

VINTAGE SPORTS CAR



NUMBER ONE 2016

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

John J. Schieffelin, Jr., *President*

Jerry J. Greaves, *Vice President*

Scott Fenley, *Secretary*

Ernest Brown, *Treasurer*

James P. Donick, *Editor*

Joseph A. DeLucia, *Activities Chairman*

Benjamin L. Bragg IV, *Director*

A. S. Carroll, *Director*

Alexander K. Leith, *Director*

Robert P. Millstein, *Director*

J.R. Mitchell, *Director*

VINTAGE SPORTS CAR



Likely the happiest group of VSCCA drivers every season is the crowd that gathers at the top of Mount Equinox after the exhilarating run to the top. An experience generally reserved only to drivers, it's one that is not to be missed when accumulating a motoring career's worth of memories. The 2016 version will take place on July 10th and 11th. The story of the 2015 running begins on page 3. (photo by hyman)

TABLE OF CONTENTS

NUMBER 1 - 2016

Editorial	2
Mount Equinox Hillelimb 2015	
The Story	3
The Course	20
The Entry	21
The Results	26
Colin Davis: Formula Jr. Legend	28
2015 Holiday Brunch	30
1949 Ferrari 125 F1	36
A Motoring Tale	39
Lime Rock Fall Finale: 2015	44
Gossip	55
Letters	57
Classified	59

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 2016. All rights reserved.

It hasn't been too tough of a winter in the northeast this year so the vintage motors have actually had a fair bit of exercise. Unfortunately, the heaters in them don't do much more than offer the merest suggestion of heat, we fear. Thus, it proves a little chilly from time to time. Still, back in High School and college we could only afford to own one car, so a TR-3 was in service year round. It's amazing what can be accomplished on the roads with a little patience and some decent snow tires. In those days we simply didn't think about the salt or we fixed the rust as best we could. We might be more responsible now but it's also possible that we have a little less fun.

Thinking about putting road miles on vintage motors brings to mind a few other ideas. The obvious one is that we need to use our cars more. The Academy of Model Aeronautics (AMA) is the US group that governs and coordinates much of the model airplane hobby in this country. They have an award called the All Season Flyer. Members qualify for it by flying a model airplane in each of the twelve months of the year. We try to qualify every year and it's not quite as simple as it sounds. Weather impacts model airplanes at least as much as it does our vintage motorcars. We would like to propose that our membership should unofficially try the same idea within the VSCCA. *(No, not in a multi-million dollar museum queen but in SOMETHING vintage. Thankfully, very few of our cars fall into the multi-million dollar category.)* This is being written at the end of February, 2016, and we've had a vintage motor out often enough so far this year. Actually if we started last spring we'd still be qualified.

For now it makes more sense to propose a rolling year. It needn't be the calendar year but more of a motoring year. Maybe readers of this editorial might try March, 2016, to the end of February, 2017? The purpose of the VSCCA is the preservation of these cars so in winter it will make sense to look for dry days. Give it a shot.

Enjoy!

jpd

Mount Equinox - 2015

By Scott Fenley

For Julie and me, the Mount Equinox Hillclimb has become the highlight of the VSCCA racing schedule and the “Must Do” annual event on our calendar. This year, in many ways, proved again why we are so enamored with the hill. The weekend started Friday afternoon as the same familiar faces rolled into the makeshift paddock. Mt. Equinox is in many ways like an old pair of loved shoes. As each of our friends arrive, they make their temporary paddock in their traditional spot among the trees. The Mitchells on the knoll next to the gift shop, Tom Miller, with his dad, Eric Logan, the Meraks and Rileys line up along the hedgerow in back. The Vapaas can be found along the drive while the Donicks’ cars are reliably parked in the parking lot in front of the Toll House. Lastly, the prewar contingent of Dick Waite, John Schieffelin and Tom Ellsworth take their normal spots among the flag poles. This year we were missing, and missed, some of our perennial faces who usually stake their familiar claim at the base: The Braggs, Earle Tucker and the DeLucias to name a few.



2015 was a good year for the MG Mob at Equinox. With TB, TC, TD, TF, and MGA all making the summit they may have set a new record of sorts for the Marque.

(hyman)

The weekend's festivities began with the annual Friday reception at the Saint Bruno Viewing Center, situated at the top of Mt. Equinox. Here, we share stories with friends, old and new, take in the view of the Green, White, Adirondack, Berkshire and Taconic mountain ranges and we lift a glass and toast the history of this wonderful event. 2015 marked the 63rd consecutive year of the Mt. Equinox hill climb, making it the longest running event on the VSCCA calendar and one of the oldest, continually running, motorsports events in the country. (*Actually, started in 1950, 2015 would have been 65 years but there were at least two years when it wasn't run, hence Scott's assertion of 63 years. jpd*) This legacy is never lost on us as we stand at the peak of this great mountain on Friday evening. Sections of the viewing center are even dedicated to this great event, with the Mal Donaldson Award prominently displayed in one corner.



(jpd)



(jpd)

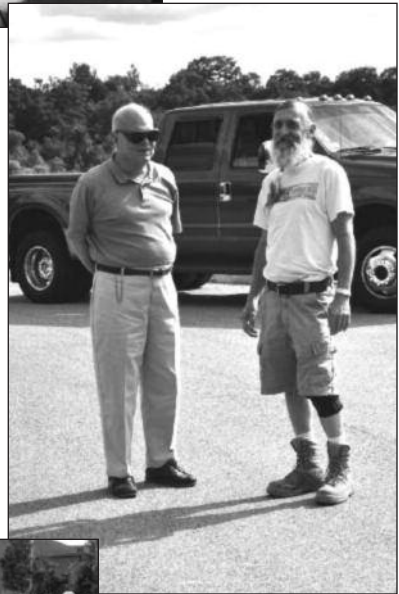


The extended DiCola family basking in the evening glow atop our favourite mountain.

(jpd)

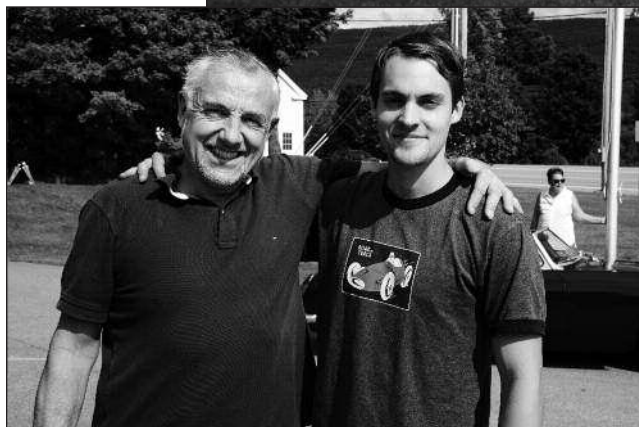
Mr. Carroll and Mr. Donaj greeting each other for another Equinox. Both have been coming for more years than either is willing to admit to.

(jpd)



Andy Greenburg is still one of the guys who drives to the event, competes, and drives home. It would seem that he should have won the 5-50-500 award somewhere along the line. If not - then we should remedy that. Other motorists must be intrigued as he passes them coming up Route 7 as if a DB4 GT is the most logical weekend car imaginable. Then again, maybe it SHOULD be.

(jpd)



Marc and Paul Cendron, one of a couple of father/son teams, were sharing the Alfa as well as their enthusiasm.

(hyman)



Willem van Huystee arrives at the top for the Friday evening soiree.

(jpd)



Tom Miller and his dad erecting the shelter before rolling the Mong Porsche Special under it for the evening.
(hyman)



Arguably the best behaved of the MG Mob, Lynn Arnold was doing well in her TD and, no doubt, serving as a moderating influence on a certain TC pilot.

(hyman)

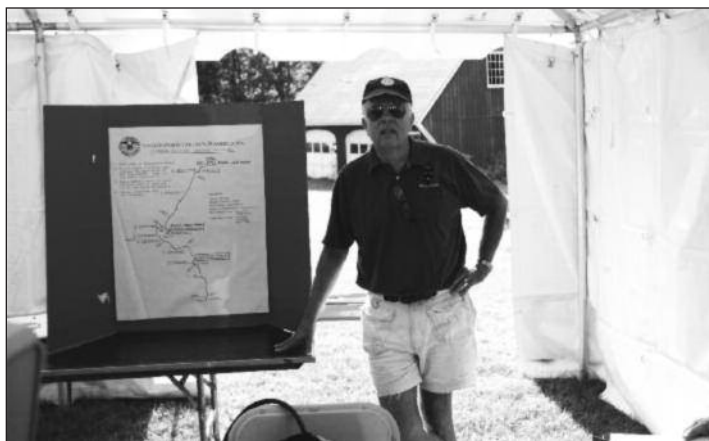
Mr. Ellsworth's Ford Amilcar has now got a long history on Equinox. He and Dick Waite look to be getting it set for the weekend.

(hyman)





The Millers, father and son, relaxing at the Friday evening session on top of the mountain. Tom and his dad seldom miss the event. (jpd)



The editor introducing the course to the new drivers during the “get acquainted” session on Friday evening. (chd)

Saturday morning begins with its usual flurry of activity: Cars are being pulled from trailers and late arrivals are being tech'd, while Jean, Steve, and the crew assemble corner worker supplies and prepare the mountain for the weekend's events. At over 5.2 miles long, and more than 40 turns, preparing for the runs requires that almost a dozen flag stations be equipped with radios, flags and safety equipment. Also being 5 plus miles long with several valleys between the start and finish, normal radio communication doesn't work. For this hill we have to bring in amateur radio operators (HAM) and assemble a base station at the start. Thank goodness for Scott Seidel and his band of faithful radio volunteers.

