

VINTAGE SPORTS CAR



NUMBER FOUR 2020

VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

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VINTAGE SPORTS CAR



The Lime Rock Historics for 2020 went exceptionally well in the time of the COVID Plague. Entries were better than expected and the variety of cars a delight. One highlight of the weekend is shown here. Joe Colasacco did demonstration laps in what must be the finest GP car of its era, the Maserati 250F. The whole story can be found on page 41.

(Photo by Dow Smith)

TABLE OF CONTENTS

NUMBER 4 - 2020

Editorial	2
Empire Cup - 2020	3
4th Annual Catskill Conquest Rally	17
25 Hours of Thunder Hill 2019	
The VSCCA Goes on an Adventure	27
Obituary	
John H. Willock	35
1959 Ferrari Dino 196	36
Presidential Thoughts on the 2020 Season	39
38th Lime Rock Historic Festival	41
Gossip	58
Mount Equinox Gathering - 2020	60

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

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It's late November in this Year of the Plague 2020. We've, most of us, managed to get through in hopes of a better 2021.

Amongst the lessons of the year that we are not wont to overlook are the joys that could be had motoring on a sunny day in a vintage sports car, either alone or in company with like-minded friends in similar motors. There's great value in that lesson and it's not one we will overlook in the future.

The racing season, thanks to the dedication and enthusiasm of some of our number, was hardly a total loss. Two of those racing events are chronicled in these pages. We were gratified at the size of the entry in both of them and in the variety of vintage sporting cars that took part.

A blend of track events and motoring on the open road resulted in a season much more satisfying than we had ever hoped. In that fact we are truly grateful.

Now we head into the season of holidays and thankfulness for what we have and what we have experienced. We take this opportunity to wish all a most wondrous holiday season - no matter which holidays are dearest to you and yours - and we offer our fondest hope for a 2021 motoring season that will prove second to none as this plague recedes into the rear view mirror.

Be well.

jpd

Empire Cup *Lime Rock Park* *July 24 and 25, 2020*

Normally the VSCCA, the Historic Racing Group (HRG) and the Empire Club stage their annual event at Lime Rock Park in late May or early June. Didn't happen this year thanks to the COVID 19 pandemic. The original event was postponed to July 24th and 25th.

Unfortunately, the postponement put the weekend into horrendously hot weather. The Northeast had an unusually hot spell this summer and the Empire Cup was no different. It was hot. Several drivers said they felt the track was extra slippery because of the heat.

Lime Rock Park put in place extensive safety measures to protect racers and their crews. This has never been a spectator event so that was not a problem. Both A & B paddocks were used to keep roughly 160 entrants socially distanced. The track put in safety measures such as a temperature check when arriving and of course masks were required at all times. The drivers' meeting was done over the PA system, and food was ordered and prepared beforehand for delivery to the entrants.

It was great to see so many folks at an event after the many cancellations and postponements. The VSSCA had held a small race in New Hampshire at the Club Motorsports track in Tamworth, and this was the first event for the SCCA affiliated HRG. Event Chair Charles Bordin says the feeling was that getting back to vintage racing was getting life back to normal.

The weekend was marked by memorial laps during Saturday's lunch period by family members honoring Jack Hanifan a long time SCCA racer and steward also active with HRG, who died earlier this year. It was his wish to



Mr. Towner's Moggie making some speed through Big Bend. (hyman)



Ms. Amarosa leading a mixed bag of competitors down the No-Name Straight. (hyman)

have his ashes scattered at Lime Rock. During the drivers' meeting, Chief Steward Bob Melhado also asked for a moment of silence to honor two other popular Lime Rock figures who passed recently, HRG driver Dave Panas and worker icon "Gee Dub," George Henderson.

Bordin was once again chairman of the event. He scheduled six racing groups with two or three 20-minute sessions both days with qualifying races on Friday. The first two groups were for lapping by Empire members. Group one was limited to passing on the main straight and passing on No Name Straight with a point by. The second group was allowed to pass on the straights but not on the downhill.

HRG cars made up Group 3 with different classes in the same race. HRG features cars from the 60s and 70s, mostly production-based cars. This means the race is dominated by Porsche 911s with E-types and Corvettes as spoilers.



Jim Stein's 356 looking smart as he heads for the grid. (hyman)



Lou Timalot brought out the Watson Indy Car and it looked superb. (hyman)



Mr. Bragg getting the best out of the Old Gray Mare. (hyman)



John Romano's Aston runs magnificently and is a delight to the eye as well.
(hyman)

The VSCCA cars made up Groups 4, 5, and 6. The faster cars made up Group 4 which meant a mix of cars but with more Alfas than any other make. The Devin wide body of Martin Hosek won all three races for this group on Saturday. In the first two races he was followed by Jim Freeman in a 1958 Devin Super Sport. Roger Cassin in his 1964 Alfa Romeo Giulietta Spyder was third in the first race and the third race for this group. Mitch Eitel drove a strong race in the second race finishing second after starting in 5th on the grid. A Lotus Super 7 was third in the second race driven by Adolf Battifarano.

VSCCA Group 5 was made up mostly MGs of various types and speeds. However, it was a 1960 Lotus 7 driven by Luis Patitucci that won the first two races on Saturday with Hervey Parke's Ginetta G-4 in second both outings. In the first race a Lotus 18 FJ was third driven by Mark Curry. Devin Giedra's Datsun was third in the second race. For the final race Saturday afternoon Hervey Parke got his revenge and finished in first trailed by Jim Juhas' 1956 MG A coupe and William Schmidt's 1959 MG A.

Sports racers were the featured grid for the Empire Cup this year but the



Ed Callo had the TC running well. It seems to be getting faster every time we see it.

(hyman)



Mr. Gelles at play in his favourite single seater.

(hyman)



The epitome of the VSCCA spirit, Andy Greenberg drives the Aston to the event, races it briskly, and then drives it home. We offer our applause. (hyman)



Mr. Harmer's MG leading a mixed bag into Big Bend.

(hyman)



We're not sure we've seen Ryan Smith's Daimler out of late but it looks to be moving well, and he doesn't seem to have lost a step.

(hyman)

The Motorist, October 29, 1948

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Bragg bending the Old Gray Mare into Big Bend with what looks to be a good lead over whoever is following.
(hyman)



A handsome Alfa in yellow.
(hyman)



*Clemens' H-Mod
stretching its legs.*

(hyman)



Healeys, large and small.

(hyman)

*Romano's Aston is
always a most welcome
sight.*

(hyman)





Marc Cendron's gorgeous Tojeiro.

(hyman)



This looks to be Frank Filangeri's TD with a decent lead coming off the front straight.

(hyman)



Forer's Turner and Filangeri's TD about to take the Alfa on the inside.

