

# VINTAGE SPORTS CAR



NUMBER THREE 2018

# VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

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Membership inquiries to the above address



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1905 – 1995

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# VINTAGE SPORTS CAR



*2018 had one of the best Mount Equinox Hillclimbs in a very long time. The event and the enthusiastic atmosphere around it reminded one of stories of the golden years of the event back in the fifties. This particular photo is the late Hank Rudkin climbing the hill in 1954 and serves as the gateway to the 2018 event report that begins on page 3. (photo by webber)*

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The 2018 racing season drew to a close this past weekend. By all accounts it was a memorable one. The Fall Finale was, indeed, marvelous, as were Equinox and several of the other events. We trust this bodes well for the club's overall health.

This issue of Vintage Sports Car, the third of 2018, reflects some of our strengths. It seemed to come together with a mixture of the old and the new, of our traditions, of our long serving members, and insights from a number of the newer enthusiasts recently becoming active in our midst.

Equinox was a joy this year and seeing so many new faces there made it even more so. We also had a number of father and son teams competing with genuine and enthusiastic happiness. We chronicle the experience within these pages.

We also take a short trip to the LeMans event of 1952, photographically recorded by the late father of one of our members - yet one more example of how this passion often passes from fathers to their children.

Another of our number looks back at his own sixty years of motorsport with just a hint of surprise and no small amount of gratitude that it has lasted as long as it has. He sees no end as yet in sight. We should all be so lucky.

The club, itself, is celebrating the same number of years of motorsport as is that member and, like him, we see no end in sight.

Enjoy!

jpd





(hyman)

## **Mount Equinox Hillclimb - 2018: WOW!**

2018 gave the VSCCA a glorious Mount Equinox event. We offer sympathy to anyone who missed it. It was the best in years. Scott and Julie Fenley are to be heartily congratulated along with their partners in crime, Dave and Cyndi Baker and Todd Daniel. WELL DONE!

Originally seeing an entry of roughly thirty-four, the final number was closer to thirty due to some unforeseen issues for a few of the entrants, not least of which was the medical situation at the Spadaro family. Santo was deeply missed and the entrants all, thanks to Whit Smith, put “Forza Ficara” stickers on their cars as a show of solidarity with him and for his ailing brother, Frank.

The entry was most pleasantly eclectic. Prewar, post war, and formula cars were nicely represented. Adding to the mix were a few “non-conforming” cars that were running in an exhibition class.

The Alfisti were present, though in smaller numbers than expected. They drove with skill and enthusiasm.

The legendary Binghampton, New York, Oldmobile Special, was there and made a few runs. Nick Rizzo built that car in the early sixties and had some pretty amazing accomplishments with it in the Keene Mountain Hillclimb. He won up there more than once. He tells the story of how one year he managed to bend it at the exit to the bridge. A local garage lent him space and tools and, after a couple of days’ work, he straightened it out enough to drive home. This weekend she/it was being a bit recalcitrant for owner Steve Moscovitz, but he did get it up the mountain to his and everyone else’s delight.

Tom Cotter brought his Cunningham C3 Coupe. This is the car that Briggs, himself, used as a road car, driving it to Watkins Glen and Elkhart

# Fathers and Sons

*King of the  
Mountain in 2018,  
Stefan Vapaa*

*(hyman)*



*Stefan's father,  
George, wheeling  
the Formula S  
SAAB Quantum IV  
quickly past the  
second parking lot.*

*(hyman)*



*The Donicks, Pere et Fils, relaxing at the top after another  
pleasant run.*

*(hyman)*

*The Jag Sedan that  
was shared by Todd  
and Peter Daniel,  
the other father and  
son team of the  
weekend.*

*(hyman)*



*Donick the younger,  
Michael by name,  
wheeling the family  
Allard K2 to a solid  
second behind the  
nimble little SAAB of  
the younger Vapaa.*

*(hyman)*

*New to the VSCCA  
and most welcome,  
David Greenlees  
was hard at work  
in his Volvo  
P1800.*

*(hyman)*





*2018 was the first time in years we've had a Cunningham taking on the mountain. Tom Cotter brought out his ex-Briggs Cunningham C3 Coupe and assaulted the hill with a most pleasant enthusiasm.*  
*(hyman)*

Lake, while sending the race cars in the transporter. Tom drove it beautifully and all enjoyed the opportunity to observe the two of them at speed. The Cunningham has a delicious patina to it and Tom has no current interest in restoring it. Hear, hear!

We had three MGs with us, a TC, a TF, and a Lester MG Special. All three ran well and acquitted themselves honourably. The Lester has a significant history here on Equinox Mountain from back in the early fifties when it was run by Duncan Black. Black turned in some impressive times. This year's pilot would have done him proud.



*A period shot of Duncan Black in an upper hairpin with his Lester MG. The same car was back again this year. (see opposite page at the top) The year Black posed for this shot (1954) saw two Lesters on the hill. The other was driven by Billie Eager, who owned the car during the period Bill Rutan was in the army.*  
*(webber)*



*The ex-Duncan Black Lester MG was back this year in the hands of Doug Schirripa.* (hyman)

Three father and son teams took part: the Donicks in a pair of Allards, the Vapaas in a pair of SAABs, and Todd and Peter Daniel sharing the Jag Saloon. The Vapaa and Donick teams managed the event's top four slots, yrs trly being slowest at about 5'35". Both sons beat their fathers.

Jerry Morici joined us on the weekend as a spectator and as a most welcome presence at the dinner. He's looking great. His electric wheel chair thingie was sporting a tech sticker and we rather expected he would be going for a time on the short course. We await a look at the timing sheets to confirm or deny the rumour.

Friday afternoon saw the usual gathering of the clan enhanced this year with eight or ten first timers. Tech inspection was held for most of the early arrivals. Yrs trly hosted the introduction to the mountain for the very large class of first timers and then everyone who wanted to was invited to take a careful reconnoiter run to see how the surface had survived the year since we last enjoyed this little escapade. It seemed the first two thirds of the mountain - mostly to the second parking lot - was in magnificent shape. The last third or so, that two miles from the end of short course to the top, was not so pleasant. It was as rough as we'd ever seen it. That's the bad news. **The good news is that it was announced that completing the repave all the way to the top is in the budget for next year!!!**

We finished the evening at the foot of the mountain with hors d'ouvres and liquid refreshment before adjourning on our own to seek dinner in the town.

Saturday dawned cloudy with a threat of rain but the crowd gathered at the foot of Equinox Mountain were in sunny spirits anyway. It wasn't actually raining and it looked that we would start on time - - an experience not often noted on the first day of this event.

Drivers were encouraged to take the first run slowly to get acquainted with the mountain at speed and then were turned loose for the rest of the day.

First runs up from the second parking were done gingerly as the drivers





*Once again Andy Greenberg drove up in the Aston DB4-GT, competed successfully and then drove it home over the road. Well done! (hyman)*

headed to the top needed to see how badly the surface would be throwing them around. The stiffer cars, like a certain Allard, were managing to have wheels actually on the ground mostly only from top to top of the worst bumps. Lowering tyre pressures as far as practicable helped. Cranking down the seat belts as far as was possible and then trying to get just a bit more on them helped a little for keeping one from bouncing too far off of the floor. Tightening the helmet strap a bit more helped some in keeping the old brain bucket from bouncing too badly on the head. All of that being noted, we seem to recall that by the third run we were more focused on keeping our foot down on the pull to the saddle than we were on how badly we were being beaten up by the road. After all, we don't come to Mt. Equinox to lollygag, do we?

We seem to recall five or six runs on Saturday, which for such a large turnout is testament to the efficiency of the organization and to the good judgment of the competitors in keeping on the road surface. There were no incidents of note and only a couple of mechanical problems.

Earle Tucker had some issues with his sprinter and we think we heard that Berteletti lost the head gasket on his Hudson. Both were out of the running by the end of the weekend. Dorian called it quits at the end of Saturday.



*Earle Tucker got in a couple of runs with his Ford Sprinter before it chose to demand a rest. We hope to see it again next year. (hyman)*

## 1941 Oldsmobile Special



(jpd)

*The Olds Special that Steve Moscovitz brought out has a great hillclimb history. Steve is adding to it. Inset is a recent shot of the man who made this car's reputation, Nick Rizzo, taken this past September at the Keene Mountain Hillclimb Reunion.*

(hyman)

One of the rarer cars to join the fun at Equinox in 2018 was the 1941 Oldsmobile Special that Steve Moscovitz brought out. We've seen it a few times at Hershey but not at Equinox until now. He's been working the last few years to get some reliability and drivability with it and managed at least one complete run to the top in 2018. The Special, itself has a regional history from the late fifties into the early sixties. It was built by Wes Foote near Binghamton, New York, but raced in those days most successfully by Nick Rizzo. Nick took it to the Keene Mountain Hillclimb a number of times and he won there more than once. In those days he drove to the event, competed, and drove home. Nick tells the story of the year he bent the Special pretty seriously in an excursion into the woods at Keene. A local garage offered him space and tools to get her back to drivable. After a couple of days work she was back on the road and Nick drove her home. The Olds is occasionally mixed with its contemporary sister car, "Old Rumble Guts." The latter was driven by Pete Dean and was of a similar configuration and used the same Oldsmobile V8 for power. Rumble Guts seems to have disappeared, at least for now.

