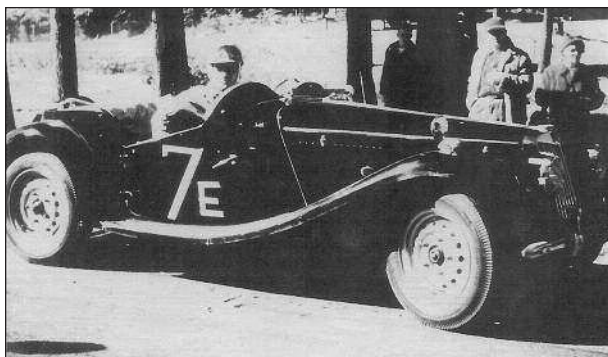
The cars which competed in both the above important and dissimilar events are owned
and entered by private owners not connected with the motor trade. In all cases these
cars are in everyday use and have covered thousands of miles of ordinary motoring.

THE H.R.G. IS A GENUINE ALL-PURPOSE CAR

H.R.G. ENGINEERING CO., LTD., Oakerott Road, Tolworth, Surbiton, Surrey • Tel. Elmbridge 4489

It started with a FACEBOOK posting from Bill Lightfoot right after the Hershey Hillclimb.

Bill Lightfoot wrote: *"A few weeks ago (June 9, 2018) I ran my 1959 Morgan race car in the VSCCA "Grand Ascent" hill climb. This event marked for me SIXTY YEARS of competing in sports car competition events. My first competitive event was in my MG TF at the ISCA (Intercollegiate Sports Car Club) Hill Climb at Belknap NH on 19 October 1958 (see black and white photo). I was 20 then and I'm 80 now. Boy, that's a long time and a lot of racing. No wonder I'm deaf. But it has been a LOT of fun!"*



Bill in '58 at Bellknap.

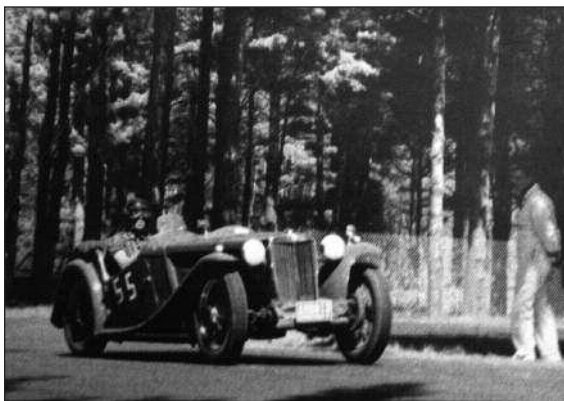
"Cool," We thought. "What a great piece for the "Gossip" section of Vintage Sports Car." A week or so later we were with Schieffelin at a wedding when the topic came up. He noted that he had seen Bill's posting and reached out to him because he had been at the same event. "Wow, now there's a coincidence," we thought. Thus we requested Schieffelin's photographic evidence so as to share it with the membership. Interestingly, his note (below) makes it clear that while he had been there for the 1958 running he was surprised to see that he had actually taken part the year before as well. We won't volunteer to share how old the editor was on that fateful May 5th of 1957 but will admit that we were far away from the age of driving anything other than a bicycle and hadn't been safe on one of those for very long.

Schieffelin writes:

"Hi Jim,

"OK, this time I took the old photo out of its frame to get better images for you than the one I sent to Bill Lightfoot.

"On the back was written "TC cornering at final 'S' - Belknap Hillclimb May 5, 1957 --"



Then "Return to - Schieffline (sic) 98 Silliman (my college room) DPB". Who DPB is, I have no remembrance.

"So this changes the narrative a bit. There I am at Belknap 1 1/2 years before Oct. 19, 1958 (I was probably at that one too).

"Again, yesterday was a joy. See you at our favorite hill soon.

Cheers, John"

One can't help but wonder if there are any drivers still active who can claim an earlier first competitive sports car run as a driver? Meanwhile, Bill Lightfoot promises a longer edition of the story that we shall run in the next issue.