(hyman)



*Freeman's Devin making glorious noises leading the entire pack into Big Bend.
(hyman)*



*Whitney and the Lotus 9 looking as smooth as usual.
(hyman)*



Santo Spadaro, patron of the VSCCA Alfa contingent, coming onto the no-name straight.
(hyman)



Mark O'Day making what might have been his debut with the newly acquired MGA.
(hyman)

*Giedra's Datsun fighting
for the corner with
Filangeri's TD.*

(hyman)



*Jim Juhas' MGA Coupe making
knots down the back straight.*

(hyman)

field was small in comparison to previous years. Phil Meany's fast 1969 Chevron won all three races handily with Kurt Uzbay's Chevron B-16 in second for the first two races. Laurent Fumex and his Ginetta was third the first race with Mitch Eitel' Elva Mk 7 in third for this race and he finished second in the final race of the afternoon. Unfortunately, only Meany and Eitel, who lives near Lime Rock, stuck around for this final event. Most competitors headed home early to enjoy air conditioning.

The weekend went well with only one minor fender bender. This was pretty amazing when one considers how little track time competitors have had this season thanks to the pandemic. One race was black flagged after a competitor went off at Station 4 and stopped in a vulnerable spot. The call was fortunate since he had left a long trail of oil from Big Bend to the No Name Straight.

Track President Skip Barber met with Chief Steward Bob Melhado and talked enthusiastically about how well this event went. He was equally enthusiastic about plans for the Historic Festival 38 on Labor Day which was to be the track's next major challenge. *(Covered elsewhere in this issue)*

dow smith





The 4th Annual Catskill Conquest Rally **26 September, 2020**

Automobiling on the Open Road Amid the COVID-19 Pandemic in 2020

Robert Selkowitz' fourth annual Catskill Conquest Rally - celebrating the 1903 Endurance Run from New York to Pittsburgh - could not have come at a better time. The autumn was upon us and the open road beckoned. With the COVID plague still keeping us from many organized motoring experiences it was a joy to be able to get out on historically significant roads with like minded souls in an appropriately socially distanced manner.

Yrs trly had made a donation to the event in the name of the VSCCA and assured our members a prepaid entry to the adventure.

Robert began his introduction with a quote from a great favourite of yrs trly, Hilaire Belloc, and from one of his most fascinating works, **The Old Road**, which we reviewed in these pages some issues back.

"There are primal things which move us... Of these primal things the least obvious but most important is The Road... We take it so much for granted that its original meaning escapes us...the spirit of The Road. It grows to suggest the towns upon it, it explains its own vagaries, and it gives a unity to all that has arisen along its way... The Road is silent; it is the humblest and the most subtle, but, as I have said, the greatest and most original of the spells which we inherit from the earliest pioneers of our race."

*—**The Old Road**, H. Belloc, 1904, writing about the Pilgrim Road from Winchester to Canterbury in England.*

Robert's Catskill Conquest Rally travels two of the earliest roads in Ulster and Delaware Counties of New York State. Starting on State Route 28 which follows the historic Ulster and Delaware Turnpike, the beginnings of this road are noted on maps from the 1700s. The event finishes on a section of the Catskill and Susquehanna Turnpike which opened in 1804. When the National Association of Automobile Manufacturers was scouting their route for the

*Paul Gould's
Bentley 4.5 liter*

(jpd)



It was an eclectic entry that day, including Aston, Lancia, and a mid-fifties Chevrolet.

(jpd)

*A two-stroke three
cylinder SAAB com-
plete with extra rally
lights looking as one
would hope it would
prior to motoring off
on a rally through the
mountains.*

(jpd)





We didn't get any particulars on this lowered GMC Pick up but we certainly liked the shape of it. (jpd)

challenging 1903 Endurance Run they chose this route, attracted by twenty miles of new macadam paving through the Esopus Valley, into the heart of the Catskill Mountains. This brought them to the village of Pine Hill at the edge of Ulster County. The next day they entered the unimproved dirt roads of Delaware County and on this occasion they were inundated by six inches of wind driven cold rain. By the time they reached the Susquehanna River at Unadilla, the actual end point for the current rally, flooding was widespread. The rains and flooding persisted, and so did the automobilists, earning the nickname of the Mud Larks for the veterans of the run, which ended in Pittsburgh days later. Twenty five of the thirty four starters made it to the end after 800 miles of arduous travel.



Jeff and Nancy Sienkiewicz came out for another weekend jaunt with the Volvo. (jpd)



What appears to be a Swedish Pit Stop. Sienkiewicz had stopped to assist the SAAB, when the latter's throttle linkage seems to have come astray. (jpd)



Jeep and Lancia at rest during a rest stop. (spadaro)

The Catskill Conquest Rally commemorates the 1903 Automobile Endurance Run. But, it also commemorates the road itself and the story of the birth of modern road building and the automobiling we still relish.

When the New York State Engineer was surveying the route for macadam paving in 1900 he wrote, "When completed this will provide a beautiful highway through the Catskill Mountains from the Hudson River to the central part of the state". In 1901 he added that the road "...will form one of the most beautiful drives in the state." . . . and so it did. We took some time in this past autumn to use these roads exactly in the spirit that long gone engineer hoped.

We arrived at the starting point about an hour early and were amazed to find nearly fifty cars already in attendance and parked around the periphery of the starting point, the Maurice Hinchey Rest Area and Catskill Visitors Center.

Taking pride of place in the center of the festivity was Chuck Schoendorf's Cunningham Vignale Coupe. It was also acting as the highlight vehicle of the event. Chuck was happily answering questions from all and sundry. It looked great.

Chuck Schoendorf's Cunningham was the official car of the event and it gathered an appropriate amount of attention while Chuck graciously answered questions about the marque and this particular example. (jpd)



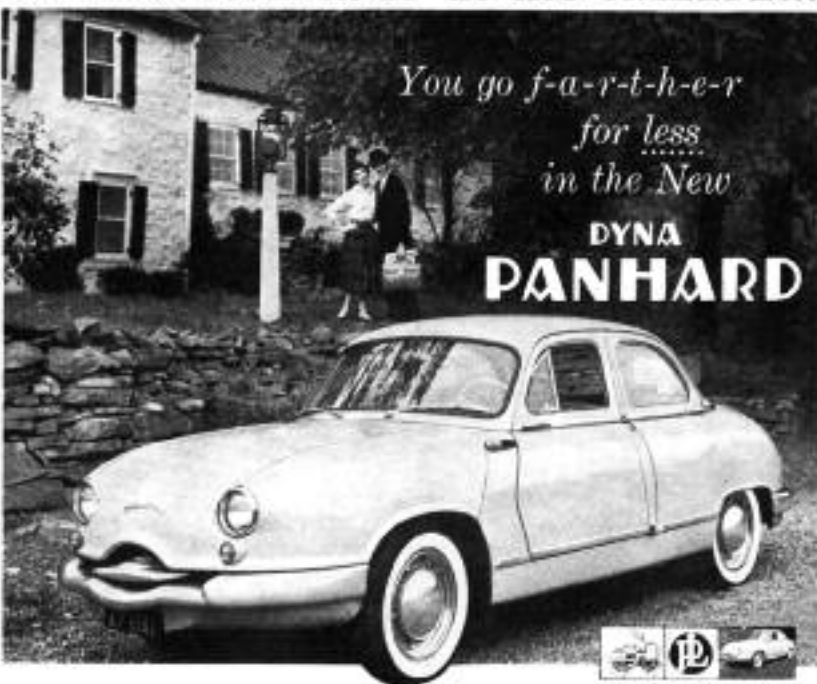


Sean Smith and Santo Spadaro motored gamely in the latter's Lancia. They mostly stayed on course and were still on speaking terms at the end - - thus a successful outing. (kobus reyneke)



A slightly tatty Crosley station wagon parked near one of the rest stop opportunities. It looks savable and we hope someone puts it right. (hyman)

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Mr. Hyman's 356 awaiting the start.