After the requisite Saturday morning drivers' meeting and final course inspection, runs commence. Car after car leaves the start about 2 minutes apart, plus or minus depending on the speed of the car ahead, until all the participants reach the top of either the long course or the short one. For the drivers, this represents a time of community as they enjoy the view from the peak while swapping stories, then the long, 15 minute parade back down begins. This year, the 1st run was cut short as a handful of cars struggled to complete their first run of the weekend, leaving an obstacle course that required some attention before the races could continue. Thankfully most of issues were remedied with a little fettling (*or, in one case, the removal of a pair of pliers from under the dash..*) and most could be found at the top of the mountain before the weekend was done. The rest of the weekend was almost incident free. Todd Daniel suffered a flat on one run and Stefan Vapaa lost the battle with the Quantum 1, resorting to borrowing George's Lotus 7 for a couple of runs. On those two runs, Stefan posted 2 of the 3 fastest runs of the weekend and the fastest time of the weekend. Had the Quantum ever made it to the top, Stefan might have had bookends to celebrate: the Slowest and Fastest times of day.



The recalcitrant Sonnet - refusing to behave all weekend, it never saw the summit.
(jpd)

The Mt. Equinox Hill Climb is forever a family affair, with more spouses, parents, children and grandchildren in attendance than at any other VSCCA event. That family connection doesn't stop at the paddock as more than 3 multi-generational families shared cars with Marc and Paul Cendron swapping seats in Marc's beautiful Alfa Giulietta, until it was sidelined by mechanical issues, and George and Nick Pardee swapped rides in the MG TF



Mr. Marek's 'Vette arriving at the top after a pleasant run. His gearing wasn't optimal for hillclimbing but it didn't dampen his enthusiasm. (jpd)

throughout the weekend. The Mareks worked hard to cool the corvette for an exhibition run by Steve but in the end, the hill and heat were just too much for the old beast and it had to sit out the last run of the weekend.

In addition, the father-son pairings of Peter and Todd Daniel; and JR and Josh Mitchell didn't want to share so they brought cars for each! And let's not forget the only husband and wife team of Roger Morse and Lynn Arnold in their smartly prepared MG TDs. If his and hers racecars weren't enough, their weekend runabout was a very beautiful MG TC road car.



Another shot of the MG Mob at the top. (l to r) Schieffelin's TB, O'Day's TC, Morse's TC, Arnold's TD, Pardee's TF and Bottomley's MGA. (hyman)



“The Thrill of Victory” In this case, Tom Miller demonstrates the joy of being “on top of the world.”

(hyman)



Mike Rowen doing yeoman service in the HRG 1500.

(hyman)

Royal Enfield

MADE LIKE
A GUN



THE FAMOUS 6 H.P. ROYAL ENFIELD.

John Feng made his Equinox debut in 2015 and appeared to have enjoyed it immensely.

(hyman)



Mr. Bottomley's co-driver for the trip to and from Equinox is the ever present and ever welcome Mandy. She's nearly as much a part of the VSCCA as the rest of us.

(hyman)

We're not sure we've noted Todd Daniel in the Alfa before. He had it running rather well.

(hyman)





The MG folks seemed to spend a fair amount of time in front of the camera when they weren't driving. Here we have five of them. (l to r) Mark O'Day, John Schieffelin, Lynn Arnold, Roger Morse, and George Pardee.
(hyman)



The event chairman, Mr. Fenley, did manage a couple of quick runs between organizing chores at the bottom of the hill.
(hyman)



The Marek Corvette coming down after a good run.

(hyman)



Our one man support team at the top, Charlie, is up there with his dad, who is a course marshal. Charlie meets each driver with the offer of a bottle of water. Here, though, he's trying on the editorial Allard to see if something like it would be a good fit for him one day in the future.

(jpd)

Jim Bottomley and the MGA just coming onto the saddle on his way up the hill.

(hyman)



Peter Daniel was another making his debut on Equinox in 2015. Father of Todd, they were another of the father/son teams competing.

(hyman)



The editorial Allard storming across the saddle in fine fettle.

(dipleco)



The Miller Mong Special making a fair rate of knots up the mountain.

(hyman)

*The editor and Mr.
Greenburg after a most
satisfying pair of runs.*

(hyman)



*The Vapaa Lotus with
maybe the younger
Vapaa at the wheel.*

(hyman)



*Marc Cendron exits the Alfa a bit
tired but exuberant after a good
run.*

(hyman)



*Mr. Bottomley relaxing with a soda
between runs.*

(hyman)

AT THE DINNER

*Mr. Vapaa receiving
a well deserved Mal
Donaldson award
from the chairman,
Mr. Fenley.*

(hyman)



*The editor prior to
beginning the slide
show on the '68 run-
ning of the event.*

(hyman)

*George Vapaa hear-
ing the announce-
ment of his award.
He looks rather
pleased, doesn't he?*

(hyman)



For decades the perennial Saturday evening dinner has taken place at Johnny Seesaws in Peru, VT. Sadly, after almost a century in operation, Seesaws closed last year, so dinner was moved to the wonderful Arlington Inn, where we spent the evening dining in a barn that serves as the event center for the Inn. A barn? Yes, and if you ask anybody who attended, it was rather elegant.

After dinner we were treated to a wonderful presentation by Jim Donick on the 1968 Mt. Equinox Hill Climb, complete with more than 70 photographs of the event. 1968 saw final record being set at 4:08.8 as John Meyer and Jerry Crawford battled it out in CanAm cars. Subsequently, the big bore cars were banned from the hill and that record is likely to stand indefinitely. The festivities concluded with the presentation of the Mt. Equinox driver's club presentations to each new member of that August body: Paul Cendron, Peter Daniel, Jim Bottomley, Michael Rowen, Nick Pardee, Rick McCurdy, John Feng and Mark O'Day. Additionally we had the presentation of Mal Donaldson Award to George Vapaa in recognition of his long standing support of the Mt. Equinox hill climb and for the vintage spirit he brings to the hill each and every year.

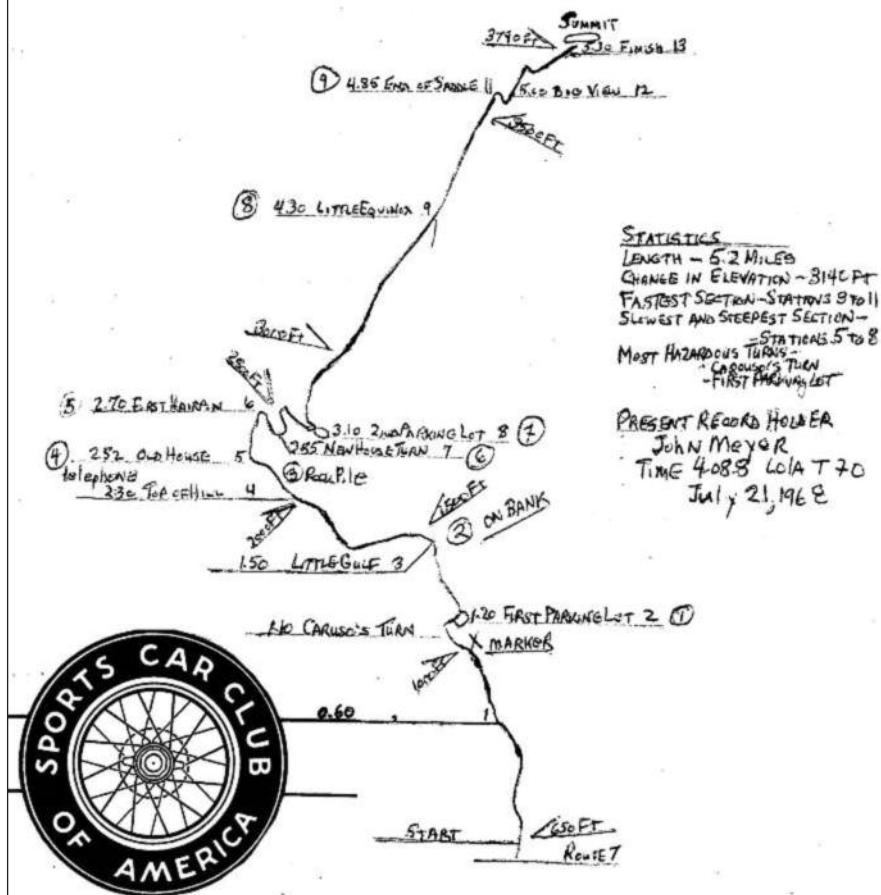


. . . and the evening concluded with the traditional ceremonial hanging of the spoons. (hyman)

Sunday broke with more fantastic weather and after the requisite morning rituals and the presentation of the Dreyfus Cup by the corner workers, we were treated to three more successful runs before the mountain closed for the year.

As the weekend comes to an end and we toast the many volunteers that make this event possible, we have but one thought.. How many days 'til we come back? Whatever it is, it's too many.