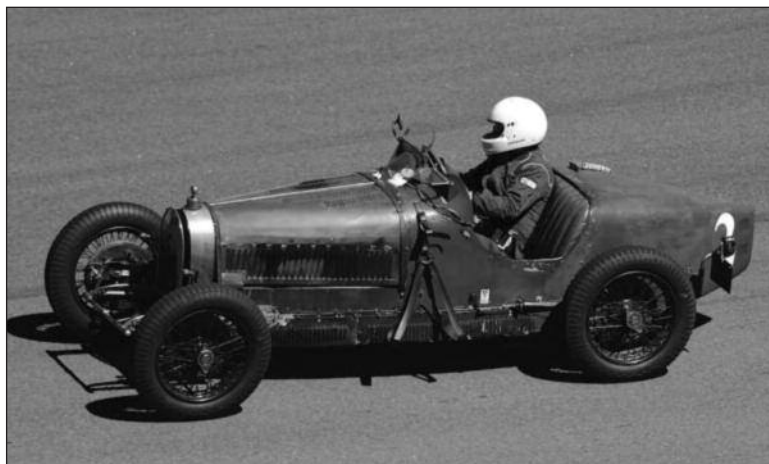
Mike Kaleel is making great strides with his Allard and showing off a gorgeous paint job in what looks to us like sort of a "gunmetal" grey. He says it isn't quite that dark. Can't wait to see it, though. The photos are stunning.





★ ★ ★

Ben Bragg has been fettling Sandy Leith's Bugatti Special and making progress on both ignition and carburation. We understand the next task is replacement of a cracked brake drum. In spite of the crack Ben took the old girl to Tamworth to do some tuning at speed - - but at very discrete speed, we are assured.




DEDICATION OF A GRAVE

Sunday, July 1, 2018

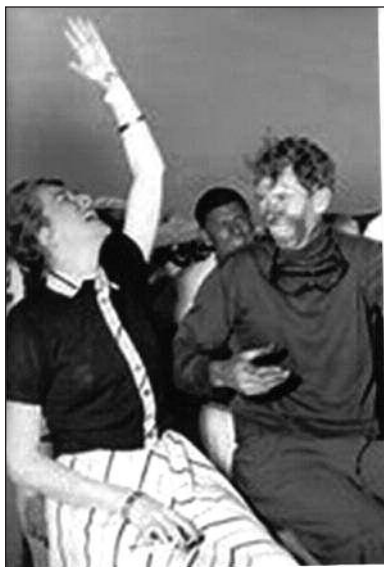
"For everything there is a season, and a time for every matter under heaven:
a time to be born and a time to die ...
a time to weep, and a time to laugh;
a time to mourn, and a time to dance."
Ecclesiastes 3

Welcome everyone to this service where we come to unveil the headstone for the grave of

Elizabeth Huntley Fitch and John Cooper Fitch



We were not able to attend the recent dedication of a memorial and headstone at the graves of John and Elizabeth Fitch. It was long in coming and their memory richly deserves honoring. Thanks are in order to Terry Dunn, who spent umpteen hours and much emotion making this happen. We and all of his friends are most grateful. We add below a few photos to remind us of the great man, who was a most gracious friend and a much loved member of the VSCCA.



This looks to be after the win at Sebring in '53. We aren't sure.



On their Wedding Day.



After a very early race for John. He was still driving the MG so it would be around 1950-ish.

Fitch went to LeMans with the Corvettes and did well, even if they had to pack the engine compartment with Dry Ice for the last laps to mitigate an overheating problem.



(hyman)

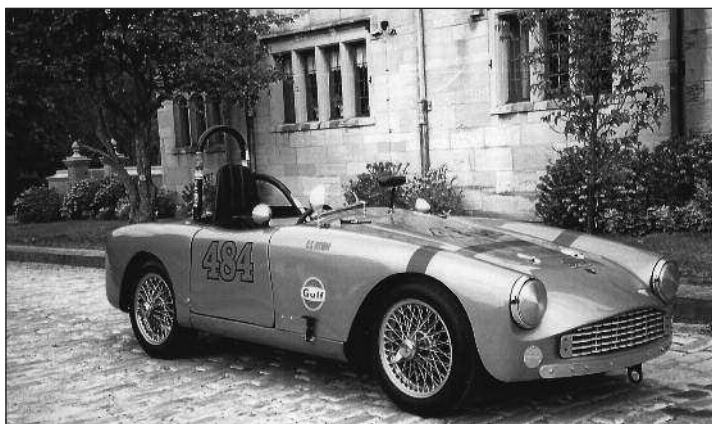
CLASSIFIED:



FOR SALE: 1939 "Board Track" Sprint Car with big 100 h.p. Ford Flat Head Motor, 239 cubic inch. Recent complete rear end rebuild. Car is only 1 of 5 built with an all aluminum body. Pristine condition and race ready. Call for details. \$62,000.00

J. J. Rodman, Jr.

412-486-8175



FOR SALE: 1959 Turner MK1 – Vin No. 60/414, one of only 17 out of 500 produced with 1097 c.c. Coventry Climax Engine! Car is rarer than an AC Cobra. Has 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 mention. Call for details. Car is race ready. \$60,000.00

E. S. Rodman

412-487-2887

Abingdon Spares



800.225.0251
abingdonspares.com

Quality new & used parts for MG TC TD & TF

NEW!

Carrying a complete line of MGB Parts



GET YOUR VINTAGE SPORTS CAR FIX...

Remember what it was like to devour a car magazine? To wait by the mailbox until it finally arrived? To pore over every page? To learn something new from each issue? Have you felt that way lately about a car magazine?

If not, it's time you subscribed to *Vintage Motorsport*, "The Journal of Motor Racing History." It's been the first choice of insiders, professionals and serious vintage car enthusiasts for 36 years.

Just \$45 per year (6 bimonthly issues plus the *Vintage Motorsport Annual*, *The Year in Photos*).

Vintage Motorsport



Subscribe today at www.vintagemotorsport.com or call 800.626.9937



The Pittsburgh Vintage Grand Prix is grateful to all of the VSCCA racers who helped create our Schenley Park event and truly appreciate when they return to race with us. We have created the "Legends of Schenley Park" to honor those that have raced with us 15 or more times and will present a commemorative patch and gift on Friday, July 13.

Schenley Park Vintage Races July 14-15, 2018
Visit www.pvgp/drivers/legends for more details



Oxford
MOTORCARS

EXCITED TO ANNOUNCE

Renowned mechanic, Andrew Funk, previously
with KTR Restorations, is now at Oxford Motorcars.
East Providence, RI — 401.435.3333

BRITISH / EUROPEAN RACE / STREET CARS

WWW.OXFORDMOTORCARS.COM



VT ***VeloceToday.com*** EXCLUSIVE ARTICLES ABOUT
EXTRAORDINARY AUTOMOBILES

Now share the passion of photographer/writer Sean Smith



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

1939 MG TB

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



1962 Morgan +4, four seater

Now available, after recent 40-year female ownership. A wonderfully original car, with tasteful patina, in black over red. This Morgan starts effortlessly, and runs and drives wonderfully, having had the twin SU carburetors recently rebuilt. Purchased by the second owner from the Morgan dealer in Hartford Connecticut, this car has never left North Western Connecticut. Careful storage shows with all the wood to our knowledge to be in excellent condition. Pictures show the original chassis, which the car is also properly registered to. A wonderfully honest car, that can be enjoyed as is, and driven anywhere! Asking \$29,500 USD.

1974 MG Midget

Last year of production for the classic chrome bumpers, finished in Damask red over black interior. Wearing a past repaint, this Midget is an incredibly clean car as a result of residing in long term heated storage for over a decade. Recently recommissioned and serviced, this car runs, drives, and stops. Fitted with an Ansa Marmite exhaust, it has an incredibly charming exhaust note, resembling more of an Austin Healey BJ8! Asking \$5,500





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

1993 Porsche RS America:

#337 of 701 built - Build date - February 1993, Red/ Black Leather Sport Seats, Decal Delete. Equipped with all 4 factory options: Sunroof, Limited Slip, AC, and Radio (Upgraded). Rear seat delete, G-50 Trans, 17 inch wheels and M030 Sports Suspension are standard. 3 Owners from new, clean car fax, never tracked. This RSA has just had a full 60k mile service by marque specialist in addition to any other items requiring service. Starts, runs, and drives extremely well - very tight and with perfect road handling. Margins are excellent with original paint showing very well. Asking \$96,500 USD.