(jpd)



(kobus reyneke)



An early Jeep Station Wagon in a colour most appropriate to the upcoming Halloween Season - - Pumpkin Orange. The crew were obviously having a good time. We spent about ten miles behind them and couldn't help but notice that the old beast gives the concept of "body roll" in the corners whole new dimension. we hope the navigator was not subject to motion sickness.

(spadaro)



The Lancia from a great visual angle. Stopped in front of one of the choices for a break on the highway. The course offered a number of choices for such stops and all were nicely chosen. (kobus reyneke)

Other cars of interest included a couple of Bentleys, an Aston Martin, any number of Porsches, at least a pair of Triumphs, a neat old early Jeep Station Wagon, a three cylinder two-stroke Saab, a Model T, a couple of vintage pickups, Santo Spadaro's Lancia, and Jeff Sienkiewicz' Volvo. By the time the first car was sent off we must have had over 75 entries of all shapes and sizes. It was a delight

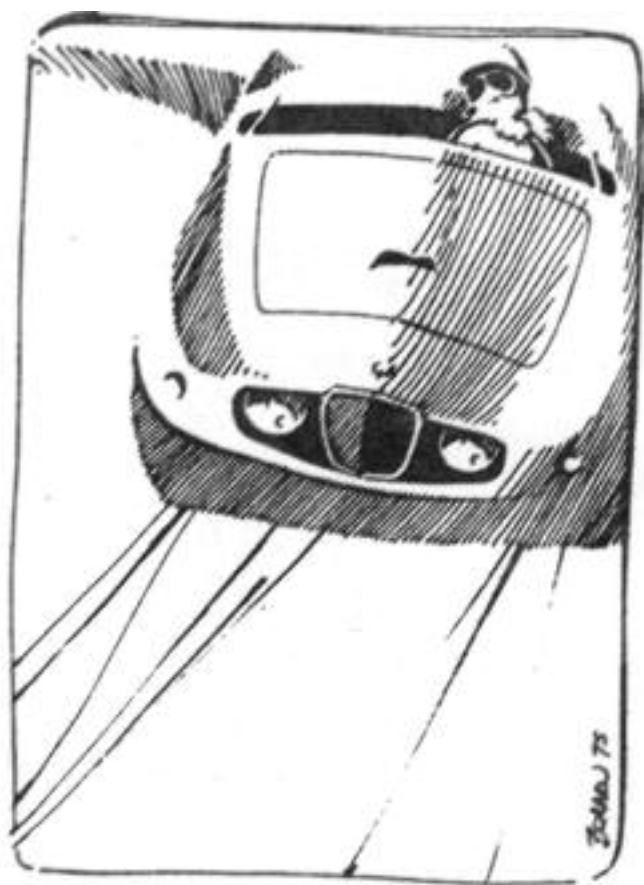
The roads stretched out toward the west with various detours through picturesque Catskill villages, many of which offered little museums or exhibits and all offered great little diners and bake shops.

Everyone left more or less on their own so there was not a caravan of cars stretching from the turn around point at Unadilla, NY back to the start. Speeds were such that those of us in faster cars could work our way ahead of the slower ones and get to enjoy the view following some of the slower vehicles for a few miles or so before passing them and moving on. Yrs trly had a wonderful drive behind the early fifties Jeep Station Wagon. Painted a sort of pumpkin orange, we noted that in the corners it gave new dimension to the concept of body roll. We hope the crew were not subject to motion sickness.

Too early the day was over and we returned to the starting point to say our farewells and to offer thanks to the organizers. Mr. Selkowitz is to be congratulated.

Robert promises the fifth iteration of this lovely event is already in the planning stages for 2021. We'll not miss it.

jpd





A VSCCA Seal adorning the stern of the team's entry.

(jpd)

VSCCA joins with Toyota Arizona Proving Ground Racing Team to contest the 25 Hours of Thunderhill

It's often been suggested that the 24 Hours of LeMans is an annual party the French put on for the British. There is still some truth in that, though less than there was many years ago. The 25 Hours of Thunderhill is a bit different. When I first competed there in 2007 I concluded that the 25 Hours of Thunderhill was an annual party that NASA put on for the motoring world's slightly deranged. It bordered on insanity but as sort of laid back motor racing goes it was an amazing experience. No endurance race is easy and one that is an hour longer than the greatest sports car race in the world is no exception. Twenty-five hours is a L-O-N-G race.

The 2019 edition of Thunderhill's classic proved quite different than the one we ran twelve years ago. There were still a few teams of enthusiastic amateurs there but now it is dominated by large, well organized, and well prepared teams. Our team from Toyota Arizona Proving Ground (TAPG) was no exception, though still all volunteers working on their own time..

While not at all a "high buck" team with 18 wheeled semi-trailer transport, we were still pretty seriously put together. Heck, we even got matching sweatshirts!

The TAPG team is made up mostly of development engineers and other employees from the facility. It's augmented by some additional volunteers - mostly friends and family.

The TAPG mob are mostly engineer types and it shows. Organization and attention to detail simply amazes this highly disorganized writer. When we got in on Thursday evening much of the team hadn't yet arrived but the main cadre had been there since early in the morning. They'd set up the paddock compound with canopies, a "hospitality" tent, three rental RV's for sleeping, enough food to feed a small army, a work tent, the pit platform to

stand on above the pit wall, the primary race car and a backup. The backup was for practice on Thursday and Friday and then would serve as a source of spare parts should cannibalization be necessary during the race, itself. They'd also managed to get in six or so hours of practice on the circuit. By early evening the drivers were huddled in front of a large monitor going over telemetry from the practice sessions and comparing their data with each other to agree on whose braking points in each corner seemed to provide the best times through the corners; whose turn-in points for each corner optimized corner and exit speeds; what changes to setup were improving overall speeds and, with lateral G's, what was providing the best adhesion in the corners. Watching the process was impressive.



The team shot before the race - - the car would not look quite so pristine after 25 hours of passionate racing. (brian watkins)

Having won the NASA West Coast Endurance Racing Championship last season, the TAPG team had come here to win the big one. Every one involved was excited and confident.

