

VINTAGE SPORTS CAR



NUMBER THREE 2019

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



The annual Grand Ascent at Hershey (the Hershey Hillclimb) was a joy this year with a marvelous turnout and an emphasis on the HRG Marque. Three were present and looked great together. The rest of the entry was every bit as interesting. Story on page 3 (jpd photo)

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Our old friend, the great French champion, René Dreyfus, often said that hillclimbing is the purest form of motorsport. He reasoned that on the circuit one simply needed to go fast enough to stay ahead of the competition. In a hillclimb one must drive as hard as one can for the entire run as there is no way of knowing how the competition is doing. There is wisdom there.

This issue is dedicated to hillclimbs, some of the club's most popular events. The Mount Equinox event has run since 1950 and protecting it has been a part of the VSCCA's responsibility to history since the mid-seventies. Hershey's hillclimb has not been a part of our heritage for nearly as long, though it has been coming of age of late. The Keene Mountain Hillclimb was one of the important post war regional events in the northeast and, while it was run, it was embraced by the entire town that hosted it. They even anointed a Hillclimb Queen from among the young ladies of the area. Being on a public road, it hasn't been run since the mid-sixties but we gather each year to remember it.

The upcoming season will likely see some changes, Hershey's Concours may take a pause and that would impact our hillclimb for a year. Other venues are developing, though, and we expect to once again be running the event in Wilbraham, Massachusetts. Join us.

We look forward to them all and to finding an even larger entry for each.

jpd

The Grand Ascent at Hershey: *AKA: The Hershey Hillclimb* *7 - 8 June, 2019*

jp donick

It was a glorious weekend! The turnout was as good as we've seen in a long long time; the weather was marvelous; the crowds were happy; and, once again, this writer managed to break the one minute barrier. We counted 41 separate times on the results sheet and that, doesn't include the two runs by the "Official Course Vehicle." How bad does all of that sound?

Ah, but we get ahead of ourselves. First a little bit of background.

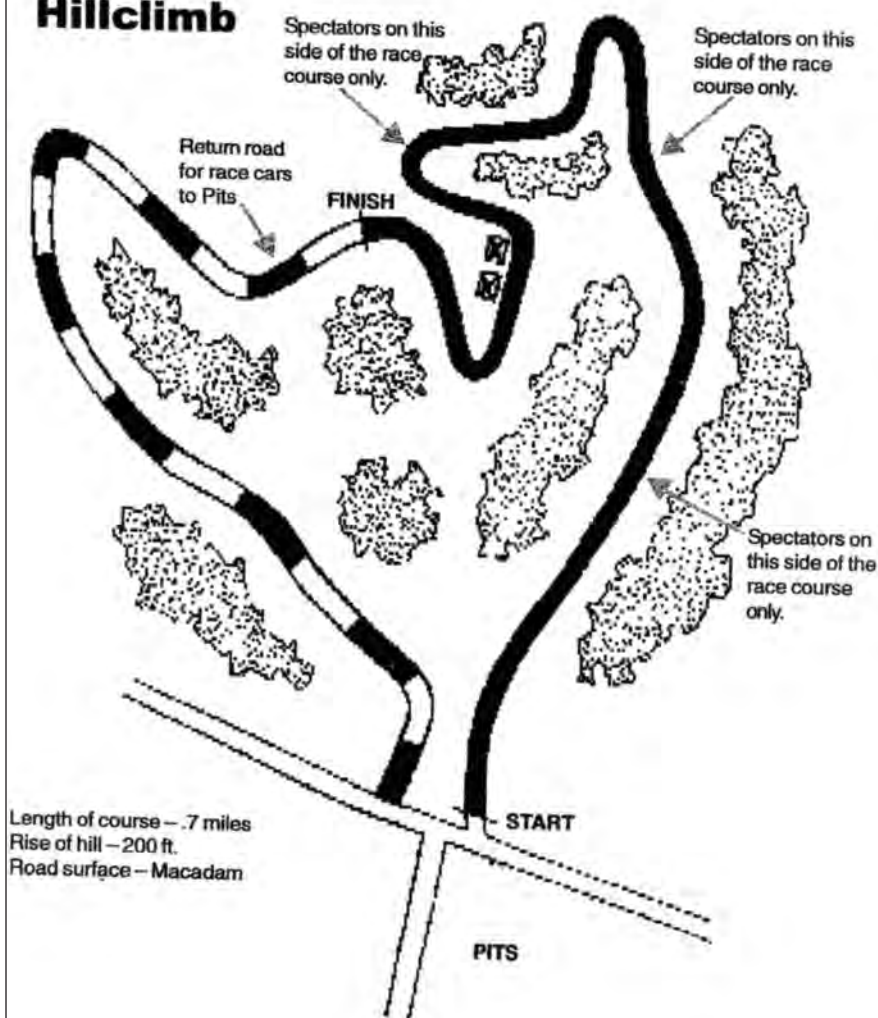
The Hershey Hillclimb, long the jewel in the crown of the Pennsylvania Hillclimb Association, was last run as a part of a championship in the autumn of 1970. In the preceding years it had been both the opening event of their season and the closing competition at the end of the year. It was run over the roughly three quarter mile back drive up to the luxurious Hershey Hotel. The circuit was narrow and mostly tight, winding its way among trees that came down nearly to the roadway's edge. There was little room for error. The powers that be in the town of Hershey, that means the chocolate company, who own nearly EVERYTHING in the town, decided it was time to pull the plug. Thus that last event, the 25th, was the end - at least for a good long while.