*In case anyone wonders. This is the Oldsie's sister car in the era, Pete Dean's "Old Rumble Guts." The outlines were similar and the drivetrains nearly identical.*

*(Keene Hillclimb Collection)*



*New member Dave  
LaChance drove  
up to spectate in  
his much loved  
Rover sedan.*

*(hyman)*



*Mr. Webber, having  
just received the green  
flag, departs for the  
upper reaches of the  
mountain.*

*(hyman)*

*George Pardee's TF  
leading Devin  
Giedra's Datsun off of  
the hill.*

*(hyman)*







*Scott and Julie Fenley going over the administrative details.*

*(jpd)*

Fastest time of day on Saturday was Stefan Vapaa in the SAAB Sonnet roadster. Stefan drives with exceptional enthusiasm.

Considering the condition of the upper part of the course, we were delighted at the number of drivers who braved the bumps and joined the fraternity (*sadly there were no female drivers this year*) in the parking lot at the top.

It spritzed a little rain off an on during the day but nothing of any consequence. Thus we were able to run until nearly 4:45 before adjourning to change clothes and clean up for the banquet at the Arlington Inn down in Arlington.

The crowd reconvened in Arlington around 6:00 for a social hour of snacks and libations prior to settling down to dinner. Admittedly some of us miss the traditional dinner at Johnny Seesaw's but that venue is sadly no more. The barn at the inn is a suitably festive spot and this year's menu proved exceptional. By our memory it was the best we'd ever had there and maybe better than we had in the last few years before Johnny Seesaws went belly up.

The evening's program included a tribute to the late Bill Rutan, the Dean of American Hillclimbers. Bill was missed. He'd died in April.



*Bill Rutan, gone but not forgotten.*

*(jpd)*

FACES:



Michael DiPleco



Joe Fuller

(hyman)

(jpd)



Mike Donick

(jpd)



Tom Miller

(hyman)

*Four of the mountain's  
Debutantes accepting a  
round of applause with  
their induction into the  
Mount Equinox Drivers  
Club: (l to r) Whit  
Smith, Steve Moscovitz,  
Tom Cotter, and Ben  
Tarlow.*

*(jpd)*



*Mr. and Mrs. Baker  
smiling for the cam-  
era with Mrs. Fenley.*

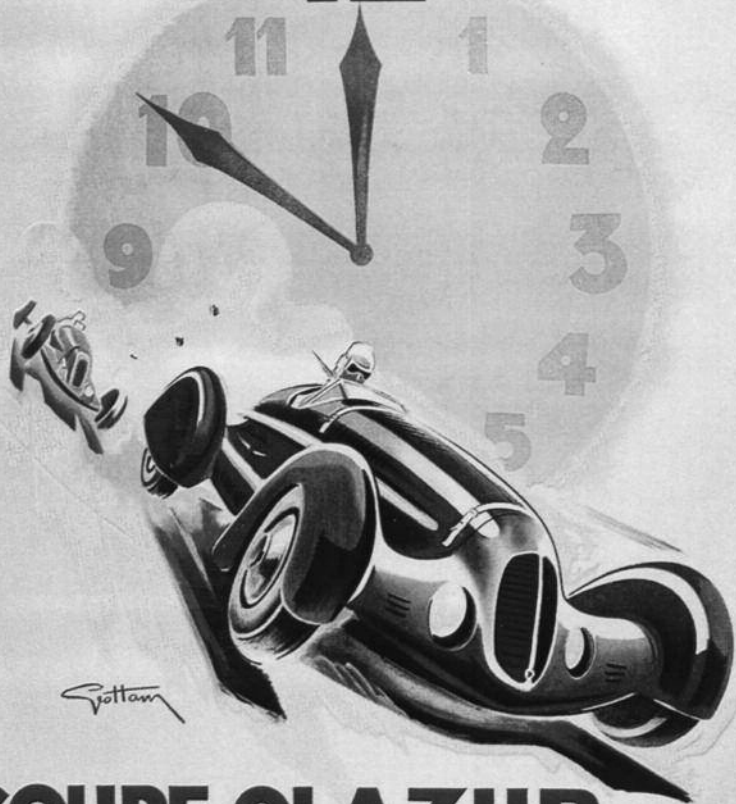
*(jpd)*

*George Vapaa and  
Jerry Morici enjoy-  
ing a word or two.*

*(jpd)*



# 12 HEURES DE PARIS



## COUPE OLAZUR

10 SEPTEMBRE 1939

AUTODROME DE MONTHLÉRY



ASSOCIATION  
FRANÇAISE  
des COUREURS  
EN AUTOMOBILE

avec le concours de

**CASO**

et de la SOCIÉTÉ

DESMARIS

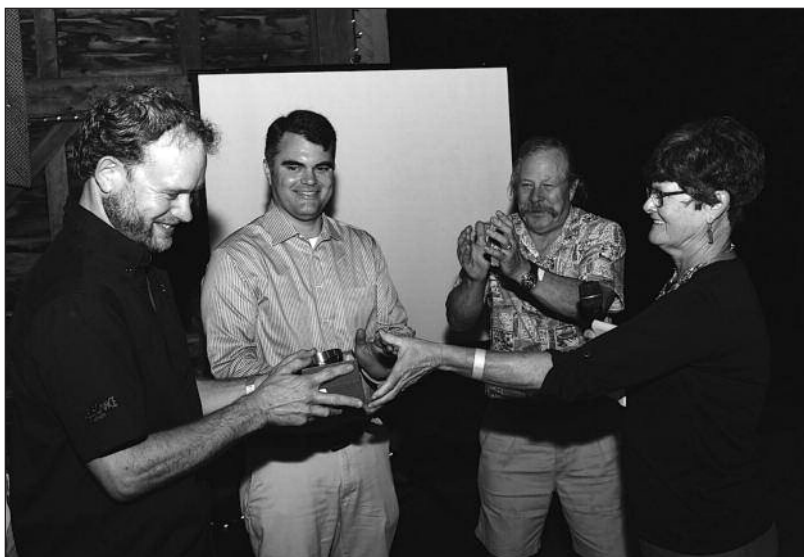
— FRÈRES —

On a lighter note we passed out grill badges to the first timers and inducted them into the “Equinox Drivers Club.” We noted to each of them that induction into this August club brought with it the obligation to come back again next year. *(and the years after that as well)*

The Dreyfus Cup, awarded by the corner workers to the driver they thought was showing exceptional skill as he passed their various corner stations, was given to a very deserving Stefan Vapaa. Runners up were Ben Bragg and Michael Donick.

The big award of the event, the Mal Donaldson Award for representing the spirit of the event, was given this year to Andy Greenberg. Andy has been enthusiastically attending the hillclimb since he first came with his stepfather, the late Bruce Stevenson. In the last years he has been driving impeccably in his perfectly turned out Aston Martin DB4-GT. To add to his laurels we note that he doesn’t even own a trailer but that he drives the Aston to the event, competes enthusiastically, and drives it home again. Andy’s name is now inscribed on the permanent Mal Donaldson Trophy that spends the rest of the year in a glass case in the VSCCA Corner of the St. Bruno Visitor Center on top of the mountain.

With the awarding of the Donaldson Trophy the evening came to a mellow conclusion.



*The finalists for the Rene Dreyfus cup, Stefan Vapaa (winner), Mike Donick, and Ben Bragg with the presenter, Desiree Faulkner. The award is given by vote of the corner marshals.*  
(jpd)



*A very deserving Andy Greenberg  
accepted the Mal Donaldson Award  
from the editor, who was acting as pre-  
senter.*

*(hyman)*



Sunday's weather forecast was a bit less promising and the morning dawned overcast. The top of the mountain was pretty much socked in with low cloud and light precipitation. There was some discussion about limiting runs to the short course but the final decision was to let those who wanted to go all the way do it with the understanding that visibility might be limited from the saddle to the top. It was, but that didn't really bother us a whole lot. As the day progressed, though, the precipitation was making for pretty slippery conditions in the hairpins above the saddle.

There were no untoward incidents and, in fact, best times were pretty much as they had been the day before, which suggests that - as is usual - the Sunday times would have been significantly better than Saturday's had the conditions been equal.

The weekend wrapped up around 2:00 or 2:30 and the crowd packed up and wended their various ways home with satisfied smiles and anticipation of a return next year to a fully repaved hill.

jpd

## *A First-Timer's Account of the 2018 Mt. Equinox Hillclimb*

Several years ago, running a '68 Lancia Fulvia on Ed and Bob's "Spring Rallye", I had my first encounter with Mt. Equinox. To say it took me by surprise would be a gross understatement. I assumed that this was a just some scenic hill out in rural VT while passing its quaint monastery gift shop and entering the gate. Several miles of switchbacks later the Fulvia emerged at the Saddle and I was completely in awe.

Not long after I began dipping my toe in the world of motorsport, and, as I prepared to go racing with the VSCCA, the possibility of driving Equinox at speed became more and more of a reality. As a new racer this past year the club has very graciously allowed me to run my not-so-eligible Mini at each event, and so when Scott and Todd gave me the go-ahead to bring it to Equinox I jumped at the chance.