Mount Equinox: The Course



DOB 6/70
 BRODIE MANCHESTER W

EQUINOX 2015: THE ENTRY



*13 Allard K2
Jp Donick*



*20 Ford Amilcar
Tom Ellsworth*



*23 MG TC
Mark O'Day*



*37 Lotus VII
George Vapaa*



*37bis Lotus VII
Stefan Vapaa*



*43 Alfa Romeo
Todd Daniel*



54 Lotus VII
Josh Mitchell



57 Quantum 2
Stefan Vapaa



66 MG-TF
George Pardee



66bis MT TF
Nick Pardee



74 Hillman Minx
Dick Waite



84 MGA
Jim Bottomley



*132 Triumph TR3
Rick McCurdy*



*134 MG-TB
John Schieffelin*



*134bis Volvo 544
John Schieffelin*



*140 Formcar
Eric Logan*



*199 Corvair Spyder
Mark Riley*



*225 Maserati 8C 3000
Willem van Huystee*



254 Lotus 18
JR Mitchell



338 Mong Special
Tom Miller



361 HRG 1500
Michael Rowen



411 Jaguar Mk 1
Peter Daniel



480 MG-TC
Roger Morse



603 Chevrolet Corvette
Dana Marek



717 Aston Martin DB4-GT
Andy Greenburg



731 Lotus Elite
Scott Fenley



761 MG-TD
Lynn Arnold



770 Alfa Romeo
Marc Cendron



770bis Alfa Romeo
Paul Cendron



790 Alfa Romeo
John Feng

2015 Mt. Equinox - Short Course Results

Last Name	First Name	Car	Car #	Best Short Course
Vapaa	Stefan	1959 Lotus 7	37	02:53.22
Vapaa	George	1959 Lotus 7	37	02:58.99
Mitchell	JR	Lotus 18	254	03:00.06
Mitchell	Josh	Lotus 7	54	03:02.01
Donick	Jim	1951 Allard K2	13	03:14.70
Fenley	Scott	1959 Lotus Elite	731	03:16.50
Logan	Eric	1964 Formcar	140	03:19.55
Greenburg	Andy	1963 Aston Martin DB4 GT	717	03:25.34
Miller	Tom	1958 Bobsy Porsche Spyder (Mong)	338	03:25.63
Marek	Dana	1958 Chevrolet Corvette	603	03:25.96
Feng	John	1957 Alfa Giulietta	790	03:29.28
Daniel	Todd	1959 Alfa Romeo Giulitta Spider	43	03:30.70
Morse	Roger	1948 MG TC	480	03:45.77
Pardee	George	1954 MG TF	66	03:49.77
O'Day	Mark	1947 MG TC	23	03:51.25
Ellsworth	Tom	1935 Ford Amilcar	20	03:54.87
Riley	Mark	1963 Corvair Spider	199	03:55.63
McCurdy	Rick	1958 Triumph TR3	132	03:56.93
Bottomley	Jim	1958 MG A	84	03:58.43
Cendron	Marc	1959 Alfa Romeo Guilietta Sprint	770	04:01.99
Arnold	Lynn	1952 MG TD	761	04:03.50
Cendron	Paul	1959 Alfa Romeo Guilietta Sprint	770	04:04.55
VanHuystee	Willem	1932 Maserati 8C 3000	225	04:07.69
Daniel	Peter	1959 Jaguar Mkl 3.4	411	04:16.61
Waite	Dick	1962 Hillman Minx	74	04:17.41
Schieffelin	John	1939 MG TB / 1965 Volvo 544	134	04:20.86
Pardee	Nick	1954 MG TF	66	04:31.22
Rowen	Michael	HRG 1500	361	05:28.97
Vapaa	Stefan	1959 Quantum 2	57	

2015 Mt. Equinox - Long Course Results

Last Name	First Name	Car	Car #	Best Long Course
Vapaa	Stefan	1959 Lotus 7	37	04:52.39
Mitchell	JR	Lotus 18	254	04:57.11
Vapaa	George	1959 Lotus 7	37	05:02.77
Mitchell	Josh	Lotus 7	54	05:21.00
Fenley	Scott	1959 Lotus Elite	731	05:31.58
Greenburg	Andy	1963 Aston Martin DB4 GT	717	05:38.65
Donick	Jim	1951 Allard K2	13	05:41.05
Marek	Dana	1958 Chevrolet Corvette	603	05:43.55
Logan	Eric	1964 Formcar	140	05:43.88
Miller	Tom	1958 Bobsy Porsche Spyder (Mong)	338	05:48.39
Feng	John	1957 Alfa Giulietta	790	05:51.58
Daniel	Todd	1959 Alfa Romeo Giulitta Spider	43	05:59.13
Morse	Roger	1948 MG TC	480	06:21.80
Ellsworth	Tom	1935 Ford Amilcar	20	06:31.72
Pardee	George	1954 MG TF	66	06:38.47
Riley	Mark	1963 Corvair Spider	199	06:41.20
O'Day	Mark	1947 MG TC	23	06:50.89
McCurdy	Rick	1958 Triumph TR3	132	06:57.12
Arnold	Lynn	1952 MG TD	761	07:01.93
VanHuystee	Willem	1932 Maserati 8C 3000	225	07:10.87
Daniel	Peter	1959 Jaguar Mkl 3.4	411	07:12.13
Cendron	Marc	1959 Alfa Romeo Guilietta Sprint	770	07:15.41
Cendron	Paul	1959 Alfa Romeo Guilietta Sprint	770	07:18.16
Bottomley	Jim	1958 MG A	84	07:22.86
Schieffelin	John	1939 MG TB / 1965 Volvo 544	134	07:25.09
Waite	Dick	1962 Hillman Minx	74	07:26.90
Pardee	Nick	1954 MG TF	66	07:35.07
Rowen	Michael	HRG 1500	361	09:46.38
Vapaa	Stefan	1959 Quantum 2	57	



Photograph by Patrick Benfield

PORTRAIT GALLERY

No. 25—COLIN DAVIS

To be the son of a famous father is not necessarily an enviable position, and to take up the same hobby as that father is to risk the most embarrassing of comparisons. Colin Davis is the son of "Nummy" Davis, known throughout the world for his prowess as a motoring journalist and racing driver, but this young man's enthusiasm for racing is such that, although not yet 22, he has already set out to prove himself a capable driver in his own right.

His first mount was a Mark 8 Cooper with "double knocker" Norton engine—a potent-sounding combination, but deliberately underpowered for his first few races. Nevertheless, he gained a second and a third at his very first meeting, last August's 100-mile races at Silverstone. To show that this was no fluke in the pan, he followed up with a third place at Brands Hatch a few weeks later and made his presence definitely felt for the remainder of the season. This year, using the same car tuned to a greater extent, his successes have included a good third at the Easter Goodwood fixture and a second place at the Whitson Brands Hatch meeting. Then, two weeks ago at Brands, he showed his real form by winning the main race under appalling conditions, for his cool, capable handling of the car on a unrelenting wet track was most impressive. Colin has not followed his father's occupation, being in the advertising business, but his early prowess at the wheel suggests that he has inherited much of his father's racing ability. We look forward to the time when he takes up long-distance sports car racing, which it is his ambition to do.

McC

Colin Davis: Formula Junior Legend

by Joseph DeLucia

Colin Charles Houghton Davis was born in July 1933, son of "Bentley Boy" and journalist SCH Davis (a.k.a. "Casque"), so it was an easy bet that he would become involved in motor racing. Colin's racing debut was at the Commander Yorke meeting in August 1954, supervised by his father, driving a new Mk VIII Cooper. He made a very creditable second place to Charlie Headland and ahead of Ivor "the driver" Bueb in the race which gave him third overall in the Yorke Trophy.

A restless soul, Colin moved to Italy where he became enthralled with Lurani's formula in his newly adopted country. Colin took up the mantle of this new Junior Class of race car in 1959 and put his genetic abilities to excellent use. Formula Junior quickly took racing by storm in the subsequent years and became the most popular form of amateur racing during it's brief existence. As a result, there were several championships going on simultaneously on the continent, in the UK and the Americas as well as elsewhere in the world. Colin won the International Formula Junior Championship (Trofeo Mondiale Auto Italiane ANPEC) in 1960 on the continent of Europe.

Colin's preferred mount was the beautiful OSCA. He drove mostly for Venetian Count Giovanni Volpi di Misurata's Scuderia Serenissima and went away with the trophy with 76 points, 35 more than second place J. Cales. Incredibly, he accomplished this against rear engine Junior driver Dennis Hulme, attesting to both Davis's skills as well as the FJ OSCA.

Owner of OSCA FJ 001 Don Dinman corresponded with Colin via post for several years and found him to be "a wonderful man". According to Dinman, Davis stated in one of his letters that the power the Maserati Brothers got out of that little engine and it's incredible handling was in his opinion better than anything else at the time. His results proved that.

Thanks to his stellar performance in Formula Junior, Davis caught the attention of many team principals, validating yet again the value of this "monoposto per i giovani" (single seater for the young) as Luigi Orsini wrote in his book, *Formula Junior*. Davis's exploits in his OSCA are well documented in this rare book published in 1968 by *Automobile Club Italiana*. Thanks to Formula Junior, Davis went on to share a ride and an outright win in the 1964 Targa Florio with Antonio Pucci in a Porsche 904 GTS. Due to his disillusionment with all the deaths at that time surrounding racing, Colin hung up his helmet and, except for some previous drives in outclassed F1 cars, he never went on to realize his full potential.

Colin passed on in December of 2012 at the age of 79 in his home in South Africa.

VSCCA Annual Holiday Brunch in Somers, New York

The club gathered in Somers, NY, on the 6th of December for the annual brunch that kicks off the holiday season. The event was founded some years ago by Frank Righetti and is now known as the Righetti Memorial Holiday Brunch. Organized by Joan and Keith Harmer, the affair was well attended, the food tasty, and the program a delight.

The crowd filled the room.

Along with a fascinating speaker, of which more anon, the organizers added a new feature to the event. Joan and Keith gathered handouts and mementos from a number of potential sponsors. All of this “SWAG” was then raffled off to the members present. It proved to be great fun.

The high point of the event, though, was very clearly the presence of Otto Linton as the speaker. Otto, currently 98 years old, is a revered long term member and honorary member of the VSCCA. He remains, charming, erudite, and enthusiastic as ever. Otto is a font of wonderful stories. In fact, he’s been a player in our little world for a very long time. His biography, put together for the Internet by his son, offers the following:

Otto Linton was born in Vienna, Austria on May 12, 1917. As a child he dreamed of moving to America to work in the automotive industry. His interest formulated into bicycles, followed by motorcycles, and finally cars.

Otto had finished his engineering studies at University of Vienna in 1937 but before graduation everything fell apart with Germany’s invasion. He decided that it was time to move to the United States. He made it to New York by way of Cuba where he obtained a job as a tool and die maker in Brooklyn.