Two of the HRGs lined up prior to a run. In the front is the Gary Ford "Hurgenhauser," driven up the hill by Mr. Fenley, and behind the editorial HRG 1500. (jpd)

Fast forward to the early 2000's, right around 2010. The beautiful grounds of the Hershey Hotel appeared a most wonderful place for a very high class Concours d'Elegance to raise money for the Juvenile Diabetes Foundation. Wheels were set in motion to begin the planning. David George, a seasoned VSCCA event chairman and well known figure in the Concours world was asked for his ideas and he suggested that the car show weekend could be rounded out by a resurrection of the hillclimb on the day before the Sunday car show's festivities. It seemed a good idea and was adopted. The VSCCA agreed to run the hillclimb for 2011 and it has grown marvelously ever since.

Hershey Vintage Hillclimb



Rapidly becoming one of the premier events of the VSCCA, the “Grand Ascent at Hershey” (*née* the Hershey Hillclimb) is a genuinely classy weekend and a marvelous way to make some serious noise on a most demanding course. Needless to say, we love it.

We attended the final SCCA version - which was the 25th running - back in the Autumn of 1970. Mathematics would suggest that to have been forty-nine years ago but that simply isn't possible. Hm m m m mm

This year's running saw a focus on the HRG marque. Four were expected but we had to settle for three. Still three examples of a marque that only made 242 cars over twenty years proved a good turnout. The three were all different and brought their own charms. This writer's HRG 1500 was formally entered in the event and made a fair number of runs. Scott Fenley brought out Gary Ford's venerable “Hurgenhauser,” an HRG with an Offenhauser engine mounted where the little Singer unit would have lived originally. He made one demonstration run and did manage to beat Donick's 1500 by the better part of a quarter of a second. The third HRG present was Gary Ford's pristine HRG Aerodynamic. Stunningly restored, it garnered a lot of attention in the paddock and at the Friday evening reception for the hillclimbers and the folks displaying cars at the Concours. Patron for the HRG gathering was former VSCCA President Robert Richer, who was an active HRG racer back in the fifties. Joining Richer in a place of honor at the Saturday night banquet was long time VSCCA stalwart and HRG expert, Gary Ford. Having the two of them together with us was a delight.