Saturday: The morning dawned gray and a bit damp, and it was with some trepidation I chirped the Mini's tires for the small crowd of onlookers at the start line and headed up the hill. With cold rubber and only my sketchy sense of direction leading the way this first ascent was downright leisurely, feeling out the freshly-paved lower sections of the hill for slippery wet spots and navigating the bumpy bits up top on my way to the summit. Six and a half minutes later the Mini passed the finish line and I had a bad case of mountain fever.

The next four runs on Saturday became a blur. Each journey up the mountain felt better and better as I learned its rhythm and stopped feeling quite so lost. By the final run I was able to start working on going a bit faster, confident that each time the car flew over the Saddle the road would still be there on the other side.

That night we enjoyed a wonderful dinner in a barn down the street at the Arlington Inn, complete with an awards ceremony and a presentation on Bill





*Bending into the turn at the top of the short course.*

*(hyman)*

Rutan by Jim Donick. The day's photography also started making the rounds on Facebook, and to my surprise I found that the Mini had lost a headlight bezel at some point during the afternoon, undoubtedly on one of the upper section's bumps. The quick fix was to disconnect the rest of the headlight assembly, thus I entered day two with a one-eyed "Pirate Mini." The mountain giveth and the mountain taketh, certainly the latter this time around.

Sunday: After an initial warm-up run it was time to begin putting everything together. The times started dropping, but so did the barometer. For much of the day the summit was in cloud, along with damp pavement throughout the upper third and limited visibility on the Saddle. Despite the moisture, the road never got too slippery, and by late morning times across the board were looking pretty competitive, especially those posted by certain Allards and SAABs! By the end Stefan Vapaa had managed to break the sacred five minute barrier, clocking a blistering 4:55 in the SAAB Sonett .



*Disappearing towards the summit.*

*(hyman)*





*Coming down after a memorable run.*

*(hyman)*



*Relaxing at the bottom. Are those knuckles still white or is that just our imagination?*

*(hyman)*

With five runs on Saturday and up to six available on Sunday Scott, Todd, and their team kept things running smoothly and efficiently. Massive thanks to the corner workers too, especially those stuck above the cloud line in some less-than-perfect conditions! 2019 promises more of the same great hillclimbing action, along with the impending completion of Skyline Drive's repaving. Times will surely plummet and a new era of friendly, period-correct competition is on the horizon.

I'll certainly be back, and I hope all of you will join me there too.

# 2018 Mt. Equinox Short Course

| Entrant           | Car                               | Car # | Best     | Best Sat | Best Sun |
|-------------------|-----------------------------------|-------|----------|----------|----------|
| Stefan Vapaa      | 1968 Saab Sonett V4               | 97    | 02:53.40 | 02:59.18 | 02:53.40 |
| George Vapaa      | 1963 Quantum IV                   | 37    | 03:09.97 | 03:09.97 | 03:11.56 |
| Mike Donick       | 1951 Allard K2                    | 113   | 03:13.50 | 03:16.24 | 03:13.50 |
| Steve Moskowitz   | 1941 Oldsmobile Special           | 23    | 03:16.84 | 03:16.84 |          |
| JR Mitchell       | 1959 Lotus 7                      | 54    | 03:20.68 | 03:20.68 | 03:26.74 |
| Ben Bragg IV      | 1931 Bugatti T37 (Scrambled Egg)  | 2     | 03:20.90 | 03:20.90 |          |
| Joe Fuller        | 1958 Morgan +4                    | 612   | 03:20.91 | 03:32.91 | 03:20.91 |
| Devin Giedra      | 1965 Datsun Roadster              | 11    | 03:21.13 | 03:26.65 | 03:21.13 |
| Andy Greenberg    | 1963 Aston Martin DB4GT           | 717   | 03:22.12 | 03:33.33 | 03:22.12 |
| Douglas Schirripa | 1949 Lester MG                    | 302   | 03:22.29 | 03:22.29 |          |
| Jim Donick        | 1951 Allard J2                    | 13    | 03:22.45 | 03:30.79 | 03:22.45 |
| Ben Tarlow        | 1974 Mini MkIII                   | 275   | 03:23.40 | 03:29.37 | 03:23.40 |
| Bob Webber        | 1964 Autodynamics FV              | 420   | 03:26.23 | 03:45.11 | 03:26.23 |
| Eddie Hyman       | 1956 Porsche 356                  | 540   | 03:28.13 | 03:28.13 | 04:05.99 |
| Tom Cotter        | 1952 Cunningham C-3 Vignale Coupe | 16    | 03:28.56 | 03:44.33 | 03:28.56 |
| Peter Daniel      | 1958 Jaguar Mk I                  | 411   | 03:37.56 | 04:13.90 | 03:37.56 |
| Earle Tucker      | 1935 Ford Sprinter                | 66    | 03:38.66 | 03:55.06 | 03:38.66 |
| Lee Hower         | 1865 Alfa Romeo Giulia Sprint GT  | 7     | 03:39.45 | 03:39.45 |          |
| Edward Callo III  | 1947 MG TC                        | 452   | 03:39.75 | 03:51.16 | 03:39.75 |
| Tom Miller        | 1957 Porsche 356                  | 338   | 03:41.27 | 03:41.27 | 03:46.95 |
| Tom Ellsworth     | 1935 Ford Amilcar Special         | 20    | 03:44.32 | 03:55.82 | 03:44.32 |
| Dave Greenlees    | 1967 Volvo 1800s                  | 143   | 03:58.91 | 04:20.35 | 03:58.91 |
| George Pardee     | 1954 MG TF                        | 661   | 04:02.25 | 04:13.09 | 04:02.25 |
| John Schieffelin  | 1965 Volvo PV544                  | 134   | 04:06.27 | 04:12.95 | 04:06.27 |
| Whit Smith        | Exhibition                        | 1     | 04:07.74 | 04:07.74 |          |
| Bob Fairbanks     | 1962 Austin Mini Cooper S         | 885   | 04:20.31 | 04:20.31 |          |
| Stephen Barnett   | 1934 Ford Special                 | 5     | 04:32.92 | 04:32.92 |          |
| Dorian Berteletti | 1934 Hudson Indy 2 Man            | 67    |          |          |          |
|                   |                                   |       |          |          |          |

# HillClimb Results

## Long Course

| Entrant           | Car                               | Car # | Best     | Best Sat |
|-------------------|-----------------------------------|-------|----------|----------|
| Stefan Vapaa      | 1968 Saab Sonett V4               | 97    | 04:55.24 | 04:56.99 |
| Mike Donick       | 1951 Allard K2                    | 113   | 05:12.16 | 05:12.16 |
| George Vapaa      | 1963 Quantum IV                   | 37    | 05:24.24 | 05:24.24 |
| Jim Donick        | 1951 Allard J2                    | 13    | 05:36.55 | 05:36.55 |
| JR Mitchell       | 1959 Lotus 7                      | 54    | 05:37.81 | 05:37.81 |
| Andy Greenberg    | 1963 Aston Martin DB4GT           | 717   | 05:45.27 | 05:54.16 |
| Ben Tarlow        | 1974 Mini MkIII                   | 275   | 05:45.70 | 05:53.64 |
| Devin Giedra      | 1965 Datsun Roadster              | 11    | 05:49.82 | 05:59.65 |
| Douglas Schirripa | 1949 Lester MG                    | 302   | 05:53.69 | 05:53.69 |
| Lee Hower         | 1865 Alfa Romeo Giulia Sprint GT  | 7     | 06:02.89 | 06:02.89 |
| Tom Cotter        | 1952 Cunningham C-3 Vignale Coupe | 16    | 06:04.21 | 06:04.21 |
| Bob Webber        | 1964 Autodynamics FV              | 420   | 06:08.18 | 06:13.66 |
| Tom Miller        | 1957 Porsche 356                  | 338   | 06:12.77 | 06:12.77 |
| Peter Daniel      | 1958 Jaguar Mk I                  | 411   | 06:24.14 | 06:34.52 |
| Joe Fuller        | 1958 Morgan +4                    | 612   | 06:25.14 | 06:25.14 |
| Edward Callo III  | 1947 MG TC                        | 452   | 06:38.31 | 06:38.31 |
| Eddie Hyman       | 1956 Porsche 356                  | 540   | 07:01.01 | 07:01.01 |
| John Schieffelin  | 1965 Volvo PV544                  | 134   | 07:04.87 | 07:07.37 |
| Dave Greenlees    | 1967 Volvo 1800s                  | 143   | 07:05.39 | 07:31.67 |
| George Pardee     | 1954 MG TF                        | 661   | 07:20.26 | 07:32.61 |
| Steve Moskowitz   | 1941 Oldsmobile Special           | 23    | 07:54.91 | 07:54.91 |
| Whit Smith        | Exhibition                        | 1     |          |          |
| Ben Bragg IV      | 1931 Bugatti T37 (Scrambled Egg)  | 2     |          |          |
| Stephen Barnett   | 1934 Ford Special                 | 5     |          |          |
| Tom Ellsworth     | 1935 Ford Amilcar Special         | 20    |          |          |
| Earle Tucker      | 1935 Ford Sprinter                | 66    |          |          |
| Dorian Berteletti | 1934 Hudson Indy 2 Man            | 67    |          |          |
| Bob Fairbanks     | 1962 Austin Mini Cooper S         | 885   |          |          |