Messrs. Logan and Carroll making their arrivals. (jpd)



*Ms. Liba and Mr. Virr
exchanging pleasantries.*

(jpd)



*Desi Cordova,
Jerry Morici, and
Charlie Parmelli
made the trip up
from New Jersey.*

(jpd)



*Two of the happi-
est kids at the
party, Ernie and
Erika Steubesand.*

(jpd)





Mr. Brown, Mr. Virr, and Mr. Spadaro awaiting the meal.

(jpd)



Mr. Gelles enjoying the pleasures of the season.

(jpd)



Mr. Steubesand and Mr. Clark enjoying a drink and an anecdote.

(jpd)



*Mrs. Harmer about to say
hello to Mr. Morici.*

(jpd)



*Two former officers of the club, Mr. Richer and Mr. Carroll
having a chat with Ms. Spadaro.*

(jpd)

*Complete with appropriate headgear,
Mr. Harmer did the honors in run-
ning the raffle of door prizes.*

(jpd)





*Our speaker of the day, the incomparable
Otto Linton. (jpd)*

When a position came available in Philadelphia, he moved and in a short time was in charge of running a factory devoted to defense work.

During this period he met George Caswell with whom he later went into business. In 1943, as members of the Antique Automobile Club of America (AACA), they traveled in George's BNC to a Boston meeting comprised of members interested in sports cars. From this club meeting, the SCCA was formed in 1944. Together in 1945, Otto and George formed the Philadelphia Region of the SCCA.

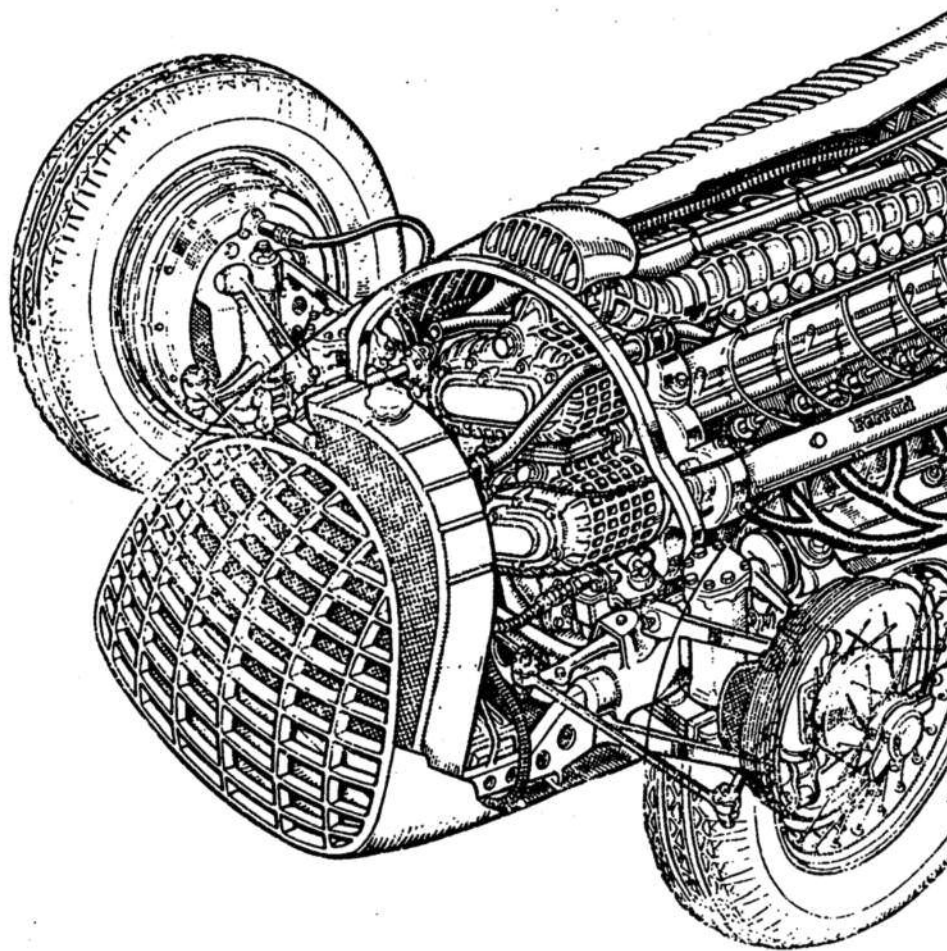
That barely scratches the surface on Otto's exploits and his contributions to the sport. We seem to think he was the fellow who put the Ford V8 into Caswell's BNC or at least assisted with the effort. Additionally, he did some most amazing feats in the early SIATAs, including a great drive at Watkins Glen. He drove in the early Sebring races and in nearly any other of those events well into the sixties.

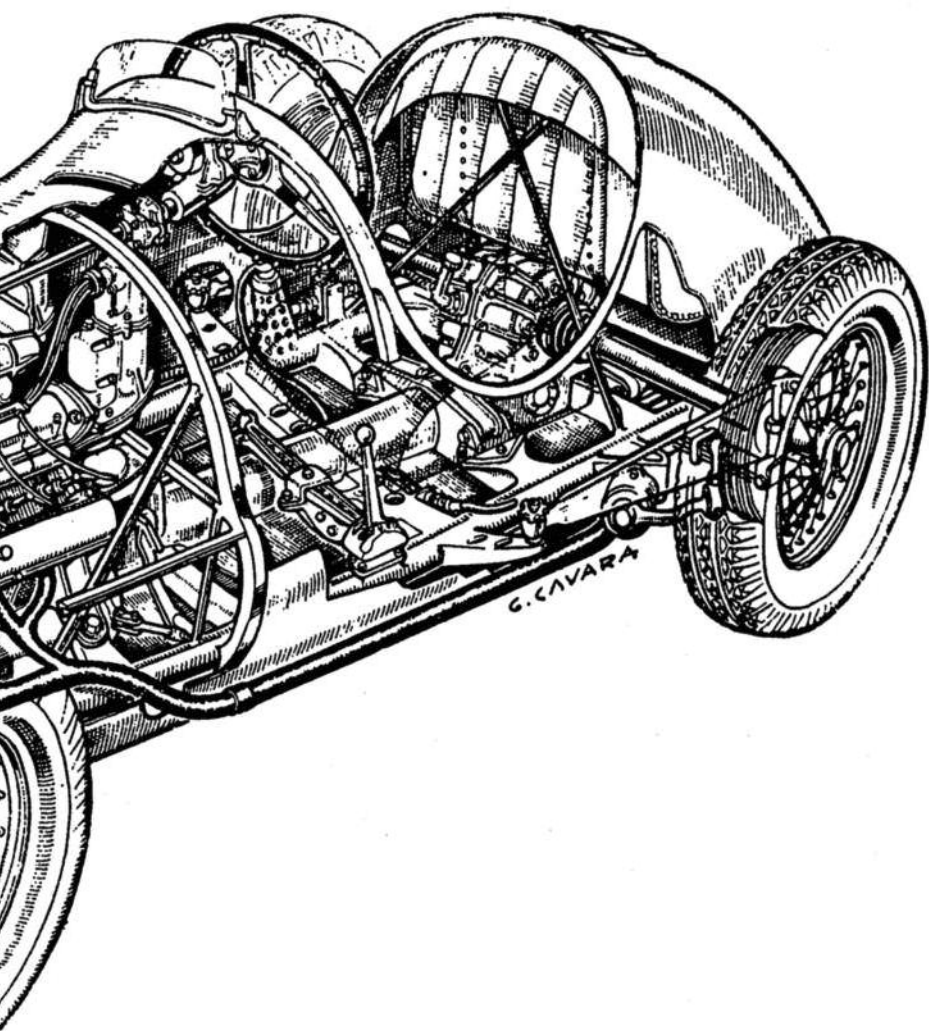
Otto's photos and reminiscences enthralled all and covered everything from his earliest exploits to memories of the various individuals who helped create sports car racing in its infancy here in the United States. We hope to see him again at a VSCCA event 'ere long.

The 2016 season is just around the corner. The next social event will be the 90th birthday party for Honorary Member and racing legend Gordie MacKenzie. Watch this space!

jpd

1949 Ferrari 125 F-1





HUDSON

with an all-time record in stock-car contests for performance, safety and durability

sets the style for 1953



Announcing a fabulous new **HUDSON HORNET** *and a spectacular new* **HUDSON WASP**

HERE IT IS, the fabulous Hudson Hornet for 1953—luxurious new version of the car that won 45 out of 53 stock-car races in 1952, a record unequalled by any other make of car.

See the Hudson Hornet's interior color harmony in your choice of two ensembles to complement exterior car colors. See and try new foam rubber seat cushions with bolstered and rolled-edge contours for more comfort.

And try the 1953 Hudsons on the highway! Feel them hug the road: the result of exclusive "step-down" design and the lowest center of gravity in any American car!

For 1953—there are two great, lower-priced running mates to the Hudson Hornet—the new Hudson Super Wasp and Hudson Wasp. The Super Wasp has a high-compression H-127 engine and smart new interiors; and the even lower-priced Hudson Wasp features a powerful H-112 engine.

Standard trim and other specifications and accessories subject to change without notice.

SEE THE 1953 HUDSONS TODAY!

**Sensational
engine
development**



NEW! TWIN H-POWER*

A new system of multiple fueling that develops more energy from every drop of gas. And because Hudson engines are so rugged, this power plus can be harnessed for you.

*Optional on the Hudson Hornet and Super Wasp at extra cost.

**UNBELIEVABLE TILL YOU TRY IT!
COME IN TODAY!**

Three Hudson series for 1953—Hudson Hornet, Hudson Super Wasp and Hudson Wasp. Twin H-Power (on the Hornet and Super Wasp), Overdrive or new Dual-Range Hydra-Matic Drive and Selex Safety Glass (tinted, anti-glare) optional at extra cost.

A Motoring Tale from a Misspent (but ongoing) Youth

By Dorien Berteletti

I've been involved with cars for a very long time and in thinking about it I thought I will share some of my experiences with you.