The HRG Contingent: (l to r) Robert Richer at the wheel of the editorial HRG, jpd, Scott Fenley behind the “Hurgenhauser” and Gary Ford at the wheel of the HRG Aero. (chd)

The entry this year was better than in the last year or two, especially in the area of Prewar. There were a couple of early ARCA cars, Tom Ellsworth's Ford-Amilcar, and Ben Bragg's "Old Gray Mare." Both ran well. Hal Fillinger added his own set of noises with the Mercedes GP car from the teens. It looks the part, makes the right noises, and it goes like stink. Jason Urban's P-type Lester MG special was another most welcome addition to the prewar party. There was also a replica of the Buick Shaeffer Eight Special Indy Car that Ben Bragg used to race with us for so many years. That original car is now in Europe but this "tribute" is pretty close.

Maybe the most interesting vehicle on the hill, though, was billed as "the Official Course Vehicle." Provided by one of the chief sponsors, this brand new Caterpillar 926M wheel loader is BIG!. It actually made two runs on the hill but we understand that as "demonstration" runs they either weren't timed or the actual times may have been quick enough to embarrass some of the racers. Such a pity...



The "Official Course Vehicle" provided by one of the sponsors. It's a Caterpillar 926M, with an operating weight of a mere 28,535.0 pounds. The Cat made two "exhibition" runs which were alleged to be untimed. Rumour at the base suggested it would have finished near the middle of the pack... or maybe not. (hyman)

The hill is daunting, the trees at the road's edge seem a lot closer than photos indicate they were back in the event's glory days and the road surface, itself, hasn't gotten any wider. Still, the spectators love it and the drivers revel in the challenge.

The target time for most of the faster cars is to break a minute and a fair number of the more nimble cars did just that. The Donick Allard J2 (*yup, he was driving two cars this weekend*) managed to get comfortably into the fifty-nine second realm and so the driver pronounced himself satisfied. It was the only "big" car to break the barrier on this exceptionally tight course.



*Not a regular in the VSCCA but a welcome guest for this event, Pete Bauer's Datsun ran in the upper part of the pack with a time comfortably under a minute.
(hyman)*



*Ever a regular at Hershey, Joe Parlanti wheels the Abarth up the hill with gusto.
(hyman)*



Ellsworth wheeling the Amilcar through the final turn with the outside front tyre working very hard, indeed.

(hyman)



The editor at turn-in for the final right hander and already looking through the apex.

(hyman)



Bragg at speed in the Old Gray Mare.

(hyman)



The Vapaas, pere et fils, once again showing their prowess in pedaling Saabs successfully at the hillclimbs. Stefan in the Sonnett above and George in the Formula S Quantum below.

(hyman)



HRG ACTION

*Mr. & Mrs. Baker taking
the Aerodynamic up to
the reception on Friday
evening.*

(hyman)



*The three lined up
during the recep-
tion festivities.*

(jpd)



*Mr. Fenley making a demonstration run in the Hurgenhauser.
As he lined up for the run he noticed that he hadn't quite completed
the preparation of the car for the event (don't ask) but he made a sin-
gle run with sheer delight anyway.*

(hyman)



The editor about to bend the 1500 into the final turn.

(hyman)



Fenley arriving at the reception with George Vapaa as riding mechanic.

(jpd)



The Aero looking spiffy in the exhibition tent.

(jpd)



The hay bales lining much of the course (in this case behind Bragg's Old Gray Mare) give the circuit a flavour of 1956 that is exactly in keeping with the atmosphere of the entire weekend.

(hyman)



Duer's 356 Speedster was driven with enthusiasm the entire weekend.

(hyman)



Hal Fillenger's Mercedes made impressive times up the hill prove the old adage about cubic inches. Horsepower is wonderful stuff.
(hyman)



Jason Urban's P-Lester MG Special acquitted itself honorably each time it took to the circuit.
(hyman)



*Mr. Hyman's
Porsche about to
take to the starting
line.*

(jpd)



*The lovely Mrs. Urban doing her best 1930's movie star imitation
behind her sunglasses for the ride up the hill to the reception in the P-
Lester MG Special piloted by her husband.*

(hyman)



*Steve Moscovitz
making a solid
run in the '41
Olds Special.*

(hyman)

Jim Bottomley was making time in his MGA when not acting as VSCCA Chief Steward.