# THE ENTRANTS:



#2  
*Ben Bragg*  
*1931 Ford Bugatti Special*



#5  
*Stephen Barnett*  
*1934 Ford Special*



#11  
*Devin Giedra*  
*1965 Datsun Roadster*



#13  
*jim donick*  
*1951 Allard J2*



#16  
*Tom Cotter*  
*1952 Cunningham C-3*



#20  
*Tom Ellsworth*  
*1935 Ford-Amilcar Special*



#23  
Steve Moscowitz  
1941 Olds Special



#37  
George Vapaa  
1963 SAAB Quantum IV



#54  
JR Mitchell  
1959 Lotus VII



#66  
Earle Tucker  
1935 Ford Sprinter



#67  
Dorien Berteletti  
1934 Hudson Indy Car



#97  
Stefan Vapaa  
1968 Saab Sonett V4



#113  
Michael Donick  
1951 Allard K2



#134  
John Schieffelin  
1965 Volvo PV544S



#143  
David Greenlees  
1967 Volvo P1800



#275  
Ben Tarlow  
1974 Mini Mk III



#302  
Doug Schirripa  
1949 Lester MG



#338  
Tom Miller  
1957 Porsche 356





*#411  
Peter and Todd Daniel  
1958 Jaguar Mk 1*



*#420  
Bob Webber  
1964 Autodynamics FV*



*#452  
Ed Callo  
1947 MG-TC*



*#540  
Ed Hyman  
1956 Porsche 356*



*#612  
Joe Fuller  
1958 Morgan +4*



*#661  
George Pardee  
1954 MG-TF*



#717  
*Andy Greenberg*  
*1963 Aston Martin DB4GT*



#885  
*Bob Fairbanks*  
*1962 Austin Mini Cooper S*

# Exhibition



#7  
*Lee Hower*  
*Alfa Romeo*



#1  
*Whit Smith*  
*Alfa Romeo*



**5th Annual Motorsports Festival**  
**Thompson Speedway Motorsports Park**  
**Thompson, CT.**  
**June 22-23, 2018**

Northeast Connecticut is a lovely rural spot far removed from the New York suburbs of Southwest Connecticut and it is home to one of the country's legendary racetracks. Thompson Speedway began life as the country's first paved oval speedway in 1940 and continues under the same family ownership to this day. Sports cars first came to Thompson in the 1950s and a road course was built using the oval and adjoining land. It was a huge success with most of the major road racing elite of the era racing at Thompson.

Then, over the decades, the road course was revised but finally abandoned. Six years ago the Hoenig family decided to go road racing again. At great expense they built a new, state of the art road course still incorporating the oval. Most drivers find the 1.7 mile road course challenging and technical.



*Stu Forer lifting a wheel in the Turner.*

*(d.smith)*

The new course kicked off in 2014 with a Vintage Motorsports Festival with the Vintage Sports Car Club of America and the Vintage Racer Group. This year both clubs were back for the 5th Annual Vintage Motorsports Festival in late June.

With practice on Thursday there were three days of track time with the VRG split into six groups and a separate group for the VSCCA. In many ways

*Chip Brown's Mog  
making a healthy  
rate of knots.*

*(d.smith)*



*The small bore field  
streaming under the  
bridge in reasonable  
formation.*

*(d.smith)*

*Scott Hill's Alfa  
looking smooth  
in the turn.*

*(d.smith)*



the VRG and VSCCA are compatible clubs with many members in common. The VRG is in many ways an outgrowth of the VSCCA, though they run cars more recent than the VSCCA which still limits eligibility to the end of the fifties with a few as new as the mid-sixties. All told there were close to 90 cars entered.

Thursday was used for track orientation, testing, and practice. Then on Friday in the morning all the groups were out for qualifying and then in the afternoon they raced in 20 minute sessions to set grid positions for Saturday.

Saturday's events ended with a dinner at the Thompson Clubhouse Restaurant, situated next to the racecourse and to the Thompson Golf Club. During the dinner both clubs presented drivers with appropriate awards. The VSCCA award for most consistent driving went to Alfa ace Paul Glynn who won all the VSCCA group races. While the corner workers gave Mark O'Day and his beautiful MGTC the David Belden Award.



*Mark O'Day's TC  
is getting a lot of  
exercise this sea-  
son.*

*(d.smith)*

*That looks to be Virr's  
Morgan 4/4 leading  
Giedra's Datsun*



*(d.smith)*



*Jeff Sinkiewicz' MGA working hard in the esses.*

*(d.smith)*

In a surprise, the Thompson track management honored VSCCA event chair Mike Virr with an elaborate and special trophy to thank him for his work on the event dating back to before the new road course was under construction.

The VSCCA cars made up Group 6 for production and sports racers less than 2 liters.

As is often true of late in VSCCA events, the Alfa contingent is highly present and highly competitive. In both races Paul Glynn won driving his red 1957 Alfa Spyder. Baxter Phillips in his 1956 Lotus XI came from eighth on the grid to take second. The spectacular drive of the day and of the class, though, has to go Michael Clifford and his MGA, who finished third fighting his way through the pack from 17th on the grid. Behind Glynn in the second race Phillips was again second while Ivan Frantz was third in his Lotus 7.

It's been suggested that Thompson may be a bit "technical" for the taste of some of the VSCCA drivers and that might explain the relatively low turnout. There were also some unexpected conflicts on the calendar that may have played a role. Never-the-less, those who attended had a most joyful time and went home smiling and satisfied.

Let's see what next season brings. . . .

Dow Smith

# **Two Hill Climbs: Sixty Years Apart**

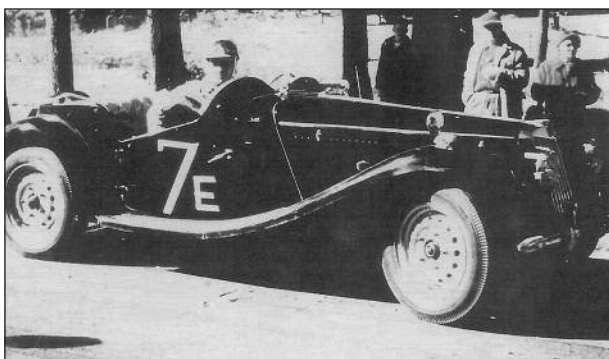
**By Bill Lightfoot**

*Editor's note: We introduced this story in the Gossip section of the last issue with a promise that Bill would add to the tale at a later date. Herewith we deliver on the promise and we wonder who else (other than Schieffelin) can claim sixty years of sanctioned motorsport?*

*jpd*

No wonder I'm deaf! As of this year (2018) I've been a participant in sanctioned sports car competition for sixty years. The first sanctioned speed-related event that that I competed in was a hill climb at Mt. Belknap, New Hampshire, very near the present New Hampshire Motor Speedway in Loudon. The competition took place on 19 October 1958 and was held by the Intercollegiate Sports Car Club (ISCA), a club with links to VSCCA.

The ISCA was a somewhat casual organization with not-very-stringent membership requirements. Theoretically, members were supposed to be attending one the participating New England colleges. The list of participating institutions included schools such as Harvard, Tufts, Dartmouth, Clark, WPI, MIT, UMass, Yale, Brown and the like. In practice, however, I don't think anyone really cared, and certainly never checked, to see if participants in its activities actually attended the schools on the list. However, the club DID care, as we shall see, whether or not you paid dues.



*The MG that Bill took to his first hillclimb back in 1958.*

*(lightfoot collection)*

The selection of cars at ISCA events was, with a couple of exceptions, the usual fifties collection of Jaguars, Triumphs, MGs, Alfas, Morgans, Corvettes and Austin Healeys. One notable exception, however, was that one of our member's daily driver was an almost new D-Type Jaguar. We're talking about some seriously spoiled brats here.

Participating in the October '58 Belknap ISCA hill climb was a typical sample of the cars listed above. So far as the drivers were concerned, our levels of expertise ranged from pretty bad to a couple of guys with real talent. In fact, there was one participant there that weekend that would rise to the very highest levels of competitive motorsports. That man was Mark Donohue and he would go on to become a world famous racer and automotive engineer. As in my case, that year's Belknap was Mark's very first sanctioned competitive event.



*Taken that very day - - Donahue's '57 Corvette parked next to his pal Dave Lawton's Jag Coupe.*

*(photo by Dave Lawton by way of Donahue's Autobiography: "The Unfair Advantage")*

Donahue at that time was an engineering student at Brown and, until shortly before this event, hadn't been at all interested in motor sport. However, a friend of Marks, Dave Lawton, was interested in sports car racing, owned a Jaguar XK-120 roadster, was a member of ISCA and had convinced Mark to go up to Belknap with him and run in the hill climb. Mark arrived at the event in a box stock, red, 1957 Corvette that he and his parents had chipped in to buy. As it turned out, interested in motor sport or not, Mark Donohue was good. He ended up getting the overall fastest time of the day (FTD). This in a stock Corvette and even though there were a couple of outright race cars there including a highly modified race prepared Corvette! It was clear to at least of few of us there that Mark was a natural. Also, he was a really nice, low-key guy and fun to chat with.