In my teens I was shipped off to Oxford from Buenos Aires, to continue my studies. With my bags I had my life savings or, better said, my saved up allowance money. Buying my first car was tops on my agenda. Friends and relatives came up with strange suggestions along the lines of a Morris Minor, Austin A 40 and such, often citing fuel economy, safety, cheap to repair and more. I was looking for something very different. I wasn't sure what it would be, but I would know when I saw it.

I ended up with a 1948 Triumph Roadster 2000 with rumble seat and rear windshield. Even then (early 60s) there were not too many around. As I drove it home it was raining slightly, and I noticed other drivers of convertibles had their tops down. Ok so when in Rome.....and I quickly put my top down. A few days later driving very slowly through a market area the car died and would not restart. Much embarrassment at my end amidst the tut tut of ladies shopping who were having difficulty in getting past me. Salvation came from one of the Masters in full regalia complete with Mortar Board who swooped by on his bicycle and yelled out "Berteletti keep your foot to the floor while cranking. You're flooded"! I was being lectured both in and out of classes!

I had no idea what being flooded meant but presumably I was, so I followed the suggestion and soon my Triumph was going again and later I learnt more about flooding. When it rained hard, water came in, dripped down the dash and on to your knees. I drove with a rain coat on! I was learning about British cars.



The Triumph 2000 Roadster with hood up and dickey seat closed.
(berteletti)



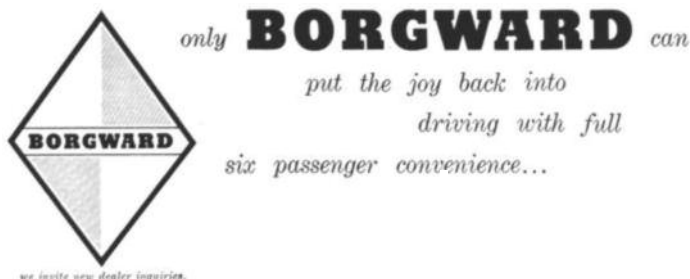
The Triumph showing the “boy racer” muffler under the door and the trafficator installed right behind the hinges on the door line.
(berteletti)



The Marandaz Special that ultimately went to Gilmore and then to Schieffelin before going back to Gilmore. It finally seems to have disappeared into the mists and fog of vintage motordom. It will likely reappear one day.
(berteletti)

I traded the Triumph plus money for a Lancia Aprilia, a lovely pillarless saloon with a V4 and a water tight cockpit. A couple of months later in January, I wrapped it around a tree and I learned about black ice. The only ice I was used to in Buenos Aires was in my drinks. They never put it on the roads!

Money was getting short but I was hooked on the rare and unusual cars and predated the VSCCA guidelines by a bit. A 1955 Borgward Isabella was next and then followed by a Peugeot 403. I had done the British, Italian, German and French automotive thing - what next?



I returned to Buenos Aires and got around to buying a 1929 Hudson Essex that proved very interesting and started my love for Hudsons. I had the car painted and a new gas tank made for it. Then I used it as daily transportation. On one hot day it “failed to proceed” as Rolls owners say. By this time my mechanical knowledge was improving, so - check for fuel and spark. I tried touching a plug lead to the block to check for spark but the sun was bright and I could not see anything. I then asked the young lady with me to hold the end of the plug lead and let me know if it got warm while I cranked. The ensuing howl confirmed I had spark. It was a vapour lock issue.

Next came a T 38 Bugatti seen on the side of the road with the classic for sale triangle on it. This was the rarest and most unusual car I had seen to date, so I talked the seller in to taking my Essex as an even trade and to sweeten the deal I offered to fill the gas tank on the Essex. His wife was in earshot as I pushed the advantages of a closed car as opposed to a noisy 2 seater as well as little things like the flat spare on the Bugatti, poor old paint and the dodgy convertible top were stressed.

With a sigh and probably feeling that perhaps it wasn't such a good deal he accepted my offer and for a minute I couldn't quite get my breath back wondering if I had heard right.

Minutes later we had exchanged paperwork and I was on my way home in a red Bugatti with no seats, just garden chair cushions glued to the floor. Who cared?

Sparing no expense I bought the best blue paint on sale and 2 new brushes at the hardware store and with a friend, we brush painted the car one after-

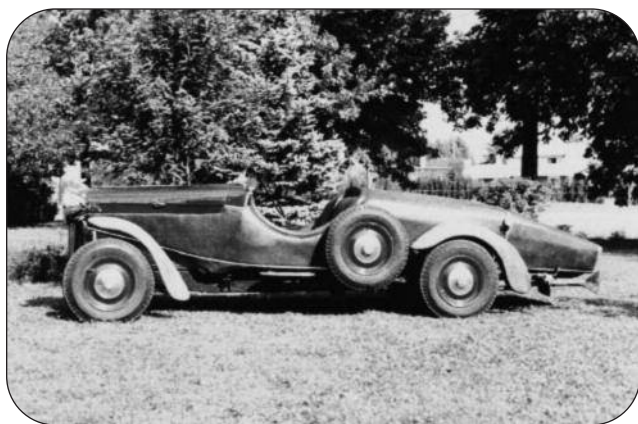
noon and I was delighted with the results. I used this car pretty much on a daily basis. Other than overheating at times, it proved reliable and great fun.

Some time later I moved to Canada and within weeks of arriving I had another Borgward and in those days we even had a dealer in Toronto. For the non cognoscenti a Borgward looks like a 53 Chevy 2 door. Other cars came and went including an MG TB Tickford an M type and an M type Allard that was followed by a 326 BMW cabriolet. I put a lot of miles on this car and on one trip working my way back from Boston, on 5 cylinders, I ended up by accident at Don Guertin's garage. Don had several prewar BMW cars at the back of his building and we spent a fun afternoon going over his stuff. He suggested I stop in at the Glen on my way home as they were racing our kind of cars. Shortly there after I joined our Club.

A 1939 Mk V Bentley chassis came next on to which I built a fabric covered body and added oak fenders. I drove it down to Mt Equinox, (mid seventies?) for my first VSCCA event and had a great time.

The first people I met and helped me were Dave Du Brul, Mal Donaldson, Karen Miller, Marc Pearlman, Gary Ford, and Ben Bragg doing scrutineering. In those days Ben drove a blue TF with ice cubes in the tool box. I thought he kept wine there to celebrate when he got to the top, but no, it was so that a fuel line routed through the tool box would provide cooler fuel on the way up. I don't think this performance option really caught on.

Unfortunately at the end of my second run the radiator was spewing water from several openings. It looked like John Wayne had emptied his Colt in to



The Mk V Bentley with the home brew coach work. It would appear to be "aesthetically challenged," at least to some tastes.
(berteletti)

my radiator! A helpful member told me to pour “ginger powder” in and it would plug it up having learnt this trick working with steam locomotives! Off to buy ginger and eventually I found some and sure enough it fixed the leaks and I continued the weekend, drove back along the I 90 and years later it was still fine.

Other cars I’ve had include Bentleys, Alfas, Hotchkiss, Mercedes, Morgan 3 wheel, Studebaker Avanti supercharged, Porsches, Panhard Dyna (currently raced by B Deull), Citroen, Lagondas, Bristols and Lancias, plus a 1938 Peugeot 402 DSE Darl’Mat that I sold and bought back twice. That is a car that I should have kept. It wouldn’t be the only stupid thing I’ve done car wise. . . and of course my beloved Hudson. Getting older I have thinned things down a bit so I am left with the Hudson a 55 Triumph TR3, Bristol 400 and 409, an Alfa and a Lancia both Zagato bodied, and my last project (famous last words) a 1935 RR 20-25 PW pillarless coupe.

If fates decree that I should be allowed only one car it would be our small mouth Triumph. It has a vintage feel to drive. . . very vintage. It’s peppy. We fit in it easily and it’s light enough if you have to push it. Best of all (?) when it rains, water works its way under the windshield down past the tach and on to your knees. That must be some sort of a Triumph thing. Yes, it’s a lovely package!

It’s often been said that the cars are the stars and at best we are custodians. I’ve never really totally bought in to that line, as I’ve met some great people without whom, many of the cars we love would not have been built and/or would not be around today. Perhaps a partnership between man and machine is a better definition.

In another story I will give some glimpses of the fascinating people I’ve met over the years and helped bring the cars to life.



The Hudson on an early outing at Equinox. This is 1978 and it would appear that his exhaust system has come seriously adrift.
(jpd collection)



(d.smith)

VSCCA Fall Finale: 2015

Lime Rock Park
September 25-26, 2015
by Dow Smith

Once again 2015, the Vintage Sports Car Club of America ended its on track competition season with the traditional Fall Finale at Lime Rock Park. The fall foliage in the Litchfield Hills of northwest Connecticut was just beginning to turn to the reds and yellows that mark the arrival of Autumn in New England. Lime Rock Park at this time of year is the perfect venue to celebrate vintage race cars and the camaraderie that is the VSCCA.

Also special this year was the great weather. Held the last weekend in September, it was sunny both Friday and Saturday but cool. Thus, it was chilly under the trees at the outside of Big Bend and the top of the famous uphill turn but otherwise it was pleasant everywhere one wandered..

This last race of the season brought out a great field of cars. There were some 60 plus entrants although, as is typical, there were some late arrivals, some drivers switched cars and some never made it on to the track thanks to mechanical gremlins.

Working with Lime Rock Park management and the Lime Rock Drivers Club the last few VSCCA events at LRP have come up with a schedule that puts the VSCCA groups on the track for an hour and then the next hour the LRP Drivers Club members have an hour for testing and dicing. The VSCCA members say they like the schedule because they get an hour between racing to fix problems with their cars or more importantly, to socialize.