This year the team was also trying something new for them, the positioning of spotters on top of the hill in the middle of the circuit. The spotter role fell to two of the VSCCA drivers present and we were positioned with decent visibility to most of the track and radios to communicate with the team. Being experienced drivers, it was thought that they would bring a knowledge of racing that would help know what information mattered to the drivers. We had two spotters for the weekend, VSCCA Secretary Scott Fenley, and yrs trly. From two different peaks on the hill it was possible to see most of the course. We needed to be on both of them at the same time to get the needed coverage. Using two spotters at a time worked great from a coverage point of view - not so good from a physical stand point. We should plan to have at least four

Getting Set

*Heading onto the
grid in a pretty
steady downpour.*

(jpd)



*Opening ceremonies included
a piper and the trooping of the
colours by an Air Force Colour
Guard. (jpd)*



spotters next year. The two of us spent the entire 25 hours up on the hill with no shelter from the elements and nothing comfortable to sit on. We had monsoon-like rain for much of the race. When it wasn't raining it was still cold and damp. A rain suit is nice but it doesn't do the job of a tent or other shelter.

The rain had another major disadvantage in that any real estate at the cir-

Two of the team drivers just before the race - Donick on left and DJ Quint with back to camera. Like the car, neither would look quite so fresh after 25 hours of hard driving.

(jpd)



cuit that wasn't paved turned into ugly sticky brown mud. The mud was everywhere, it even flowed down and covered the walkway of the bridge over the circuit. Whenever a car went off track they ended up in the stuff and either threw it onto the pavement when they went off or brought tons of it onto the racing surface while also throwing it all over any cars behind them after they were pulled out of it by the wreckers. The net of the matter was that the mud became a factor in handling/adhesion, and also in cooling as it was covering grill openings and slowing the flow of air to the radiators, which were often also coated thickly. Imagine having to suggest that one was beaten by the mud. . .

The net of my side of the story is that the team led our class for the better part of the first twenty-three hours but some bad luck left us second at the end of twenty-five hours. What a race!

We shall stop here and hand the story off to Mr. Fenley to tell his side of the tale and to offer a fair bit more detail.

jpd

As I did last year, I trekked to Thunderhill Raceway in Willows, California in early December to support a VSCCA entrant, whose team campaigns a Toyota 86 in the NASA West Coast Endurance Championship and their grueling 25 hour endurance race.



There's a certain romance to be had watching one's team's car coming out of the fog in the middle of the night. (jpd)

Last year we burned a hole in a piston at about the 8 hour mark and elected not to swap engines. That time I was primarily a fueler during pits and tire changes in the paddock. The rules are such that it is advantageous to take the car behind the wall for tire changes rather than doing them on pit road, where you can only change one tire per stop.

This year I was one of two spotters, along with jpd. Weather was horrendous for the entire weekend and visibility was near zero, especially out the mirrors. As the two of us had a fair bit of seat time in race cars, we were nominated to camp out at two high spots for the duration of the race and spot for the drivers.

Most of the team is made up of engineers and technicians who work by day at the Toyota proving grounds in Phoenix Arizona. Three of their four drivers are Toyota engineers but for this race they also brought in hot shoe Randy Pobst as a 4th driver. I met Randy last year when he also drove. I have to say he is one of the most genuine people I have ever met. Not only that, he is also one of the most impressive rain drivers I have ever watched. Anyone can put in one or two good laps in the rain but watching this guy put down the same lap, lap after lap, for 3 or 4 hours was an education in real talent.

Anyway, the team went into the weekend with very high expectations having won their class in all of the 3 to 7 hour endurance races they had entered through out the year. Everything seemed to go as planned for the 1st 19 or 20 hours, where we had built up about a 10 lap lead. Sometime around the 19th hour mark, we had what appeared at first to be a simple boil over or a cracked water line. Turns out it was a serpentine belt idler pulley failure, which stopped the water pump from pumping. We got the car in and fixed the pulley but lost most of our lead and we were running a lap or so ahead of P2 when also had another overheating problem. With all the rain and mud, which was beginning to dry, the radiator and oil cooler fins plugged up. We had to back down on the loud peddle for about 25 minutes while someone went to



Late night pit work.

(brian watkins)



The view from the spotter's hill at two o'clock in the morning.

(jpd)



And bringing her home slightly worse for the wear in a hard earned second place. Twenty-five hours is a VERY long race. (brian watkins)

the local Walmart to buy Supersoaker water guns so we could “pressure wash” the mud out of the radiator.

After that comedy and a few more hours of racing, we were 2nd in class about 20 seconds behind the class leader with about 40 minutes to go. Our driver for the last stint, DJ Quint, is quite good in his own right and extremely aggressive. He was slowly reeling in the leader and was about 5 seconds back when he attempted an outside pass on a long left hand sweeper. The slower car punted him off the track into the mud. They were able to get the car back to the pits and we were able to replace a broken wheel and beat out the body well enough to get him back on track to finish the race. As 3rd place was about 15 laps down, we still finished in 2nd place for our class and 8th overall out of almost 50 entries.

Next year we expect to be back, running a new 2019 Toyota Supra. I have mixed feelings as the Supra is only available with a slush box and paddle shifters but I’ll be back next year regardless of what car we are running.

scott fenley

Note: covid forced the cancellation of the 2020 race. We shall return for 2021!

jpd



Obituary:

John H. Willock

24 April, 1936 - 4 November, 2020

John Harden Willock, 84, of Chestertown, Maryland, a former president of the VSCCA, died peacefully at his home on November 4, 2020. He was born on April 24, 1936 in Huntington, NY, son of William and Adelaide Willock. He attended The Green Vale School (NY), The Hill School (PA), and Cornell University (NY).

John was a train hobbyist and a car enthusiast; in his younger years, he spent many happy weekends at Lime Rock and Bridgehampton. He was President of the VSCCA in the mid-sixties. He was best known in the club for his love of the Marque, Alfa Romeo, having enjoyed several glorious prewar versions. He also enjoyed modern cars and raced a Lotus from time to time.

He spent his military time as a nuclear instructor at Sandia Base in Albuquerque, NM. John spent his youth with family and cousins on Mount Desert Island and later in life with his immediate family.

He is predeceased by his parents, brother Norman Willock. He is survived by his wife of 53 years, Judie Willock, two daughters Jill Willock Caron (John) and Susan Willock; two grandchildren, James Caron and Sarah Caron; nephew Scott Willock and niece Ashley Willock.

Services were private.

Donations can be made in his memory to The Seal Cove Auto Museum, PO Box 106, Seal Cove, ME 04674.