"What do you mean I don't get the trophy!" shouted the previously quiet and mild mannered Donohue. It turned out that, because Mark wasn't a dues paying member of the ISCA, they wouldn't give him the FTD trophy. Mark was, of course, miffed about the situation. In fact, he was SO miffed about it that he mentions the episode in his fine autobiography "The Unfair Advantage" which he wrote almost twenty years later. So, even at the premature end of his hugely successful motor sports career and after winning dozens of major international awards and trophies and winning hundreds of thousands of dollars in prize money, he was still upset about not getting a trophy that was probably worth about ten dollars. I say that the end of Donohue's career was "premature" as he died at only 38 years old in a horrific crash while



# HERSHEY 60 YRS LATER



(hyman)



(hyman)



(hyman)

practicing for the Austrian Grand Prix.

Before leaving the story of the October 1958 Belknap hill climb , however, I need to note that, in addition to Mark Donohue, there was another man there who would become a motorsports celebrity, at least within the VSCCA, and that man is our very own John Schieffelin. John, who was at Belknap in his MG TC that day, went on to become the long time President of VSCCA (some 15 years) and continues to this day as a Director. We hope to have more to say about John's participation in the Belknap event in a future issue of "Vintage Sport Car." (See cover and Gossip Section of last issue, 2-18, jpd).

Following my amateurish sports car competition while in college, I went in to sort of a hiatus from auto racing while I finished college, spent some time in the Army, got married, fathered two children, moved to Europe and did the myriad other things that occupy our lives. After returning to the US from a number of years of living overseas, however, I became extremely active in sports car competition. I raced quite seriously in SCCA for many years and even raced in some professional events with both SCCA PRO and IMSA. But I always really preferred vintage sports cars and ended up by joining the VSCCA about thirty years ago. Since then I have always loved the VSCCA and its events and have participated in dozens of them over the years. Just for example, I ran in eighteen VSCCA sanctioned Pittsburgh Vintage Grands Prix!



*Awaiting the Green Flag at Hershey in 2018*

*(hyman)*

So, the years and the motorsports events have flown by and this year, right after arriving at the 2018 running of the VSCCA's delightful Grand Ascent Hill Climb in Hershey, Pennsylvania, where I was running my 1959 Morgan, my mind drifted back all those years to that beautiful but chilly Belknap, New Hampshire hill top. The sounds, the smells, and the noises were





*Hershey in the spring*

*(hyman)*

all the same. Well, OK, not as much castor oil smell as there used to be, but, except for that, everything was pretty much as it was. Even the cars themselves were pretty much the same; MGs, Morgans, Triumphs, Corvettes and the like. Then, in my reverie, I starting running numbers through my head; Ummm, let's see ... Belknap was 1958 and this is 2018 ... I was 20 years old then, and I'm 80 now ... and then it suddenly hit me, MY GOD! I've been doing this for SIXTY YEARS! WOW!

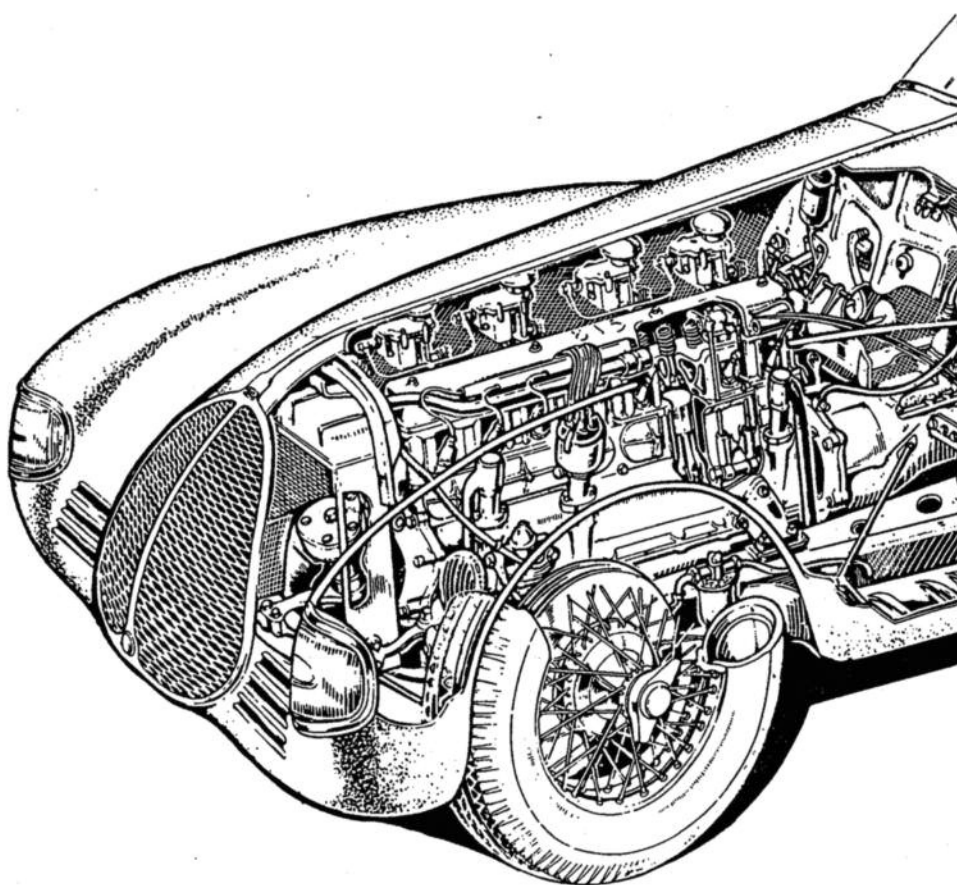
So, that's my story, sixty years from hill climb to hill climb and it's been a ball. With luck, I hope to squeeze in a couple more years but, more important, I hope that many other people are able to get the enjoyment out of motor-sports in general and VSCCA events in particular that I have. I know that our club officers, directors and members have been working diligently at the challenging task of maintaining the club and growing it and we all thank them for their efforts. Though their efforts, one hopes, many other VSCCA members in the future will be able to say ... "WOW, I've been doing this for sixty years!"



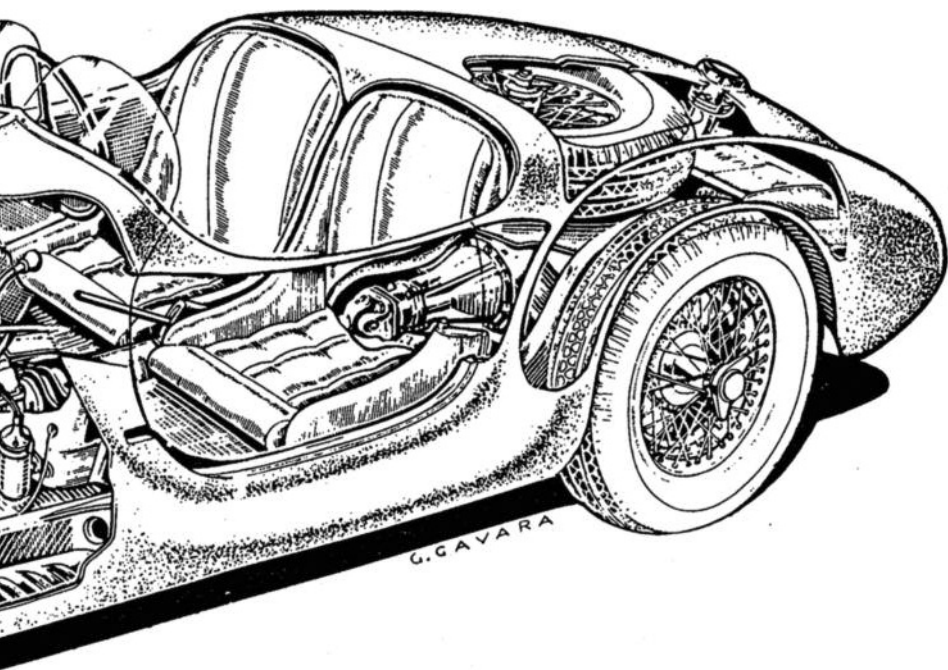
*Still smiling by a racecar sixty years later.*

*(hyman)*

# AVIO COSTRUZIONI (FERRARI)



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**LES 24 HEURES DU MANS 1952**  
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## *LeMans 1952: Through the eye of an Argus C3*

We recently received the following most welcome note from Mike Virr along with some marvelous photos.

*Dear Jim:*

*While looking through my father's old scrap book during the Bugatti weekend at Lime Rock I came across these photos of the Cunningham team at Le Mans in 1952. Apart from the photo of the team at the start and then in the pits the corner photo was taken at Arnage. I also include a photo taken of the winning Mercedes at the finish as well as one cornering also at Arnage. All photos were taken by John Virr after a flight by air direct to LM in a de Haviland Rapide.*

*I thought the Cunningham photos and others might be of interest.*

*Great Bugatti's at LRP, by the way.*

*Mike Virr*

Mike's letter and photos are fascinating for a number of reasons. The "background stories" behind them are very much worth sharing.

Mike's father, John Virr, was an enthusiast to his very fingertips and, no doubt, was a major influence on how Mike chose to follow his own motoring career, leading to many happy years in the VSCCA.