*Mr. Cambell's
Crosley-powered H-
mod leading a mixed
gaggle of possibly
faster cars.*

(d.smith)



*O'Meara's MG
Special with the
Cisitalia-like body
work.*

(d.smith)

*Hill's Alfa having
a good run with
Meyers' MGA and
Jason Urban's
Healey.*

(d.smith)



*Sandy McNeil
giving the GTO
a serious work-
out and leading
a mixed gaggle
of production
cars into the
uphill.*

(d.smith)



*Mr. Leith and Mr. Bragg warming up the Leith BMW prior to taking it out
onto the track.* *(jpd)*



*Mr. Lehrman's
Alfa showing a
clean pair of
heels to Mr.
Glynn's similar
mount.*

(d.smith)



When not pushing hard on the Ferrari, Ms. McNeil is doing a most impressive job at the wheel of the Alfa Sprint Zagato. (d.smith)



Michael Bartell's MG PA looks dwarfed by Peter Daniel's Jaguar that is coming up on it from behind. (d.smith)



A VSCCA track event is never complete without at least one Cooper F-III out there somewhere. Peter Rehl did the honors for the Marque at the Fall Finale and represented the class with distinction. (jpd)



*Eric Logan's
Formcar shows
some production
cars the line into
the left hander
while Allen
Ward's Formcar
closes on them
from astern.*

(jpd)



*Mr. Sienkiewicz
motors toward
the grid in his
MGA.*

(jpd)



We always enjoy it when Mr. Bordin brings out the Jag. The editor recalls racing against it with the editorial Allard K2 nearly thirty odd years ago.

(jpd)



*Andy Greenburg
and the Aston
keep getting
faster every time
we watch them.*

(jpd)

*The Holman
Bentley was the
only example of
the Marque out
for the Finale. It
was handled
exceptionally
well, though.*

(d.smith)



*Mr. Fenley is
rapidly getting
the BMC-pow-
ered Quantum
sorted out.*

(jpd)

Each hour contains three twenty minute sessions for each of the three race groups. Event co-chairs Lynn Arnold and Roger Morse organized the three groups by lap times and type of car.

Group One included the quicker cars with a large number of Alfa Romeo Giuliettas (11 listed) with a trio of Lotus 7s. The Alfa contingent included the usual suspects including Santo Spadaro, Roger Cassin, Bradley Price, and Stephen Lehrman.

The Petrolicious website was doing a video on Price, which included mounting a Cannon DSLR camera on the front of Santo Spadaro's 1958 Alfa Giulietta Sprint sedan. Look for a really fabulous video on the Petrolicious channel on YouTube. The story salutes Price and his devotion to racing as it was done back in the day. It is also a salute to the values of the VSCCA.

Someone lamented on FACEBOOK recently the lack of truly historic cars at vintage races at LRP wanting to know where were the Scarabs, Chaparrals and Birdcage Maseratis. They do still come out to race with the VSCCA on occasion and to prove the point, this group included Sandra McNeil driving her 1962 Ferrari GTO #3647GT. Some consider the extremely valuable GTO the most beautiful Ferrari created and she does justice to the car on the track driving with spirit and consummate skill.



Without a doubt the most exciting car at the event was the McNeil Ferrari GTO. Sandy drives it with consummate skill. (d.smith)



The Moggies of Brown (684) and Fuller (612) posing a challenge to Mr. Brown's Bug Eye in Big Bend. (d.smith)

Group Two was mainly the more often observed or higher production classic English cars such as the Morgans, Turners and MG As. This group did include Andy Greenberg's 1963 Aston Martin DB4GT, Peter Rehl's diminutive 1957 Cooper Norton MK XI Formula 500 car with a distinctive exhaust note or throaty "blat," and Victor Pastore's 1959 Gemini FJ. Clearly the fastest car in the field was Joe Fuller in his 1958 Morgan Plus 4. Later in the weekend he moved up to the faster Group One after dominating the field in several races. (Note, please, that Fuller's Mog was long the mount of our author, Dow Smith. Dow did a magnificent job of developing it. jpd)

The third group was a large collection of T series MGs but with them on track were other equally interesting cars including George Holman's 1929 4.5 liter supercharged Bentley, Richard Waite in his 1962 Sunbeam Rapier Monte Carlo rally car and Robert O'Meara with his lovely 1952 "Cisitalia" MG TD



Sandy Leith and Mrs. Guertin leading the lap of honor in remembrance of long time member, Don Guertin. The Leith BMW 328 was a fitting mount to lead the procession as Don had very enthusiastically raced a 327/28 with us. Nearly every car in the paddock joined the procession. Don would have been pleased. (jpd)



A most impressive gang of production cars (with two Formcars as well) working their way into the left hander with Chip Brown's Morgan in the lead. (jpd)



And how do YOU spell "Body Roll?" From here it looks to be spelled "Sunbeam Rapier." Dick Waite enjoying the heck out of his new mount. (d.smith)



Mark O'Day doing a superb job in the TC.

(d.smith)

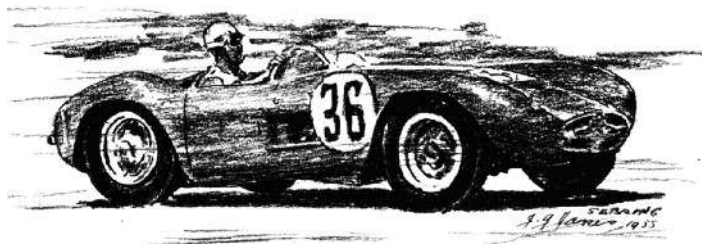
Special. The car is known as the “Cisitilia” special because the fiberglass body was made from a mold done of a Cisitilia coupe in California during the 50s. While there is no timing and scoring thus no results from this weekend it was clear that Mark O’day in his 1947 MG TC had the measure of the field this particular day.

Saturday afternoon the VSCCA organized a “missing man” memorial lap for Don Guertin, a 30 plus year member of the club. When he was still active he raced a 1939 BMW 327/328 and earlier a Lancia Aurelia. Guertin was a BMW and Volvo dealer in Worcester, MA. for many years. A pleasant and enthusiastic member, he will be missed. In keeping with the BMW spirit, Sandy Leith with his 1937 BMW 328 took the second position on the grid leaving pole position open. Don’s widow rode with Sandy for the memorial lap while other family members rode with VSCCA members whose cars had passenger seats.

With limited time after the memorial lap, Chief Steward Bob Melhado and Chair Roger Morse organized an all comers race. Virtually every car from the memorial lap took to the track for a 30-minute race. Thus the field included everything from the GTO to a Berkley but Alan Tosler in his extremely quick 1963 Lotus Elan reportedly lapped the huge and diverse field twice but pitted before the end of the race.

In keeping with the fall season and the spirit of this low key event, the corner workers held a pumpkin carving contest. A creative group they came up with some wonderful pumpkins. Melhado and Morse judged the winners and they had a tough time making their choices. The winners were: Most Evil (*a very vivid Dracula*) by Kate Liba and Karen Petersen, Most Imprisoned (*a pumpkin named Hossier in a cage*) Mark Ragsdale, Most Automotive (a pumpkin carved into VW Minibus), Most Disturbing (*a pumpkin with a railroad spike and radiator hose cigar*) Greg Barrington Smith and the Sweetest (*a candyman with sweets for eyes, nose and mouth*) John Godfrey.

In the end the Fall Finale was a great way to end the 2015 season on track but with the annual “Nutmeg Rallye” in the mid-Hudson Valley a couple of weeks later there were still more VSCCA activities scheduled for 2015. (*Expect a report on the Nutmeg in the next issue of Vintage Sports Car.*)



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

It's been an odd sort of winter in the US Northeast this year. The Editorial TR actually got a fair number of miles on dry but chilly roads. The weather has been cold but, at least in the Hudson Valley of New York State, there has been precious little snow. The pond next to our barn stayed pretty solidly frozen. The boys in the neighborhood were more interested in playing hockey on the pond but took a break from their game one afternoon to admire the TR and to question the editor's sanity in having it out so often.



★ ★ ★

The good Doctor DeLucia is actively searching for a prewar car to add to his stable. He's looking for something that would be as at home on a tour or a rally as it would be on the racetrack. He's checked out a Bentley, a Talbot, and a Bugatti so far. He was last rumoured to be on the trail of an HRG. We shall report his success, whatever it turns out to be, when he has in fact succeeded.

★ ★ ★

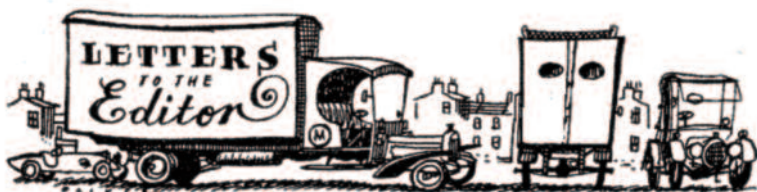
We've not had any reports recently on how Ben Bragg is progressing with the Kieft. We recently read a marvelous piece of Kieft history that has piqued our curiosity on when we may see Ben's example.

★ ★ ★

Speaking of Ben Bragg, though, we understand he is anticipating getting Scott Ebert's other T-40 Bugatti on the road this season. Watch this space!

Much of the gang gathered in Amenia, New York, on the 21st of February to celebrate Gordie MacKenzie's 90th birthday. Motor racing's kilted *Laird of Lime Rock* was in good form and full of stories. We are hoping to publish a retrospective on Gordie's racing exploits in our next issue. Expect lots of photos with the story.





Hi Jim --

I just had to write and tell you what an extra good issue that No.4/15 was. It's hard to know where to start. Judy Stropus and the OSCA was certainly a high point. Otto Linton was too. The Greaves and Gilmore profiles...the Jaguar and other event coverage, et cetera.

I did spot a couple of technical errors in the letter from Ed Sutherland about the Gordon MacKenzie C-Jag. The car could not have "changed" to hydraulic brakes - they were always hydraulic, never mechanical. Then, while mentioning the racing specials, he calls the Fitch-Whitmore car a Corvair. It is not, having been built on Jaguar mechanicals.