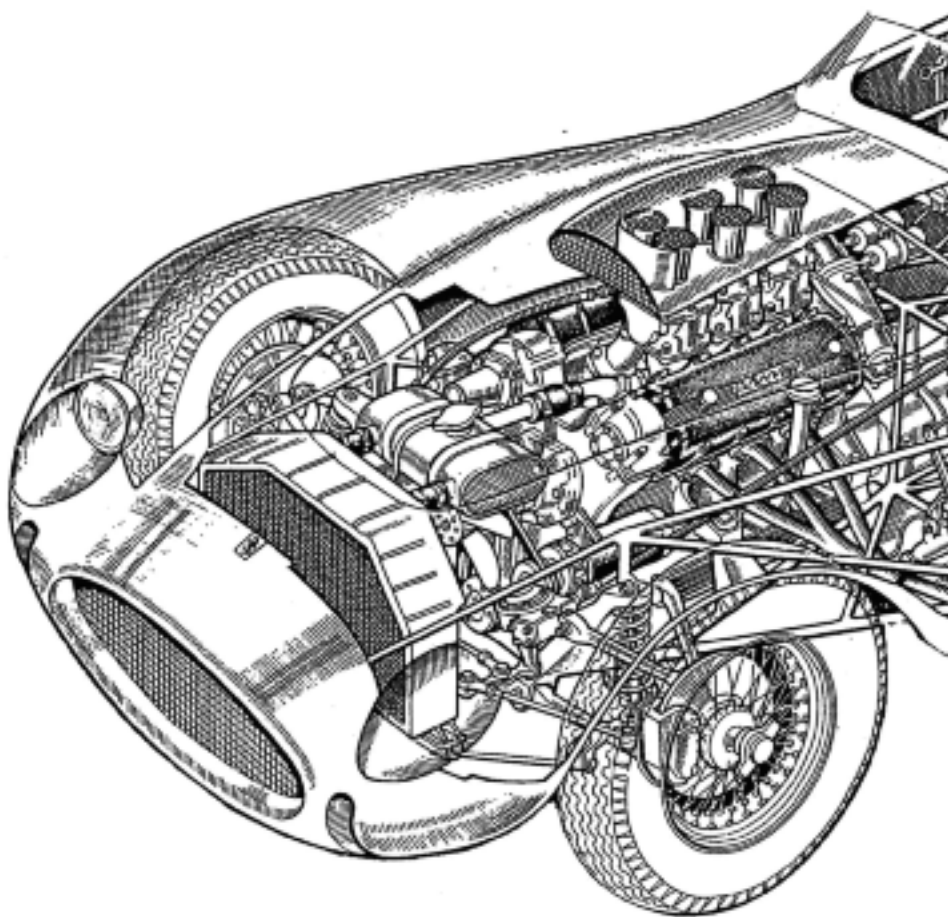
The VSCCA extends heartfelt sympathies to his family and friends.



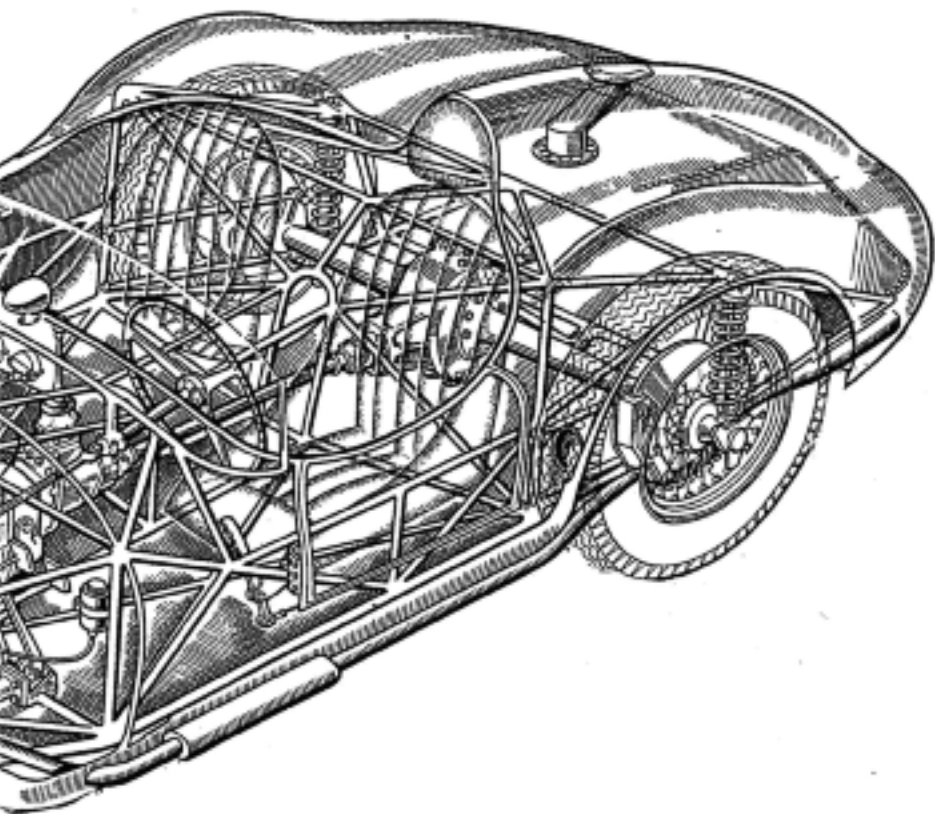
At the helm of the Lotus 15.

(lefferts collection)

1959 Ferrari Dino



196





Presidential Thoughts on the 2020 Season

Editor's note: The following are President Sandy Leith's slightly shortened comments planned for the on-line AGM currently scheduled for sometime after the first of the year. We thought it well to get the general sense of the season out to the members in this last issue of "Vintage Sports Car" for the year.

jpd

2020 began the year with much promise for the VSCCA. A brimming and ambitious event calendar was planned with seven track outings, two hill climbs, the ever-popular Nutmeg Rally and our usual array of social events, tech sessions and holiday parties. Combined with the Annual General Meeting, 10 of the 12 months of the calendar each had at least one Club event. It was going to be one of the most ambitious schedules we had ever attempted.

Almost all of this came crashing down as the extent of the seriousness of the novel coronavirus, COVID-19 dawned on all of us while the month of March progressed. One by one, like dominos, dates were postponed, re-scheduled, then finally all but four were scrubbed. I would love to tell you how great a year it was going to be, but that would serve little purpose. The events which did occur, Empire Cup, White Mountain Vintage Grand Prix, Fall Festival and Fall Finale, were quite well-attended and conducted in an extremely safe manner with the complete cooperation of the management and ownership of both Lime Rock Park and Club Motorsports at Tamworth. To the best of my knowledge, none of our members contracted the virus from their participation in our events.

As the year began, we did implement several structural changes behind the scenes. After many years with the same insurance agent, we did some research and realized a significant savings by moving the business to another provider. The newsletter (*as opposed to the magazine*) was delegated to the office of the Activities Chair and condensed into less frequent mailings, saving a great deal of postage and printing expense. Finally, the introduction of an outsourced and online event sign-up service, Motorsportreg.com, simplified (**after a slight learning curve**) how one signs up and pays for event participation. These changes, as we move into 2021 and beyond, will benefit the Club as we do our best to contain costs and try to give the best possible value to our membership.

Each year at the Annual General Meeting, I try to highlight Club members and old friends lost during the year just past. Inevitably, we learn of one or two later, but for now, I will highlight two; Sir Stirling Moss, who needs no introduction and former President, John H. Willock.

Sir Stirling was an Honorary Member whose epic drive in the 1955 Mille Miglia with navigator Denis Jenkinson by his side remains one of the most significant motorsport achievements of the 20th Century. An in-period pencil rendering commemorating this event by my late father graced the cover of our most recent issue of Vintage Motor Sport. Stirling Moss's exploits as the greatest Formula One driver to never win a World Championship have been thoroughly chronicled elsewhere and need no repetition here.