(hyman)



Larry Shaffer was driving this same Sprite in the last SCCA running here in 1970. He hasn't missed any opportunity to compete on the hill but this event marked his retirement. He said he was hanging up his helmet after the weekend. He'll be missed.

(hyman)

JR Mitchell making a stab at the course in the Lotus VII.

(hyman)





The editorial Allard bending through the last right hander before the finish. This turn is daunting as the trees on the outside are literally on the edge of the tarmac.
(hyman)



Jeffrey Vogel brought out his Lotus and enjoyed himself immensely.

(hyman)



Bill Lightfoot, now into his 61st year of competition, was back again with the Morgan.

(hyman)



Don Rose was third fastest of the day with a blistering 54.61" run in the Lotus XI.



Eric Logan has been putting a lot of miles on that Formcar over the last few years. He managed to get it comfortably below the one minute mark. (hyman)

Smiling Faces at the Dinner



Desire and Joe Faulkner were enjoying the dinner after keeping the whole week-end running smoothly for us. (jpd)



Jackie and Joe Parlanti haven't missed this event in years. (jpd)



Vapaa the younger makes impressive times at every opportunity in the SAAB Sonnet. He was fastest driver of the weekend once again.
(hyman)

Fastest time of the day went to Stefan Vapaa, who was driving his SAAB with gusto and with ungodly amounts of noise. His dad, George, in the other Vapaa entry was not far behind him.

The photos may show a few more interesting cars making their assault on the hill. We noted that Steve Moscovitz was finally coming to grips with the old Nick Rizzo Olds Special that had done so well years ago in the Keene Mountain Hillclimb. We were also impressed by the oddball thingie that Bob Webber was driving. At first glance it looks rather Lotus-like but it turns out to be a very special Autodynamics (Those folks who built so many Formula VEEs) product called the “Hustler.” It was said to be built as a road car for Sam Posey. We haven’t managed to confirm that part of the story yet.

Overall the event proved a delight and the additions to the entry have, we hope helped ensure the event’s future - at least for now.



Webber’s Autodyamics Hustler is about as rare a beastie as one might see on this hill. It’s a one-off that reminds us vaguely of a Lotus, though Porsche-powered.
(hyman)



Pulling for the Finish.

(hyman)

VSCCA Grand Ascent at Hershey

OVERALL Times - June 7th and 8th, 2019

97	Vapaa	Stefan	Saab Sonnet	52.12
79	McCullough	Mitch	Lotus 23 B	52.46
282	Rose	Don	Lotus XI	54.61
718	Baker	David	Lotus 7	55.70
718F	Fenley	Scott	Lotus 7	55.70
8	Clerk	Jon	Mini Cooper	56.74
37	Vapaa	George	Quantum IV	57.10
55	Bauer	Peter	Datsun 510	57.27
147	Shaffer	Lawrence	Austin Healey Sprite	58.04
140	Logan	Eric	Formcar FV	59.05
154	Mitchell	JR	Lotus 7	59.24
13B	Donick	Jim	Allard J2	59.89
383	Rich	Michael	Auston Healey 100M	59.92
98	Pollmeni	Nick	Volvo PV544	1:00.20
644	Duer	Chris	Porsche 356 Speedster	1:01.45
67	Mensh	David	Marcos 1600 GT	1:01.65
344S	Vapaa	Stefan	Devin-SAAB H-Mod	1:01.66
338	Miller	Tom	Porsche 356 Coupe	1:02.60
815	Parlanti	Joe	Abarth Zagato 750GT	1:02.75
84	Bottomley	Jim	MGA	1:03.33
23	Moskowitz	Steve	Olds Special	1:03.55
98	Pollmeni	Ron	Volvo PV544	1:03.59
540	Hyman	Ed	Porsche 356	1:04.59
20	Ellsworth	Tom	Ford - Amilcar	1:04.67
433	Lightfoot	Bill	Morgan	1:05.59
1	Bragg	Ben	Old Grey Mare	1:06.62
3	Tinsman	Dan	Triumph GT6	1:06.82
420	Webber	Bob	Autodynamics Hustler	1:06.90
19	Leshner	Alan	Plymouth Barracuda	1:07.10
26	Critz	Dale	Buick Shafer 8	1:07.77
353	Urban	Jason	MG P-Type Special	1:07.98
344	Pack	Allan	Devin Saab H-Mod Special1:	10.26
102	Hutton	Norm	Edwards Blume Special	1:11.89
62	Raia	Chris	MGA	1:12.18
11	Kochera	Kevin	Porsche 356 Coupe	1:14.47
281	Filinger	Hal	Mercedes Special	1:15.27
31	Fenley	Scott	HRG "Hurgenhauser"	1:17.69
13G	Donick	Jim	HRG 1500	1:18.12
101	Stewart	Shellie	Austin Healey Sprite	1:19.43
258	Vogel	Jeffrey	Lotus Elan	1:22.59
42	Shark	Fred	Austin Healey Sprite	1:29.53