1929 Rolls-Royce Twenty 3 Position DHC:

Originally ordered as a Sedan with coachwork by Thrupp and Maberly Limited, GEN 70 was sold new to Col. John Kennedy. Retaining its original coachwork until October 27, 1937, it was then commissioned to have the more attractive 3 Position Drophead Coupe body by The Southern Motor Co. fitted. GEN 70 passed through several ownership changes, until it was purchased by Jean C. Chouinard in June of 1968. He then shipped GEN 70 to the U.S., where it resided in his ownership until 1971. With its current owner of 47 years, it has undergone a full cosmetic restoration: paint, upholstery and a new top approximately 10 years ago. Driven very little since, it has been properly stored, and recently re-commissioned / serviced; running and driving as it should. Asking \$90,000 USD.

1966 Ford Mustang Notchback A/S 289.

Raced from new with documented history, having ran at Nelson Ledges & Watkins Glen from 1967-1970. Accompanied with 2 period photographs, this Mustang was later owned and raced by famous race driver Lauren J. Fix. Immaculate condition by meticulous collector owner of nine years. Refreshed every 8 hrs, 2 hrs on car now, with recent original gearbox rebuild. Fully sorted & track ready with SVRA & SCCA logbooks, regularly run at LRP. Price Reduced: \$75,000 USD.



THOMAS N. FAIR

FINE AUTOMOBILES

P.O. Box 355
NEWPORT, R.I.
02840

CELL 401.481.1600
FAX 401.619.2897
tomfair@cox.net

THE ART OF *speed*

*Restored
Maintained
Supported
Enhanced
Bought & Sold
Enjoyed*



203.377.6746 • STRATFORD, CT
SEE ALL WE DO AT:
VINTAGERACINGSERVICES.COM



*Pictured is the Fitch-Whitmore Jaguar Special
campaigned by John Fitch in period. Restored and
Supported by Automotive Restorations Inc. &
Vintage Racing Services Inc. just a few decades later.*



DOMENICK'S EUROPEAN CAR REPAIR

HOME OF THE RACING GIULIETTA'S

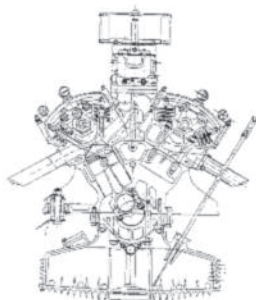
At your service is
Domenico Spadaro
Frank Spadaro
Santo Spadaro



SPECIALIZING IN:

- CAR RESTORATIONS
- VINTAGE RACE CAR PREPARATION
- COMPLETE ENGINE REBUILDS

Since 1960, family-owned business,
European trained mechanics, expert repairs on all...
From Alfa to Ferrari,
Audi to Mercedes,
Jaguar to Range Rover,
Saab to Volvo.



148 FERRIS AVENUE
WHITE PLAINS, NEW YORK 10603

Phone 914 949 0103

Fax 914 949 0618

E-mail sds1750@aol.com

Ask for references from our satisfied customers in
Westchester County, Fairfield County and Long Island.



J.R. and Eileen Mitchell's

TIME FOR FUN

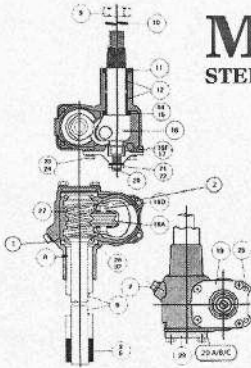
**20 Years of Experience
Providing**

- Expert Race Preparation
- Race Proven
Trackside Service
- Quality Ground Up
Vintage and Historic Race Car
Restorations



www.gmtracing.com

(203) 270-8441 • 16 Commerce Rd Newton, CT 06470



Marles

STEERING BOXES

The genuine and original **MARLES** steering box as fitted to Aston Martin, Allard, Triumph, Morrison, Singer, Healey and many other makes.

All parts to correct specifications from **MARLES** original drawings.

Full rebuild service with international collection and delivery.