John Harden Willock first appeared at the 4th Annual Meeting of the VSCCA at Thompson Speedway in July of 1962 at the tender age of 26 with his newly acquired (from track owner and ARCA as well as SCCA legend, George Weaver) Alfa Romeo Tipo B (chassis 50001). I was there to witness and record the occasion on my Kodak Brownie Bullet at the even tenderer age of 7. From what I recall, John never really got the "P3" running to his satisfaction and ultimately dismantled it with the intention of a full rebuild which later materialized with its subsequent custodian, Peter Giddings in the 1980's before he sold it to Yoshiyuki Hayashi in Japan. John owned many splendid Alfas, but his 1930 6c1750 Zagato Grand Sport was the one with which he is most remembered during his Club years and which he owned for many subsequent decades. Of significance, it was during his Vice-Presidency in 1965 that he introduced the idea of SCCA flagging, Snell-approved helmets, numbers on members' cars, the optional wearing of fire-resistant driver suits, the carrying of a fire extinguisher and the concept of "quality" tires and the driver's responsibility for a high standard of mechanical condition. His Presidency lasted from 1966 to 1968 during his Long Island years; he subsequently moved to Chestertown, Maryland where he remained an ardent Alfist. He was a kind and gentle man and his passing on November 4th of this year is yet another closed chapter in the early years of the VSCCA.

Due to our abbreviated season, the Board at their November teleconference decided to not bestow any of the annual Club awards for the 2020 season. Nonetheless, I would like to acknowledge the hard work of all of our Event Chairs, as well as the work of our Activities Chair who all had to prepare for their events as if they were to be held.

Membership remains stable, as do the Club finances. Your Board of Directors and Officers have been as engaged and active as any year I can recall, despite the limited calendar. It is a tribute to their dedication and love for this Club that we find ourselves in such good shape after such a disastrous year.

Finally, as we look forward to 2021, the late breaking vaccine and antibody therapy news give us all great hope for a gradual return to normal in all phases of our lives. We will plan accordingly and look forward to seeing many of you at some of our favorite events over the course of the year, God willing.

Sandy Leith, President



*Gelles leading Jacobellis' Porsche, another single seater (might be Eitel's OSCA) , and Forer's Turner, while Carl Whitney comes through on the inside.
(d.smith)*

38 Historic Festival **Lime Rock Park, CT.** **Sept. 3- 7, 2020**

Lime Rock Park pulled off what some might argue was a near miracle in staging Historic Festival 38 over Labor Day weekend. This was the first major vintage event in the Northeast in 2020. Race after race, large and small, all over the country had been canceled through the spring and summer due to the COVID-19 Pandemic. The other near miracle this year was the spectacular weather with bright blue skies and cool temperatures throughout the Labor Day weekend.

The virus and Connecticut's tough and (one hopes) successful regulations for dealing with this disease made staging this year's Historic Festival at best difficult. With the state requiring 14-day quarantines for entrants coming from a constantly changing list of states many of those who usually make the trek from the South or Mid-West did not make the trip this year. Case in point is the Revs Institute of Naples, Florida which usually brings sensational race cars from their amazing collection.

The pandemic meant virtually all of the 184 drivers came from the northeast. It is a testimony of how much we all love Lime Rock Park, and this event in particular, that so many drivers showed up for this year's Historic Festival.



A rare bird, indeed, Rosenberg's Peerless leaning through the corner. (hyman)



McCurdy's TR looking purposeful. (hyman)



Porsches coming into the left hander at the esses in what looks like it could be the first lap. (d.smith)



Luca Macluscescu's T-37 Bugatti with a TD breathing down his neck. (d.smith)



Two Stutz Tourers adding to the excitement. Jon Lee (above) driving a LeMans version and George Holman (below) in the Pikes Peak Special





The Stutz enclosure in the paddock nicely captures the VSCCA's treasured "Prewar Spirit."
(jpd)

Lime Rock Park, led by President Skip Barber, put in place a number of safety measures to ensure compliance with the state and to protect drivers, crews, marshals and workers. Driving into the infield they took your temperature, you had to use your own pen to sign the release form and of course, everyone was required to wear a mask at all times. Hand sanitation stands were all over the infield and paddock. To help maintain social distancing the competitors were spread out in both the A and B paddocks. The food stands were closed, and lunches were boxed and delivered to the paddock. There was no midway in the infield and the annual participant dinner Friday night was canceled. We did notice a very small flea market was setup in B Paddock.

Barber said, "Faced with COVID-19 our goal was to have a quality event that was safe."



Romano's Aston with a fair bit of Forer's Turner filling it's mirrors.
(d.smith)

*Ed Sanson's Alfa
Giulietta working
his way through
Big Bend.*

(hyman)



*Mr. Lefferts, after many hours of helping
with tech.*

(hyman)

*Ben Bragg had the Old
Gray Mare there for the
weekend. He hasn't
missed many of the 37
iterations of the event
that had come before.*

(hyman)



Usually Event Chair Murray Smith brings in a famous driver to do a presentation at the Friday Night Participant Party but there was no party this year. However, television auto valuation expert Donald Osborne, star of Jay Leno's Garage on CNBC, was on hand to talk with drivers and crews.

Of course, there were no Honored Collectors displaying their vehicles, instead Smith was able to bring in some rare and historic race cars with three wonderful Italian machines for display and demonstration laps.

Perhaps the most interesting car was a 1950 Alfa Romeo 158 Alfetta. The Alfettas made their mark winning the first Formula 1 championship for Farina, winning all 6 championship races they entered and a number of non-championship races as well. This Alfetta is now owned and driven by Peter Greenfield. The car was assembled from parts collected by the late Peter Giddings with the restoration done in England. When Giddings died his widow asked Greenfield to buy the car and it has only been seen in two previous events. There are only 2 Alfettas in running condition. The wonderful dicing between Giddings and Greenfield in their matching 1935 Alfa 8C35 Grand Prix machines was one of the highlights of the Historic Festivals in several of the past years.

The other racers on display included a 1956 Maserati 250F, which was being driven by Joe Colasacco. This is one of two 250Fs with an offset cockpit. Then there was the 1972 Alfa Romeo TT33 of Joe Nastasi. Finally circulating the course somewhat quietly was David Porter in his Peugeot 908 HDi FAP endurance race car that finished 5th in Le Mans. Powered by a 5.5-liter twin turbo V12 diesel engine developing 730 hp and circulated with little noise thanks to that diesel engine.

The only spectators this year were a limited number for the Sunday in the Park Concours. The famous hill overlooking the track was virtually empty. It was easy to find parking in the infield. The lack of spectators made the whole event seem surreal and a throwback to the early days of vintage racing.

The five-day festival kicked off on Thursday with the annual Vintage Racecar Parade through the picturesque villages of Northwest Connecticut including Salisbury and Falls Village but the always fun street festival in Falls Village was canceled.

Actual racing commenced with practice and qualifying on Friday with two 20-minute sessions for each of the eight groups. Smith decided to make the first session on Friday morning an untimed heat to avoid what he called an "ill-judged rush of enthusiasm" by competitors who have had little time to race this year. Of course, the track also had a group of experienced instructors, at key points, observing the drivers to check on lapses in judgment.