*The once ubiquitous Argus C3 Rangefinder 35mm camera, lovingly called "the brick" (for its shape) introduced many to the possibilities of photography. One like this accompanied John Virr on his way to LeMans in 1952. (jpd)*

Our interest begins with the camera that he was carrying. The Argus C3 (photo) was likely the first of the popular and affordable 35 mm range finder cameras to enter the market. Up to that point about the only choice was the legendary Leica. That piece of equipment, by the way, was significantly more expensive and most certainly of a higher quality. Still, the Argus was a fine camera and more than capable of taking great photos - even today. This writer notes that in 1973 on his own first trip to LeMans the C3 was the camera that he carried, though by that time it was well over twenty years old. We still have several of them, along with spare lenses, in camera bags around this mess we laughingly refer to as "the editorial office."

The very first shot, the group on the ramp at the aerodrome. shows the tail of the iconic de Haviland Dragon Rapide and its classical de Haviland tail pro-

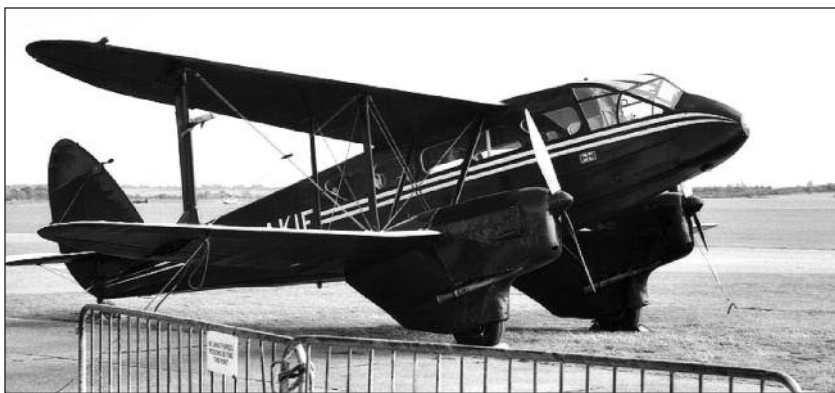




*Virr's pals and traveling companions on the tarmac at the LeMans aerodrome with what appears to be a French customs official. (virr)*

file. By the time John Virr and his pals took one over to LeMans the old girl was easily pushing twenty years old and had likely been impressed into service with His Majesty's forces as a training aircraft during the unpleasantness of the early forties. She'd have been returned to the civilian register when peace returned.

The Rapide was a twin engined biplane with beautifully tapered wings of essentially equal span. A short haul airliner, she was reported capable of 157 mph and carried six to eight passengers along with a single pilot. One assumes that the taper of the wings likely made for some amount of worrisomeness in a slow speed turn. The Rapide looks from here to be a fairly easy airframe to stall if speed bleeds off too much while turning final with the field in sight.



*The deHaviland Dragon was one of the most beautiful designs of its day. (photo from wikipedia)*

We also note that the Virr party flew directly to LeMans. That aerodrome next to the circuit is still open today. On race weekend the ramp is pretty crowded with visiting aircraft coming for *Vinght-Quatre Heures*.

The photos of the Cunningham team are exquisite. We'll offer some insight with the captions. That year the team was made up of :

Car #1 C4-R Cunningham/Spear (finished 4th)

Car #2 C4-RK Walters/Carter (abandoned in 8th hour - - motor)

Car #3 C4-R Fitch/Rice (abandoned in 6th hour - - motor)



*The Cunningham Team at the start. (l to r: the Cunningham/Spear C4-R, the Walters/Carter C4-RK, and the Fitch/Rice C4-R. (virr)*

At least as interesting, though are the shots of the winning Mercedes team. It was their first ever win there. One could argue that the 300SL was the most memorable car of its era and, until 1955's tragedy, always a major contender in endurance racing.

In Virr's photo of their pits during a driver change we see Team manager Alfred Neubauer standing atop the pit counter with a couple of his drivers. Knowing the size of Herr Neubauer, we can quickly conclude that the pit counter was, indeed, of sturdy construction.

The Mercedes Team was made up of

Car # 20 Helfrich/Niedermayer (finished 2nd)

Car # 21 Lang.Riess (finished 1st)

Car #22 Kling/Klenk (abandoned in 9th hour - - generator)



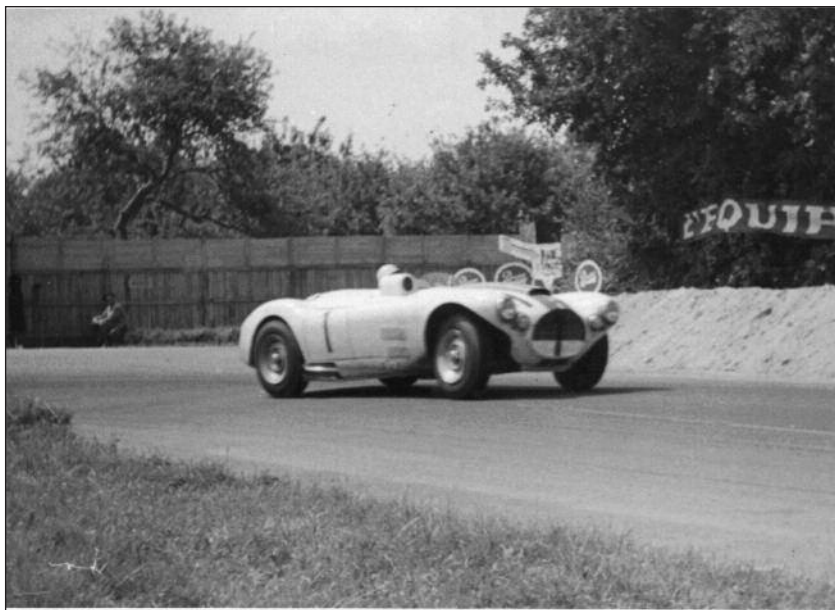
*One of the Mercedes team (it's not the winning car) in for a driver change while the somewhat less than svelte Herr Neubauer looks on from the pit counter.*

*(virr)*



*The Walters/Carter C4-RK Cunningham in for fuel.*

*(virr)*



*The Cunningham/Spear C4-R on its way to a fourth place finish.*

*(virr)*



*The Helfrich/Niedermayer #20 cruising smoothly through the corner at Arnage. They finished second overall.*

*(virr)*



*Finishing the run down to Arnage, the winning Lang/Riess Mercedes led the way to the checker for Mercedes' first ever win at the Sarthe.*

(virr)

*After 24 grueling hours the victors take a celebratory run to the winner's circle and some well-earned champagne.*

(virr)



The background of the photos near Arnage also remind us how much the circuit has changed in the last sixty-six years. Safety has added much in the way of Armco and the hay bales lining the curve have long ago been consigned to feeding the local livestock and are banished forever from the *Circuit de la Sarthe*.

The final result of the race that year put Mercedes in the first two places followed by the Nash Healey of Johnson/Wisdom. Briggs Cunningham with co-driver Bill Spear finished fourth.

The photos and captions can tell the rest of the story.

jpd



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## *Tamworth, per Chrisso Rheault:* *A Happy Perspective*

*Editor's note: We ran the Tamworth White Mountain Vintage Grand Prix story in the last issue but thought to revisit it a second time to offer a very different perspective, that of one of the prewar drivers making do with limited horsepower and skinny tyres but clearly enjoying the ride.*

Living in northeastern New England, any event that is closer than Connecticut is appealing. So when the last nudge about the White Mountain Grand Prix came, I decided to go for it and break away from the coast of Maine. Boy, am I glad I did. Although the entire facility is not finished the track at Tamworth is really quite magnificent and the weekend we all had matched it.

Arriving at the track is slightly tricky, for there is minimal signage and no visible indications of any motorsports activity from the main road. Indeed, even in the paddock you have very little indication of what lies ahead. Friday morning, the Club Motorsports team gave us some classroom instruction with aerial photos. Phrases like "14% incline" began to raise worry amongst the smaller displacement crew, one wag at the back asked if it was allowed to turn around and go up the hills in reverse.

Before going out with the pace car for some orientation laps, we were given one last word of warning not to be distracted by the views at the summit. As it was already getting quite warm, I had shut down the 37's engine, but discovered I did not enough electricity to get her going on the starter. After a herd of MGs moved past me to explore course the kindly grid folks gave me a push and off and up we went in their wake.

And up. And up. And around a bend, then another bend, still climbing. then a peak, and what a view, look at those mountai - - OH, going down, and



*The two Bugattis running in line astern. Ben Bragg may be closing on Chrisso.*  
*(d.smith)*

*Frank Mount's TB Special often shows the rest of the MG clan the quick way round the track. Tamworth was no exception.*

*(d.smith)*



*Mark O'Day's TC with Mount's TB and Pardee's TF.*

*(d.smith)*



*Bugatti at rest.*

*(hyman)*









*Cromie's Riley  
with Ben Bragg's  
Bugatti.*

*(o'day)*



*A gaggle of MG T-types of various descriptions coming down one of  
Tamworth's very wide bits of tarmac.*

*(o'day)*



*George Pardee managed  
a number of events with  
the TF this summer. He  
winters in Florida so we  
always appreciate seeing  
him at the helm of his  
car with us here in New  
England.*

*(o'day)*



*Peter Ross leads a tight formation that includes Mark O'Day and Dan Leonard.* (o'day)

a turn. then another turn, off camber. is this a straight? Oh two turns. (*There's that view again*). Boy this is steep. What's this, where's the apex? Is there an apex? OH-H-H that's Mt Chocorua! OH there's another turn and we're going down again! (*Thank goodness I'm on my own and not worrying about traffic*). Whoa, this turn isn't what I thought, but there's the straight and I can think for a minute.