If Mr. Sutherland could be critical about replacing one Jaguar cylinder head with another Jaguar cylinder head, imagine what he would think of the old Porsche now running in Rocky Mountain Vintage Racing events at the great new High Plains Raceway east of Denver. This is a pre-A coupe, its preparation engineered by the late Porsche guru Bill Frey, built by Jim Kellogg and driven ably by Scott Pettit.

Among other things it has new and improved barrels and pistons, flowed 912 heads, standard Solex P40II carburetors and velocity stacks that look like they came from a Can Am car, In other words, typical race preparation for an old coupe. At High Plains, they have a keyhole similar to the one at Mid-Ohio. I witnessed the Bill Frey Porsche going into this turn, passing a Trans Am Mustang in the middle of it, coming out on the back straight and running down a 500 HP Holman & Moody Ford before disappearing into the corner at the end. Oh, it can also beat the 911s. It's like a silver rocket.

This is an exciting little car and yet race prepared very much in the spirit of the sport as I have observed since 1953 while spectating and since 1958 as an off-and-on racing driver. It may be a mistake to get too fussy about mechanical changes. They're race cars after all.

*All the best, happy new year and so forth,
Carl Goodwin*

January, 2016

Dear Jim:

Two minor amendments to photo captions in VSC No 4, 2015 suggest themselves:

1.) Page 14: Jerry Sherman's familiar Bugatti Speedster was, indeed, destroyed in the infamous barn fire of Washington's Birthday, 1990. But, it was resurrected subsequently, restored, and is leading an active life in the ownership of the Larson family in Wisconsin.

2.) Page 7: The photos do not show the same Healey. At the top of the page is Silverstone E60, the sole works blown example that was with me from 1972 through 1978. At the bottom is Silverstone D19, which I owned from 1966 to 1972. In my ownership both were active in the VSCCA.

All good wishes,
Tony Carroll



CLASSIFIED:

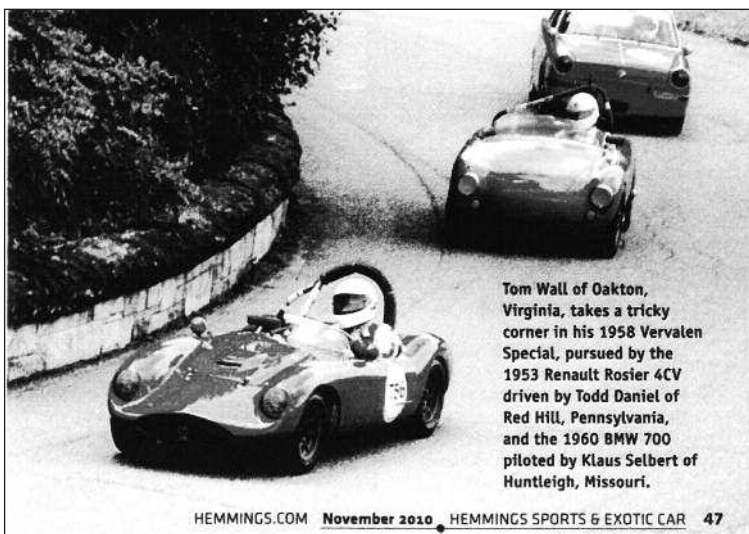


Rare-Beautiful-FAST

Superbly presented vintage H-Mod (SCCA Championship, 1960's). Highly (but tastefully) modified Crosley (cross-flow, dual Weber Carb.) Re-crafted and actively raced by Glenn Reynolds in the northeast, and, over the past years, by current owner in most VSCCA events. (e.g. Representative times - - LRP: 1'20", PVGP: 3'00") Rare Devin body on highly tuned original chassis; engine re-build by Barry Seel. Racing condition maintained by Performance Engineering of Summit Point, WV - - including extensive Dyno tuning to achieve maximum engine output and chassis tuning for superb handling. One of the fastest H-Mods currently active and very competitive in its VSCCA assigned race groupings.

Offered at \$25,900.

Contact Tom Wall; EMAIL: vervalen@yahoo.com ; Tel: 703-300-8418



Tom Wall of Oakton, Virginia, takes a tricky corner in his 1958 Vervalen Special, pursued by the 1953 Renault Rosier 4CV driven by Todd Daniel of Red Hill, Pennsylvania, and the 1960 BMW 700 piloted by Klaus Selbert of Huntleigh, Missouri.

PITTSBURGH VINTAGE GRAND PRIX

JULY 8-17
2016



Celebrating the Automobile with 10 Days of Races,
Car Shows and Motorsport Events While Honoring
Jaguar as our Marque Of The Year.

34th Annual Vintage Races Through Schenley Park – July 16-17

Race through the winding, stone-wall lined streets in front of 200,000 fans and paddock beneath the giant oaks. Featuring a BMW/Porsche Challenge and Jaguar Marque Race.

Groups: Pre-War, MG-T, Preservation, Under 1L, Under 1.5L, Under 2L, Over 2L, Vintage Sports Racers, Formula Jr. & FV.

Race to pvgrp.org/drivers for details and entry forms



The PVGP is grateful to all of the drivers who helped create our event and we truly appreciate when they return to race with us each year. To acknowledge those drivers we have created the "Legends of Schenley Park" to honor racers that have raced with us 15 or more times. Racer need not be active.

In 2016 all drivers competing in their 15th or more races will be recognized with a commemorative patch and gift. 49 racers automatically qualify and nine more will be eligible when they enter in 2016.

Alan Patterson is the chairperson so please call him at 415 683-9300 or visit www.pvgp/drivers/legends

BRAGG ABOUT CARS INC.

WOBURN, MA 01801

PHONE: 781-938-5672

Email: benbraggiv@comcast.net

RESTORATION EXPERT OF 37 YEARS

ALL MAKES AND MODELS OF VSCCA ELIGABLE CARS
SPECIALIZING IN IMPROVMENTS FOR RELIABILITY AND
PERFORMANCE

“MILD TO WILD”

THINK OF ME FOR ALL YOUR
VINTAGE CAR NEEDS

“I MAKE HOUSE CALLS”



J.R. and Eileen Mitchell's
Racing

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


BRIARCLIFF
CLASSIC & IMPORTED
CAR SERVICE LTD.
ESTABLISHED 1974

*Restoration and Repair
of fine
European Automobiles*


914 762 1200

90 Woodside Avenue Briarcliff Manor NY 10510





TAVARES MOTORSPORT
 THE ART OF MOTORING LLC

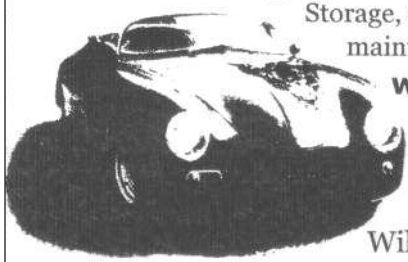


www.tavaresmotorsport.com

**Buy, Sell, Consign
 Sports & Classic Vehicles**

Storage, detailing plus specialty tuning and
 maintenance services also available.

www.autolegends.net



autolegends

Wil Rodriguez **203-377-5222**
 Affiliated with Fairfield County Motorsport

DOMENICK'S EUROPEAN CAR REPAIR

HOME OF THE RACING GIULIETTA'S

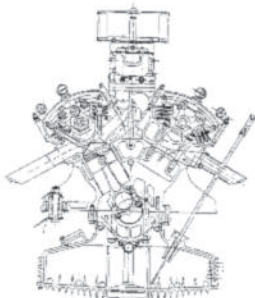
At your service is
Domenico Spadaro
Frank Spadaro
Santo Spadaro



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.

Fancy *British* cars, do you?

Then you owe it to yourself to find out about a unique newspaper called

British *Marque* CAR CLUB NEWS

Every month, 11 times a year, **British Marque** reports on happenings all over the country — rallies, shows, tech sessions, vintage racing — that have British cars as their focus. We now have over 100 Participating Clubs, including the VSCCA, covering MGs, Triumphs, Healeys, Jaguars and many others, and dozens of them use our paper regularly to report their news and publicize their events. Not to be missed is the convenient and easily detachable Centerfold Calendar, which keeps our readers aware of all the important dates. Members of Participating Clubs have the privilege of a 37% discount off the regular subscription rate and, once they subscribe, free classified ads.

We will bring you **British Marque** for only \$16 a year (regular rate \$26) for the Print Edition,
or \$12 a year for the identical but electronic On-line Edition (regular rate \$19).

You can download a free sample copy from our website, or for a print copy please send \$2.95 to:

British Marque Car Club News

5 Old Nasonville Road, Harrisville, RI 02830-1905

Phone (401) 766-6920 • Fax (401) 766-4591

E-mail editor@britishmarque.com • On the Web at www.britishmarque.com

COME BACK TO ALL of YOUR SENSES.