On both Friday and Saturday, Chief Steward Bob Melhado was forced by events to rearrange the schedule. There was a major oil spill on Friday and on Saturday the two track ambulances had to leave the Park which meant racing had to stop. He was able to get things back on track and on schedule with the National Anthem right on time!

Smith divided the entrants up into 8 groups this year. Because the event

Greenfields' Alfetta



(d.smith)



(d.smith)



(d.smith)

*We aren't sure
we've seen
Maclucescu and
the Bugatti at one
of our events in the
past. He is,
though, most wel-
come.*

(hyman)



Is this Clemens' Jabro?

(hyman)

*Timalot's Watson
Indy Car looking
very very pur-
poseful here.*

(hyman)





Towner is another who never ever misses this event. Some years he's in the three-wheeler, and some years he comes with four.
(hyman)

is sanctioned by both the Vintage Sports Car Club of America (VSCCA) and the Vintage Racer Group (VRG) there were grids for VSCCA cars and a Formula Ford race that counted in the VRG Formula Ford Challenge Series. Actually the latter was the first such race of the season since all previous events were canceled.

Group 1 for fast open wheel and closed sports racers from the mid-60s to the 90s was called "Aero and Grip." Tony Carpanao from Danbury, CT., won both Monday races in his 1993 Reynard Formula Atlantic finishing well ahead of the field.

Next up was a session for Mazda Miatas, mostly racing with the Lime Rock Park Drivers Club. While not yet classed as vintage these Miatas currently represent the most raced cars in the world and have been around in one model or another for 30-years. Unfortunately, there were several dangerous



McCurdy working hard in the TR.

(hyman)



Demonstration Laps in the Maserati 250 F. The 250F was most likely the finest GP car of the age. (d.smith)



Sunday In The Park



(hyman)



(hyman)



(hyman)



(hyman)



(d.smith)



(hyman)



Eitel, Whitney, and Gelles in the left hander, while Forer is coming up quickly from behind.

(d.smith)

Maclucescu is obviously adding a fair bit of body english to encourage the Bugatti into the left hander.

(d.smith)



Zavetsky's Devin looking flat as it exits the turn.

(d.smith)

incidents in these sessions. Chief Steward Melhado had to remind the drivers that SCCA penalties can also be given at vintage events.

“A Sporting Mix” made up Group 3, featuring sports racers and Formula Juniors from the 50s and 60s with lots of Lotus Super 7s. The morning event went to Bob Tkacik from Saco, Maine, and his 1965 Elva MkVII and he was followed by Alan Tosler’s familiar Lotus Super 7.

The 4th group had a descriptive but hardly clever name, “Formula Ford.” The group featured a number of the regular VRG FF competitors. Chris Fahan won in his 1961 Van Diemen but failed to finish in the afternoon.

The VSCCA had their own grid for Group 5: “VSCCA Choice.” The field included a strong showing of some 23 club members. It was a typical field for a earlier VSCCA event with the oldest car being a 1928 Bugatti 37A driven by Luca Maciucescu with most of the cars being production cars, formula junior or sports racers from the 50s. Mitch Eitel, ’59 Osca FJ, placed first in the morning with Bill Gelles, Stanguellini FJ, second and Mike Jacobellis third in his 1962 Porsche 356 coupe. In the afternoon Gelles held off Jacobellis in a race long duel to take first with Carl Whitney in the Belden Lotus Mk IX third.

“Tin Tops and Spyders” made up Group 6. This was largely a Ginetta show with Hervey Parke winning both races in his 1965 Ginetta G4 from Thomas Donatelli also in a Ginetta G4.

It was called “Modena Versus Tokyo” but Group 7 was more about Brits



Close quarters in the uphill.

(hyman)



Romano hard at it in the Aston.

(d.smith)



Jim Bok's Lotus VII going as smoothly as ever.

(d.smith)



*Jacobellis' Porsche holding of some very stiff competition
going into the esses. (d.smith)*

versus Nissan. In the morning Graham Adelman and his '62 Lotus 23B held off David Flynn in a 1962 Nissan 240SX GT2. Jack Busch gave chase for third in his Donovan Jaguar XKE.

The racing finished off with Group 8 "Transatlantic Arguments" featuring a large field of Porsches lined up again Chevy Corvettes and Camaros, two Mustangs and a couple of BMW coupes. In the end the 1969 Chevrolet Corvette of Glenn Every beat the Porsche 911s.

On Sundays the Lime Rock goes quiet and always has, for one thing there is a church right across the road! So, for the Historic Festival the Sam Posey Straight becomes the Sunday in the Park Concours and the rest of the track is used for a Gathering of the Marques. This year the honored marque was the Datsun Z car celebrating its 50th anniversary with a number of different years represented.

Skip Barber pointed out, "On Sunday we felt it was safe to have limited spectators as the cars were displayed all around the track. We had half the normal number of cars and restricted the crowd to about one-eighth of our capacity. Good racing, quality cars, happy, and I believe, safe participants."

The Best of the Show award went to the 1930 Packard Phaeton of Dr. Denis Bouboulis while the Best American went to the 1963 Chevrolet Corvette Sting Ray of Robert Boutot. A 1967 Lancia Flaminia Convertible owned by Donald Schwarzkopf won for Best International automobile.

At the end of racing Event Chair Murray Smith said, "All in all a very successful weekend, both competitors and Sunday spectators appeared to welcome the opportunity to indulge their passions."

The likely final race at Lime Rock this season will be the VSCCA's Fall Finale. Everyone hopes the COVID-19 Plague will be behind us for next year and we can look forward to a full season of events.

dow smith

**Recent Acquisitions, Restorations, Repairs
and assorted Mechanical Minutia**

We can happily report that the editorial Allard J2 is now suitably registered for the road and passed its safety inspection. Knowing that it needs race gas will limit the mileage but the old girl has been making suitable noises on the highway of late. . . .she was even driven to church!

★ ★ ★

We received the following the other day from Paul Eddy:

Perhaps for inclusion in the next VSCCA magazine in the “ Gossip”, restorations and assorted minutia sections,

You might like to see a current black & white photo of our former “Equinox Hillclimber”, 51 year old “ Bespoke British racer”. With constant fiddling and fettling, (it’s British, after all!), the Old Girl is in truly outstanding shape, still very rapid transport. She’s a really fun Personal Isolation Module for these difficult times.

We are now removed from New England, happily in Boca Grande, Florida where we can drive the TVR year round.

*Cheers,
Paul C. Eddy*

Paul and the TVR will be missed up here in civilization. He ran it with honor on several Mount Equinox events over the years.



Tom Miller reports his Mong Special, which became the Bobsy prototype and that has served impeccably on the slopes of Mount Equinox is moving to a new home. Tom has developed it as far as he wants to and is now looking forward to another challenge.



★ ★ ★

Tony Carroll is selling his Lancia Appia sedan. It's a marvelous little beast and possessed of incredible road manners. The bodywork is charming with a pillarless entry. The front door opens normally while the rear is a "suicide" door. With both doors open one could likely coax a pony or other large animal into the back seat. We are assured, though, that Tony has never exercised this option. The car is with Orrie Simko (see advert in the back) and is priced most reasonably. It would be lovely to see it once again on a Nutmeg Rally.