GRAND PRIZE OF THE AUTOMOBILE CLUB OF AMERICA

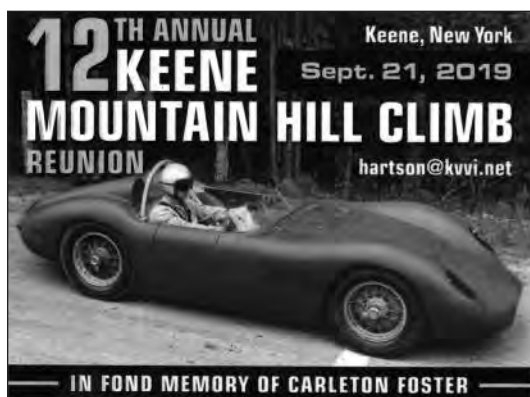


400 MILE
INTERNATIONAL ROAD RACE
SAVANNAH GA. NOV. 26
~ 1908

12th Keene Mountain Hillclimb Reunion

21 September, 2019

The autumn colours came early this year to the High Peaks District of the Adirondacks and the timing could not have been better. The 12th Annual Keene Mountain Hillclimb Reunion was a delight, though a bit different from previous years. It would seem the insurance mavens had concluded that the demonstration runs up the old course at normal traffic speeds constituted a “Hillclimb.” Hence, the only way to insure the party was to limit it to the gathering at Marcy Field, the little grass strip that has hosted the event now for a dozen years.



The event, hosted by Mike and Ann Hartson, celebrates one of the Northeast's more iconic events, the Keene Mountain House Hillclimb. It ran from 1950 to 1966 and was sanctioned, not by the SCCA, but by the Motorsports Club of America (MSCA). The 1950 event began in a fairly low key environment but by the time the final running came in 1966 it had been adopted by the entire town of Keene and even included the selection of an annual race queen. Many of the top drivers of the day, at least from the northeast, took part, and so did any number of local enthusiasts. The first run one was won by Bob Grier in an exotic Figoni-bodied Delahaye. That car spent many years in the Malcolm Pray collection and was finally sold for something in the neighborhood of 6.6 million dollars. Erwin Goldschmidt won in 1954 with a 4.5 liter Ferrari, and Bob Bucher won three years in a row in Goldschmidt's old Allard JR. It was by that time christened “Big Jake.” Contrast that with Nick Rizzo's '41 Olds Special, which was a fair bit less sophisticated. He won outright in 1964 at a commendable 1'28". Rizzo ran the hill for nine years from '58 to the last running in '66. Aside from a single overall win, he had a number of class wins to his credit as well.