Four Columns & Artisan Restaurant
802-365-7713 fourcolumnsvt.com.
21 West street, Newfane Vermont

INN-KEEPING with TODAY

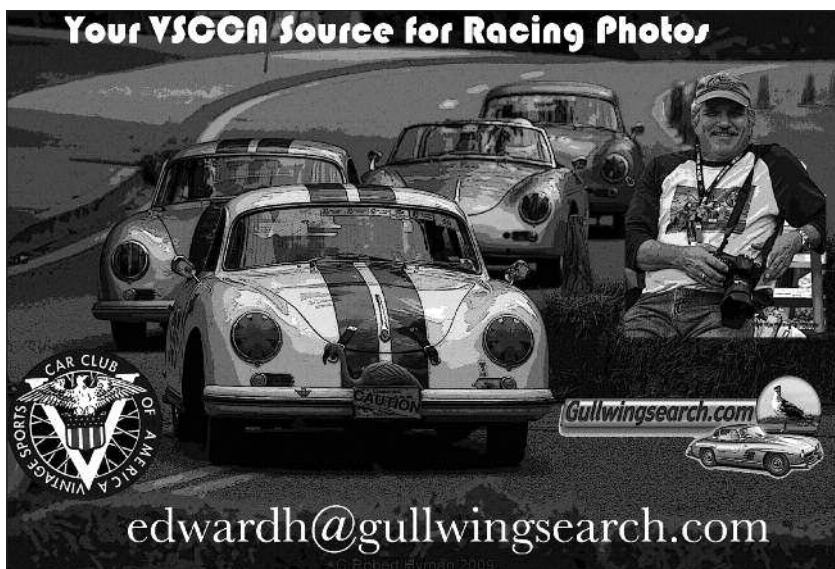


THOMAS N. FAIR FINE AUTOMOBILES

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

CELL 401.481.1600
FAX 401.619.2897
tomfair@cox.net

Your VSCCA Source for Racing Photos



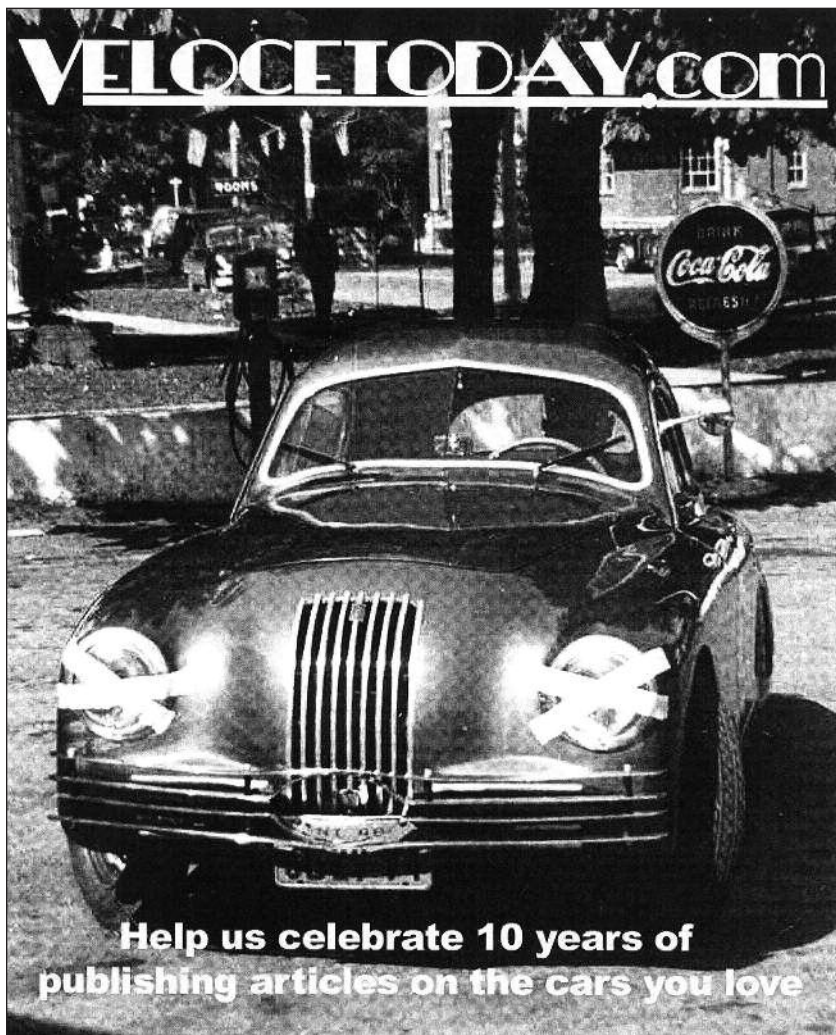
VSCCA
CAR CLUB
OF AMERICA
VINTAGE
SPORTS

Gullwingsearch.com

edwardh@gullwingsearch.com

© Robert Hyman 2005

VELOCETODAY.com



**Help us celebrate 10 years of
publishing articles on the cars you love**



Restoration, Preparation & Trackside Service

- Chassis Repair/Tuning/Fabrication – Tubular/Monocoque
- Engine Building/Dyno Testing/Tuning
- Parts & Components Design & Fabrication
- Panel Beating/Body Fabrication in Alloy/Steel/Fiberglass
- Collector Services/Pre-Purchase Evaluation/Storage & Transport
- U.S. Agents – Elva Racing Components, Ltd.
- Lotus, Elva, and Jaguar specialists
- In-House Painting/Upholstery/Woodwork & Quality Restoration Services Through Our Parent Company, Automotive Restorations, Inc.

VintageRacingServices.com

100 Lupes Drive, Stratford, CT 06615
203-377-6745 fax 203-386-0486

The Queen's Toybox



5826 queens cove
lisle, il 60532
(708) 852-2002

ROBERT W. WILSON, PROPRIETOR

Custom Embroidery

Shirts • Bags • Driver's Suits



Mint2Me.com is about finding cars and selling cars. Not the dual-clutch, turbocharged, computer controlled cars - but **REAL CARS** with history, style, attitude and imperfections.

Perhaps your custodial period is up and you need to find a new home for your historic, vintage, or classic automobile. We can help. Our readers are international and have a keen eye for a good opportunity. Many cars featured on Mint sell within days.

If you want to know more about Mint2Me and how we work, call or email VSCCA member, Michael Maddalena.

www.mint2me.com

Michael@mint2me.com

Office (860) 868-9676

Cell (203) 417-6856

Get it before it's gone!





RACK & RUIN • RACING

Custom Architectural Design for Vintage Garages
and Racing Structures • Dan Ferguson

PO Box 365 Princeton, MA 01541 (978) 464-5767



E.D.P. Enterprises

Complete Automotive Fabrication

Aluminum Panels • Painting • Custom Roll Bars
Independent Suspensions • Partial or Complete Projects

– 40 Years of Building & Racing Experience –

ENO DE PASQUALE

PO Box 173 • Lynn Hill Road
Acworth, New Hampshire 03601

603-835-6270



"If it throws a shadow - we can restore it"

"We are not just Bugatti & Stanguellini"

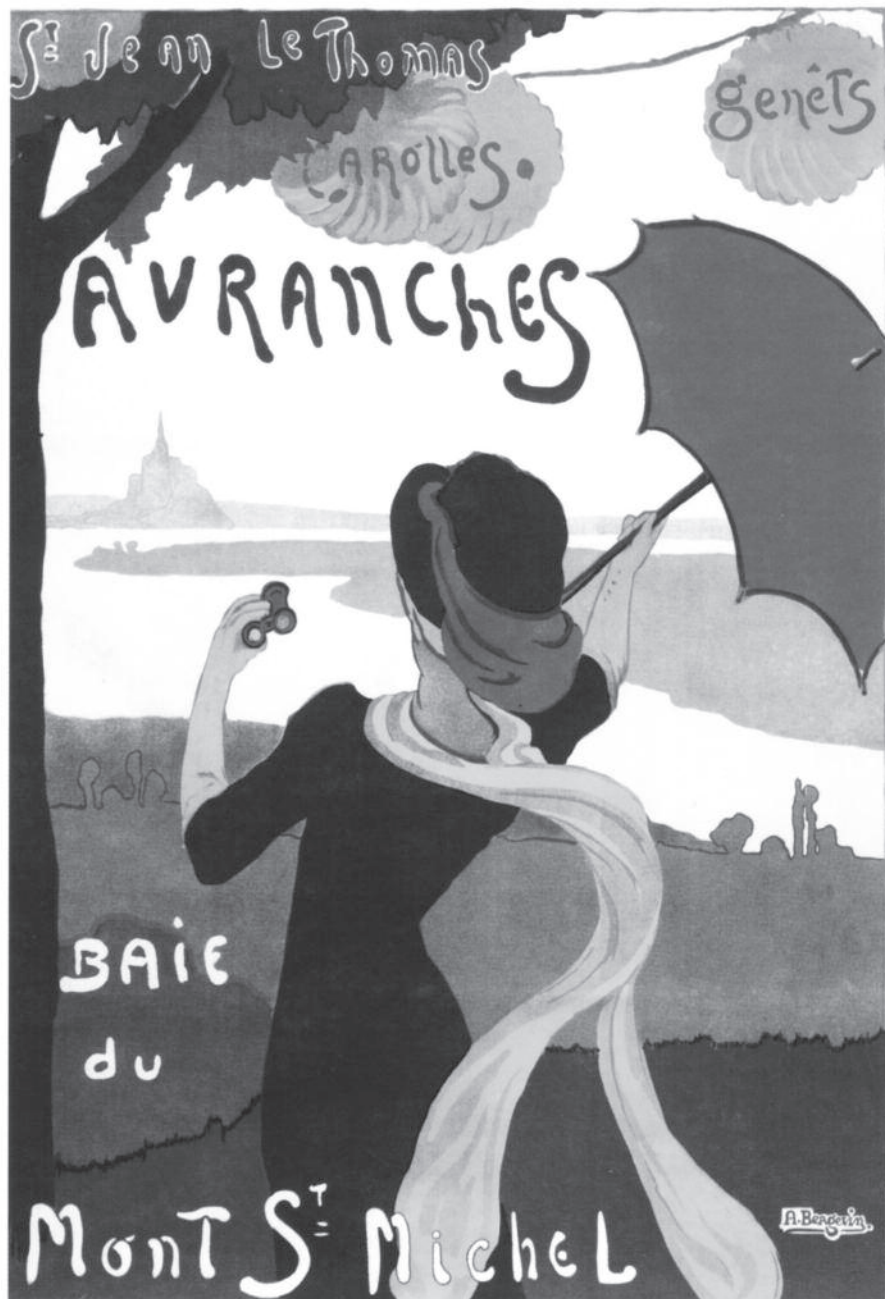
Track Support /Race Preparation

What Can We do for You?

Mark J. Lefferts - Scott Lefferts

20 Henry Street

Bethel CT 06801



S^t Jean Le Thomas

Carolles.

Genêts

A VRANCHES

BAIE
du

Mont S^t Michel

A. Bazein



VINTAGE SPORTS CAR CLUB OF AMERICA INC.