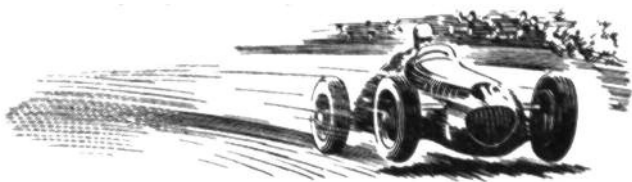
Pretty much the whole lap experience is like this, challenging and exciting. The run off areas are huge, the track is wide, the corners challenging and the gradient constantly changing. After the first session, everyone was to be seen in the paddock with a sweaty, smiling and slightly dazed expression. But all wanted more.

It was also worth noting that all the participants on the weekend were learning the track, old hands who've raced with VSCCA for decades and those who took drivers' school this spring were all on something of an equal footing. And this is not an easy track to master, the angles in corners, particularly for the prewar cars offer some interesting challenges of balance and position. There is an access road which allows one to go up to the summit and watch a significant portion of the track from different viewpoints. The prewar group consisted of one and a half Bugattis, a Riley Imp and a smattering of T series MG's. Watching the latter all tackle the same corner was very informative, as each lap people tried different speeds and approaches with varying degrees of success.

The altitude changes make Tamworth a venue for capacity, but the smooth, fresh surface and multitude of corners made for a lot of fun on so-called "bicycle tires" with 45 pounds of pressure. Lots of sliding was to be seen, which may have led to my ruptured inner tube. Fortunately there is about a 1/4 mile strip of lawn on either side of the track so the safety truck was able to use the jaws of life as a jack, and I swapped the spare on to drive back down the hill. There were a few more significant mishaps in the weekend, mostly due to over-exuberance whilst still learning.

Hats off to Mark and Deb O'Day for working with Club Motorsports in the creation of this event. I know all who were there for the first one will be back next summer. The location in central New Hampshire make it accessible to lots of extra activities, and unlike many tracks there are vantage points for family and guests to enjoy, giving non drivers opportunities for viewing and other activities. And as we all get to know the track better it will only be more fun. Maybe time to fit a supercharger for next year!

Chrisso Rheault



## **Inaugural White Mountain Grand Prix: Another Rookie Weighs In**

First off we really need to say, “WOW.” First to Mark and Deb O'Day for planning a great event and next to Jim Hoenscheid and Jason Bracket of Club Motorsports for getting us acclimated at each of the drivers' meetings and the first sessions for each group. The circuit is slippery, and challenging, but, thankfully, provides plenty of run-off as many of us were caught admiring the scenery instead of the apexes. 15 turns and 250 ft of elevation from trough to peak (more than three times that over a full lap distance) give this 2.5 mile circuit plenty of character over its 2.5 mile length. There are many highlights to speak of: a flat-out-for-many first turn, a few blind entries, four left-handers in a row that can just about be put together as one very satisfying sweeper when the compression at the bottom is used to a driver's advantage, an immediately-following 12% grade dubbed “horsepower hill”, a left-hand drive pit entry and track out to make the MGs feel at home, and 40 feet of width all the way around makes for as many proper lines as there are entrants. We found this to be an excellent momentum track for our mid-century racers though one pre-war driver went so far as to ask whether the circuit permitted turning around and tackling “horsepower hill” in reverse for added gearing. The construction budget to date seems to have been spent mostly on dynamite as they are only just getting to painting track boundaries and, we're told in the near future, paving additional paddock space and, in the more distant future, basic concessions. Trailer-based bathrooms are a nice upgrade over urinal



*Our writer is awaiting his VSCCA-legal Alfa so spent the weekend in something a bit newer: A late model spyder. (hyman)*

troughs and cess pool toilets from the glory days of American road racing. Tents provided shade in an otherwise very sunny paddock. We found great vistas for spectating between sessions though our friendly neighborhood photographers were still trying to find the right vantage points from which to shoot, even on Saturday afternoon. All told this was a welcome addition to the calendar and well worth the trek away from the friendly confines of Connecticut for us New York City folk.

While miscommunication prohibited us from doing a track walk on Thursday we didn't find anyone particularly upset once they grasped just how aerobic an exercise it would have been. Furthermore, a late start on Friday gave plenty of time for circuit orientation by track staff and removed any doubts about where the track exit was before turning a wheel. We shared the track with the CMI Drivers Club, a familiar setup to those who attend the Spring Sprints and/or Fall Finale at Lime Rock and sessions ran well thanks to an eager starter who was willing to put the next group on track as the previous group was still winding through their often slow cool-down lap. VSCCA was represented across three groups each taking 20 of the 60 minutes allotted us between CMI runs - track insurance concerns meant we had practices and sprints, no races to speak of. Group 1 included the pre-war fleet as well as a smattering of MG-Ts, group 2 showcased sportscars, well represented by the Alfa clan, and group 3 introduced Club Motorsports to the sports racers of the late 50s and early 60s. Each group had four sessions a day though the final hour-long block of the weekend was repurposed as an all-comers session for those that hadn't yet ventured home.

As the circuit was new for nearly everyone the learning curve was steep. As Friday morning turned to afternoon confidence began to overtake experience and there was many a spinning car to avoid in group 2. While the orientation of the paddock, below grade of the circuit, made it difficult to keep an eye on other groups we understand most of the drama in group 1 came from

# ALFISTI



*Roger Cassin*

*(hyman)*



*Paul Glynn*

*(hyman)*



*John Feng*

*(hyman)*



**P. D'ITALIA 1933**

Assoluto

**LUIGI FAGIOLI** su

**ALFA ROMEO-PIRELLI**

conquista il nuovo

Circuito di Monza con



**PIRELLI**

**PIRELLI**



*And one more shot of Whit Smith.*

*(hyman)*

an impromptu on-circuit pit stop for Chrisso Rheault's Bugatti T37. As the track rubbered-in a bit and Stu Forer reminded us of the purse on offer (or NOT on offer), cooler heads prevailed and Saturday delivered a much less dramatic, but more fitting show for spectators and drivers alike. As no times were taken officially we could all leave the weekend with plausible deniability that we couldn't have been any worse than third or fourth fastest in our respective groups which I think quite appropriate given the ethos of the club.

In our extracurricular time we did our best to explore all that Rt. 16 in West Ossipee had to offer. There are plenty of dining options for breakfast, lunch, and dinner close enough to the track that leaving for food was not problematic as long as you weren't stuck on your creeper under your car. We found Hobbs Tavern & Brewing to be excellent, especially sans live music. Stay away from the ribs and you're bound to have a great meal. Take your fellow racers there and you'll create an overtaking opportunity the following day on "horsepower hill". Some of the IPAs may even be a suitable substitute for race fuel in a pinch. The Pizza Barn lived up to its name, it served the former in the latter - we highly recommend trying the farmer's daughter on a future visit. *(and how will the farmer feel about that? jpd)* If looking to relive your youth we suggest you order a pitcher or two of Pabst Blue Ribbon for \$9.05 a pop in honor of Augie. The local Scottish concern, McDonald's, serves breakfast all day and the Subway is astonishingly adequate. Finally we suggest the EconoLodge for its proximity to the track, the competitive rates (excellent for those on a fixed income), the decor (below), and their famous sausage and cream cheese on a bagel - or was it infamous? Whatever.

Just plan to come next year!

Whit Smith

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

Ben Tarlow and Willem Oswald have gone together to acquire a Bugeyed Sprite to share in some upcoming events. They got it back to the garage on the 21st of August and are looking forward to a shakedown at the Fall Finale. After that event the plan is to do some sorting and to make a few changes to ensure it is fully VSCCA compliant. The colour is gold and they have chosen to call it “The Gold Bug.” We seem to recall a short story by Mr. Poe of the same title. Will have to dig it out and see if there are any connections. . .



(Tarlow)



(Tarlow)



A recent call from Eno DePasquale brought the news that he has relocated his business closer to his home. He’s now in the same building as is Abingdon Spares. The address is on South Street in Walpole, NH. His phone number is (603) 313-8625

Flying the VSCCA flag in endurance racing on the left coast, Mike Donick's TAPG Motorsports Team has just come off a win at the Utah Six Hours at Miller and are going into the last race of the season needing only to take the green flag at the beginning of the race to clinch the 2018 championship. We understand they are off to Northern California in the first week-end of December for the 25 Hours of Thunder Hill.



(Toyota Motors)



Michael DiPleco has managed a most interesting acquisition to share the garage with his well known Bugeyed Sprite. It's a motorbike-cum-paddock transport that supported the NART team and Mr. Chinetti back in the sixties. Michael can take the story from here:

"I bought a piece of history," he says.

The Story: Bianchi Gardena 75 - This motorcycle was imported in 1962 by Luigi Chinetti Motors, the importer and distributor of Ferraris for All of North America. It was displayed in their New York City and Greenwich, CT showrooms. It was taken to many world famous automobile races by the Ferrari North American Team (NART) where it was used by the racing drivers and crew in the paddock areas at the race tracks.