Our good friend Nick Rizzo at the helm of the 41 Olds Special that he drove with such success here the better part of fifty years ago. This is 1966. On page 14 of this issue is a shot of the same car with Steve Moscovitz at the helm making his way up the hill at Hershey. (hartson collection)

The event wasn't limited, though, to sports cars. As early as 1952, anyway, a member of the MSCA, Ginny Lightbowne, did well in a full sized Cadillac. Later there were regular classes for larger sedans. In 1953 that class (and third overall) was won by a local driver, Bernard Kentile, in a highly modified Cadillac Sedan belonging to the Catholic parish priest in Saranac Lake, Father Peter Ambrose Ward. At third overall, he beat all the Porsches and MG's, in fact all of the production sportscars save a V8 Siata that came in second behind the Meyer Special; The Siata only beat him by a second, though, and Meyer only had four seconds on him. That must have been some Cadillac the good father loaned him. One rather suspects that Father Ward's altar boys were suitably impressed.



The year is 1952 and this is Motor Sports Club member Virginia Lightbowne from Jersey making a most impressive time in her full-sized (that was also the ONLY size in those days) Cadillac. (hartson collection)



Bernie Kentile wheeling Father Ward's Caddie to an amazing third place in 1953. He beat nearly all the sports cars.

(hartson collection)

As the years progressed a number of locals took part in what might have been mostly their daily drivers. There's a photo from '57 of a Studebaker making its way up. It was reported to have made the slowest time of day.

By '66 the event was finished due to the town finally getting tired of the noise and the folks who lived along the road complaining that they couldn't get in and out of their driveways while it was going on.

Nowadays the hillclimb reunion is a gathering of enthusiasts with appropriate cars from the entire span of the event. Some of the original drivers come as well, though their number is dwindling. In past years there are three or four demonstration runs/tours up the hill. It was clearly no longer a speed event. For one thing, one might meet traffic coming down. That possibility could prove interesting but not too pleasant for any of the soccer moms motor-ing down the hill. Anyway, since it wasn't to be a speed event, some of the participants removed their rollover bars and brought out helmets and gloves more appropriate to an earlier day. Most people simply added a pair of sunglasses to whatever they happened to be wearing and made a nice sedate run to the top with a passenger along as well.



Fast Forward to 2014 ----- taking a demonstration run up the hill is Morgan man Greg Feters. He was obviously having a good time.

(s. smith)



The editorial Allard, sans rollover bar, looking very period climbing the hill in a 2014 exhibition run. (s. smtih)

We always brought our period cork-lined leather helmet, an old leather flying jacket, and a pair of traditional fifties string-backed driving gloves. The result was at least photogenic.

This year the organized tours were canceled at the behest of the insurance provider. Apparently the waving of a flag at the bottom of the course made it a speed hillclimb in their eyes. Such a pity. Still, anyone who wanted to go look at the hill could have done so. It's a public road and open year round. That road, at least the old course portion, is nearly an exact two miles of exceptionally twisty tarmac. It's narrow and the trees along the side can be daunting. In the old days the bridge part way up was a bit more difficult, it's since been replaced. Back in period it was high backed and ended in a tight right turn. Cars catching air crossing the bridge needed to be on the ground before they started the turn or they ended up in the trees. A fair number of them did end up in the weeds. Jim Haynes took a Formula III Cooper into the trees one year but walked away and the car was repaired. On the recent demo



The result of Jim Haynes having quite an "off" coming off the bridge. The car was back at Lime Rock and repaired within a couple of weeks. (hartson collection)

runs, yrs trly in the Allard J2 managed an entertaining start with what we were told was exactly the right levels of noise departing the starting line in a cloud of tire smoke and bellowing Cadillac exhaust. We quickly slowed down once around the first corner. . . .



The editor awaiting starter's orders in front of the little wooden church that marked the historic starting point of the hillclimb.
(dicola)

The 2019 reunion was a little light on cars but the group was as enthusiastic as ever. One high point was when VSCCA stalwart Dave Paqua did a couple of low passes of the field in his Pitts Aerobatic biplane. We thought he might land and join us for a hot-dog but one suspects either the wind or the shortness of the grass strip at Marcy Field changed his mind. We were sorry not to get a photo as he came by low waving to the folks on the ground. There were a couple of other small aircraft that came and went as we enjoyed the ambiance of a simple grass airstrip nestled between the mountains.