DAVID CORNWALLIS

Tel: 0044 1568 760243 Fax: 0044 1568 760465

www.marlessteeringbox.com

Restoration • Repair
Race Prep • Track Support
Pre & Post war cars
Vintage/Club Formula Ford

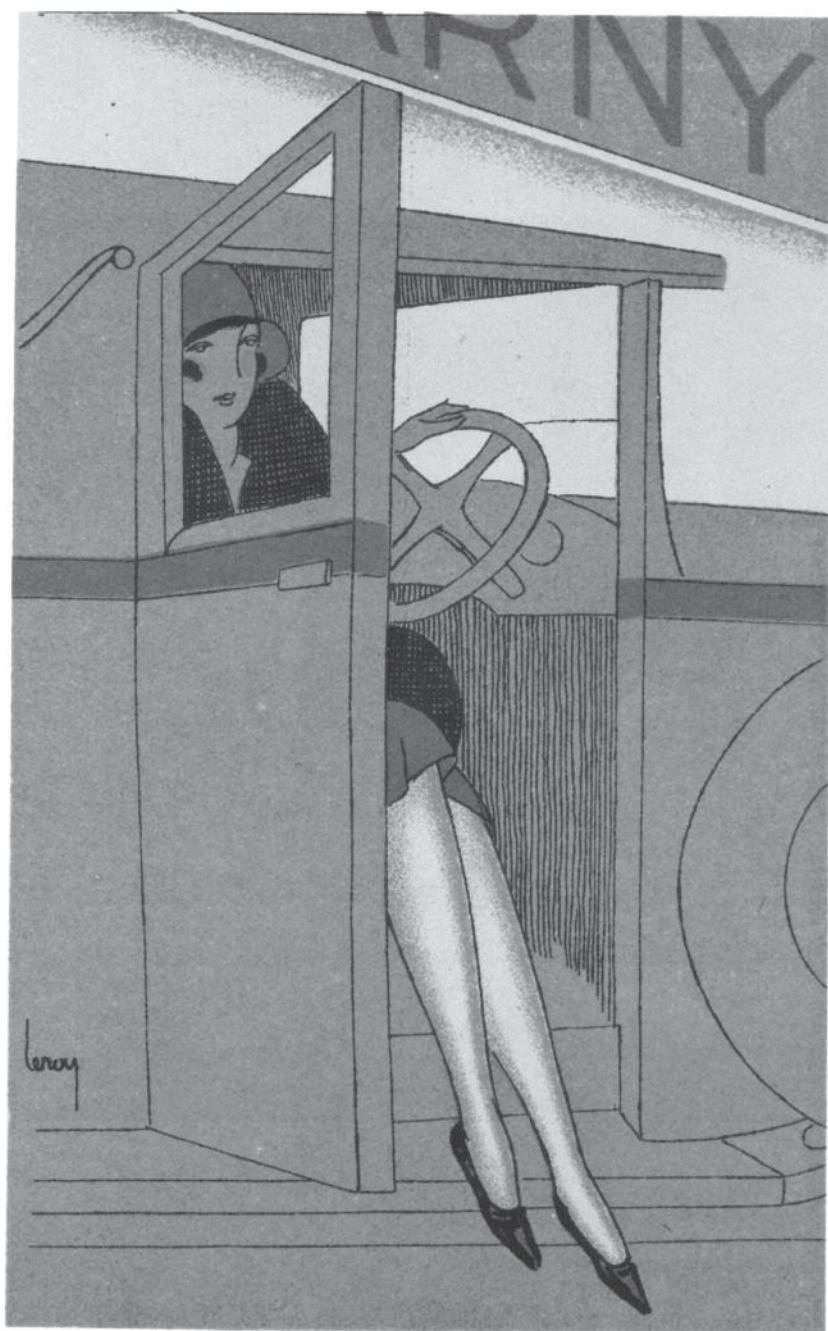


Sports Racers • Formula junior specialists

**OVER 150 YEARS OF RACING EXPERIENCE
UNDER ONE ROOF!**



**20 Henry Street
Bethel, CT 06801
Cell# 203-788-6152**





VINTAGE SPORTS CAR CLUB OF AMERICA INC.