Dick Fritz the then team manager of NART bought the Bianchi more than 40 years ago from Chinetti Motors and has owned it ever since. It is in original, unrestored condition and comes with the original owner's and parts manuals, tools, and air pump.

In June of 2018 it was displayed at the Greenwich Concours in Greenwich, CT."

We are hoping to see this piece of history moving Michael around his various photo shoot positions at Lime Rock Park, while he immortalizes our activities with his cameras.



(dipleco)

# BOOK REVIEW:

## **Lime Rock Park: Six Decades of Speed, Beauty and Tradition**

**Edited by Gordon Kirby**

Available from Lime Rock Park

The year was 1992 and Rich Taylor entertained us with his Lime Rock Park history, **Lime Rock Park; 35 Years of Racing**. Now we are pleased to have a new offering as edited by Gordon Kirby.

Unlike Mr. Taylor's tome which we have enjoyed reading and rereading, this newer look at our favorite park is made up of literary and photographic vignettes each given us by a different hand. Among these are updated looks at the track's history, as well as John Fitch, Briggs Cunningham, and the Trans Am's great days all by Rich.

The recent book features much colour photography (Though the Taylor work came with an LRP poster, a perk missing from this book) and in all honesty, we are chuffed to have both books chronicling our favorite track. As we have been Lime Rock Park aficionados since our initial visit pre-driver's license back in 1961, we have become quite fond of Mr. Taylor's work as much of it takes us back to our youth.

We view Six Decades through alternate eyes as the modern emphasis on "Park" has changed our perception as have the numerous changes and improvements made over the past decade. Think of the repaving and continuing with upgraded plumbing (How many of us gents recall the troughs?), electrical, landscaping, start-finish building, and so on, the new volume gives us both background as well as firsthand views of our favorite track.

Rich Taylor, Gordon Kirby, Alan Claffie, Sam Posey, Murray Smith, Jim Donick, Scott Atherton, and Judy Stropus open our eyes to the track owners, racing series, the drivers, the sanctioning groups, and most every aspect of the sixty years of racing. We are entertained with looks at drivers, races, physical changes, and more.

Among those would be our own VSCCA connection with the track for which we owe thanks to Jim Haynes, the track's new owner in the early '60s. Thanks to Mr. Haynes, the hurdles that often accompany events at a new site were overcome and in 1964 the VSCCA held its first event at the Western Connecticut circuit. Needless to say, VSCCA has been a part of the schedule ever since both with stand alone events and as support for contemporary contests.

With the Historic Festival part of recent memory, we can only hope that the magic that is Lime Rock Park continues with both vintage and up to date



events and that twenty five years hence we might review yet another look at this gem of the Nutmeg state.

We cannot say enough positive about this treatise (Although, in all honesty, we feel the same about the Taylor text). Possibly our problem is approaching tales of automobile racing more with our hearts than our heads. Thank you to all who have contributed to both LRP's history and in turn, this edition.

We also wonder whether Jim Haynes' children remember their laps in the back seat of our +4 many moons ago (And it likely was not such a great idea for Jim to grid us at the start/finish line and then throw the green flag). Gordon Kirby has assembled authors capable of returning us to all those early times.

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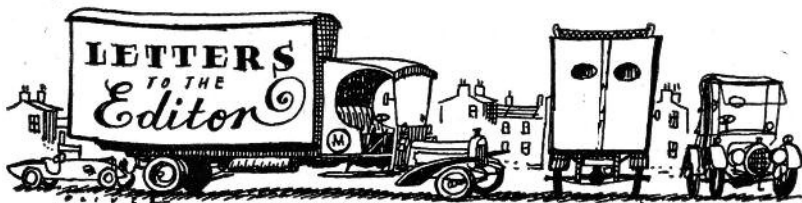
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**Editor's note:** Our last issue (2-18) contained a story of the editor and his bride serendipitously meeting aup with L'Amicale Traction Cauchoise on a twisty piece of French tarmac this past spring. We also ran a version of the tale in "Victory Lane."

We sent a few copies of both magazines off to our new found friends as well as a VSCCA badge for the president to add to his Traction Avant. He writes back to us below:

*Hello dear Jim,*

*I try to answer you in English, but forgive me if all the formulas are not correct.*

*Back from vacation, I discover with great pleasure your e-mail and the parcel post.*

*We remember very well our short meeting under a weather that was not very welcoming that day ... My friends and I thank you very much for your attention.*

*Indeed, for us the people of America has a great place in our heart, it is historical, and you confirm it again by your kindness.*

*It seems so incredible that our small association can also appear on a national magazine of such a large country !*

*The VSCCA badge is really beautiful, I will certainly install it on my Traction, but now I am very proud to show it to my family and my friends by telling our meeting !*

*In October we will take the road for a weekend to the Swiss Normandy for our end of autumn activity, we will be about 15 vehicles and I will think to send you some pictures.*



*Then the bad season will come and everyone takes the opportunity to maintain their vehicles, we meet in a local garage of the association that we improve.*

*We are currently preparing with the club Citroen France, the centenary of Citroen which will be in July 2019.*

*My daughter is currently developing a website, I will give you the address when it will be online.*

*It will be with great pleasure that we will see you again in France (hon-fleur?) next year*

*My wife and I wish you and the Vintage Sports Car Club of America the very best from the Amicale Traction Cauchoise.*

*As an attachment DS 19 Pallas 1967 (I repaired it during 22 years) and a small 5 HP 1922 currently being repaired.*

*Kind regards,  
Marc Dubocage  
President, Amicale Traction Cauchoise*



*Dear Editor,*

*Here are some scraps for the next Vintage Sports Car, pictures of my current restoration projects. The first is an Alfa 6C2500 restoration and rebody (teardrop coupe), begun 40+ years ago and nearly finished. I hope the next won't take as long: another 6C2500, with an open body this time. Both cars include everything Alfa originally supplied to its coachbuilder (chassis, engine, instruments), plus bodies made with original themes and materials.*

*The front, rear, and engine shots I sent you are the teardrop coupe. The chassis detail and rear body are the second car. I got the chassis the coupe is built on in 1975, so you may be sure I have all the pictures you could ever want.*

*Best Wishes,  
Paul Wilson*



# CLASSIFIED:

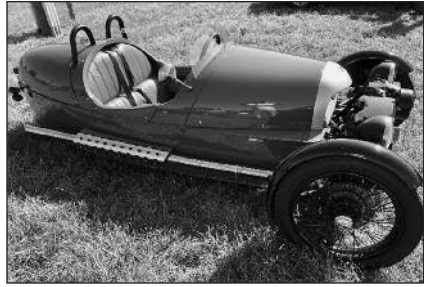
## **2013 Morgan 3 Wheeler,**

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

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



## **1959 Morgan +4 Four Seater.**

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

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

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Contact: Stephen Burnett Tel: 613 544 7857 – Email [sburnett@kingston.net](mailto:sburnett@kingston.net)

## 1954 JAGUAR XK 140 RACE CAR SPECIAL

This 1954 Jaguar XK 140 two seater Race Special was built on Jaguar chassis # 817692 – Engine # G-45558 – Gearbox # 3387. Underneath its body, the car is an absolutely original XK140 with a mildly developed engine, equipped with twin 2 - inch SU's, a lightened flywheel and newly converted hydraulic clutch. The car has competed at Mosport and Mount Equinox and a book was written about its conversion from a "field-find" into this handsome car. (Full description and photo gallery on my website [www.jaguarcollection.sale](http://www.jaguarcollection.sale)) \$78,000

Contact: Stephen Burnett Tel: 613 544 7857 – Email [sburnett@kingston.net](mailto:sburnett@kingston.net)

## 1934 FORD TUDOR RACE CAR

Before acquiring it our 1934 Ford had been racing for many years as a Stock Car. It was transformed into a historic Hill Climb and Circuit racer with the following specs. Original 1934 Ford chassis – 1949 Mercury Flathead Ford engine, 5-speed Transmission, strengthened suspension and rear end. Other upgrades include a new radiator, brakes, ignition and a full set of instruments. (Full description and photo gallery on my website [www.jaguarcollection.sale](http://www.jaguarcollection.sale)) \$18,000

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

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

### 1939 MG TB

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



### 1962 Morgan +4, four seater

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

### 1974 MG Midget

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





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

### **1993 Porsche RS America:**

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



### **1929 Rolls-Royce Twenty 3 Position DHC:**

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

### **1966 Ford Mustang Notchback A/S 289.**

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





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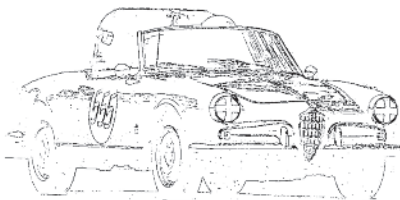
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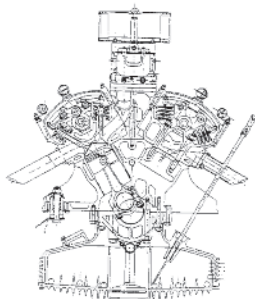
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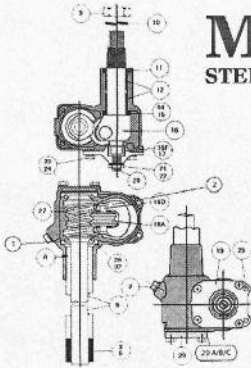
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