Mount Equinox Gathering



(jpd)

17 October, 2020

In September of this year of plague Fenley felt the call of the mountain. As event chairman of the Mount Equinox Hillclimb for the last number of years, he had come to love the mountain as much as any of us.

And so, the word went out amongst the hardest of the hard core Mount Equinox lovers. "In spite of COVID we would gather on the slopes of the mountain to swap tales of hillclimbs past and to dream of hillclimbs yet to come." A barbecue picnic was also planned so we were encouraged to bring some hot dogs or suitable luncheon goodies. There would be a few sedate runs to the top in the understanding that there would be two-way traffic and courtesy to those mere mortals not experienced on our mountain would dictate the most careful of drives to the summit. This method also would offer an opportunity to get a much better view of the surroundings than when climbing in search of the elusive "personal best."

Vermont's all-but-draconian COVID regulations dictated that we arrive in the morning and depart the state by end of day, lest we be asked to quarantine there for fourteen days.

17 October dawned (more or less) grey and windy in the Hudson Valley but our young bride was still game for the run to Vermont, though she made sure to pack appropriate weather gear and maybe a brolly or two.

As the first to arrive we checked in at the toll house at the bottom and had a short visit with our good friend, Frank Dyer, the manager of the mountain. He knew the crew were on their way and volunteered that he'd likely join us when we gathered in the first parking lot for our picnic.

Rain was falling lightly as we departed the base for our run to the top and a visit to the St. Bruno visitor center. We were hoping for a chance to admire the views before the rapidly closing cloud cover rendered that pleasure impossible. On the way up we stopped at the turnoff for the old course, easier found today with many of the leaves already having fallen. A stop at the saddle to

With the autumn taking down some of the leaves it was easy to find the remains of the hairpin that led the way up the old course to the top of Little Equinox.

(jpd)



The VSCCA Corner continues to attract interest in the Visitors' Center. (jpd)



The storm was coming from the west so the view out to the east was still pretty unobstructed. This changed about ten minutes later.

(jpd)

look down toward the monastery showed the cloud cover getting worse. But, heck, we've actually raced up through here with less visibility than was available this time. Besides, the Subie has a demister, heat, lights, and wipers - - nothing to it this time.

The top wasn't totally socked in so we could see only part way to New York to the west and some distance to the east. We admired the VSCCA corner with its trophy and photos and had a visit with our friend, Jack, who looks after the area at the top during the day.

Soon the phone buzzed and Scott Fenley reported that he and Julie were in the first parking lot and beginning to erect the pop-up shelter. We volunteered to get down and help so we pointed the Subaru down the hill and descended into the mists.

It was beginning to rain harder in the parking area but we didn't expect it to last. (ha!) Jean and Steve arrived and soon the Schieffelins were also calling from the bottom to see if anyone had arrived. With a positive response



Before the rain got too bad the group enjoyed the hospitality of Fenley's pop-up shelter. This, too, was to change in about ten more minutes.

(jpd)



By the time the Schieffelins joined us umbrellas had become the accessory of the day.

(jpd)



Two hillclimb trophies from the late fifties, brought along to add just a tiny bit more atmosphere to the party.

(jpd)



Some of the crowd, having doffed their masks for the few seconds it took to snap their photo. (l to r) Frank Dyer, Jean Petryshyn, Steve Chisholm, Scott Fenley, Julie Fenley, and Carol Donick

(jpd)

from Scott they pointed the Volvo up the hill and were rapidly upon us and shivering under umbrellas.

By the time Frank Dyer joined us the rain was proving to have long term plans for the mountain so he most graciously suggested we all go up the mountain to "Windswept," the Davidson's home. This most welcome invitation turned out to save our little gathering and also to give us an introduction to a part of the mountain and its lore that none of us had ever seen before.

Yrs trly gave up counting bedrooms up there at something over ten. The house is stunningly beautiful and much larger on the inside than it looks from the outside.

Regrettably the clouds had descended to the point that the Davidson's magnificent view across the valley was not available. We did get the barbecue going and hotdogs and bratwursts were quickly sizzling and a delightful repast ensued. Yrs trly had brought a couple of Equinox trophies from the late fifties to add to the atmosphere and the dining room portraits of Dr. and Mrs. Davidson completed the feeling that we were truly where we belonged.

Too soon it was over and we departed on our separate ways, though not before several of the cars made one last run to the top for the year 2020.

It wasn't an Equinox like we would have hoped but we got there nevertheless. 2021 awaits.

jpd



Still Some Left for Christmas!



The reissue of the Sounds of Sebring '58 is disappearing but there are still a few left that can be purchased in time for the holidays. It's a great stocking stuffer. Order from Sounds of Sebring, Box 44, Farmington, CT 06034-0044. Price is 19.95 plus \$4.00 for shipping.

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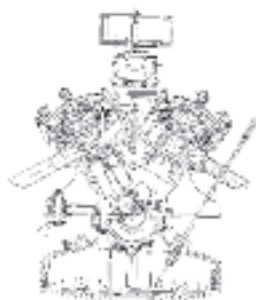
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1954 Jaguar XK120 Roadster:

A numbers matching example, done in its original colors of carmine red over biscuit. Equipped with its high performance head, dual exhaust, fitted with all tools and weather equipment. In current 20-year collector ownership and accompanied by its Jaguar Heritage Certificate. This example is an absolute joy to drive - particularly at speeds in excess of 60 mph. You will be hard pressed to find such a well sorted driver at this price point! Asking \$102,500 USD.



1968 Alfa Romeo GT Junior:

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. Cosmetically 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



1911 Stanley Model 63 Toy Tonneau

An older restoration with believed original body. This 10hp Stanley was formerly in the highly respected collection of Louis Biondi for 30+ years. Since, this example has been maintained by a marque expert under its current 20 year collector ownership. With a recent Don Bourdon boiler, very few miles have been put on the car. This Stanley runs and drives very well. Asking \$98,500 USD



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

1952 Bentley Mk VI

A veteran of many VSCCA events, B456NZ is "big bore" Mk VI showing well in its original Moss green color. Sporting a largely original interior, this example oozes class while offering just the right amount of patina. B456NZ comes equipped with its complete tool kit, as well as factory tools located in the boot. Having underwent a complete engine rebuild 7,000 miles ago by a marque specialist, this Mk VI drives wonderfully and is a reliable addition to any collection. Asking \$30,500 USD.



MGTC 9082:

Is complete with service history spanning 51 years, with last 35 in great detail. The car sports a 20 year old frame off restoration by Chris Leydon, of Leydon Restorations (Bucks County, Pennsylvania). Maintained by Leydon's since, this TC is equipped with two discreet (removable) hand controls to accommodate a driver in a wheelchair. An upgraded rear end ratio to handle highway speeds. This example runs and drives very nicely, and is complimented by tasteful accessories. Asking \$39,900 USD.

MGTF:

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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