One of the joys of having the event at a grass air strip.

(jpd)



Fetters' Morgan on the field in 2019. He was just coming back from a major British car show in Stowe, VT. Like most Moggies, it gets a fair bit of mileage. (jpd)

A couple of previous drivers, including one winner, were there and proved a source of great stories.

The Keene Hillclimb reunion proved a different sort of motoring adventure but a most pleasant one, none the less.

The organizers would seem to have unlimited enthusiasm so the 13th reunion taking place next autumn must be considered a forgone conclusion. We hope so. It will benefit from a few more participants, though. A weekend in the High Peaks in early autumn is certainly not to be missed.

We rather expect to be there.



Just a bit more of the cars on a most inviting field. (jpd)

Keene Mountain Hillclimb in the Late 1950's

In the late fifties the Hillclimb event was divided into two main classes, Sports and Touring, and then subdivided into eleven actual racing classes. The course, as ever, started by the little wooden church just up from the bottom of the road in Keene and wound up the hill for two miles to the "Mountain House," which offered ample parking for the competitors until it was time to go back down for another run.

The '56 running had set a new course record when Bob Bucher from Binghamton, NY, wheeled the ex-Erwin Goldschmidt Allard JR up the two miles of mountain in 1'27". That was a full second faster than Goldschmidt had done in '54 with the latest in 4.5 Liter Ferraris. Bucher's Allard was Cadillac-powered and answered to the name of "Big Jake."

For 1957 Bucher was back and hoping to better his own record. The rest of the field was pretty eclectic. The Sports Classes included Saab, Siata, Triumph, Jaguar, Cooper, MG, Aston Martin, Morgan, and even a few other marques as well as some hot rods and at least one scruffy dirt track "stock" car. Touring included Chevy sedans, Fords, Cadillacs, and Studebakers. With eleven to choose from, there was nearly a class for anything. In terms of sophistication, this was not exactly Sebring or Watkins Glen.

From the photos it would appear that there was at least one get acquainted run up the hill. Some of the photos show drivers without helmets. These runs should have helped the novices understand the difficulty exiting the bridge turn if they took it too quickly. The trees on the outside usually caught out a few and '57 was no exception.

By the end of that running the record had fallen by a full two seconds. Bucher had clocked a 1'25". Tied for slowest was a box stock Studebaker Sedan that took a bit over three minutes. Closest to Bucher was Riker's Jag 120M at 1'32.4.

The next year saw Bucher at the front again with a blistering 1'21". That record held until 1960 when it was beaten by a D-Jag with a 1'19". The 1'21" works out to just a shade under 89 MPH. That was an accomplishment.

jpd



An XK-120 approaching the bridge on what may be a get-acquainted run. The fastest of the Jags, Riker's XK-120M did a 1'32.4" to win its class.

(hartson collection)





A TD coming down for the next run.

(hartson collection)



This local Studebaker managed a 3'084" run in 1957 which tied it for last place. The event was always welcoming to local drivers as well as the sporty car set who came in for some serious competition.

(hartson collection)



A rather neat hotrod with a female pilot approaching the bridge. The engine looks like a Hemi.
(hartson collection)



Keith Ross' Cooper F-III won it's class this particular year with a 1'57.2" run. Without a helmet as he exits the bridge, one assumes this is another get-acquainted run.
(hartson collection)



It was often "run what you brung" in some of the classes. This was a dirt track Ford Stocker that was run by a local named Egglefield. (hartson collection)



Bob Bucher's ex-Goldschmidt Allard JR that won the event regularly. It answered to the name of "Big Jake," which was also the name of Bucher's garage over near Binghampton. He was first in 1957 with a new course record of 1'25". (hartson collection)



VINTY

by Storch



I see you've mastered basic Italian

6-84



De toutes les
voitures de
750 cmc. de
cylindrée,
seule la.....

5^{cv}

Rosengart

La Grande Marque des Petites Voitures
possède les mêmes organes que la plus coûteuse des voitures de luxe

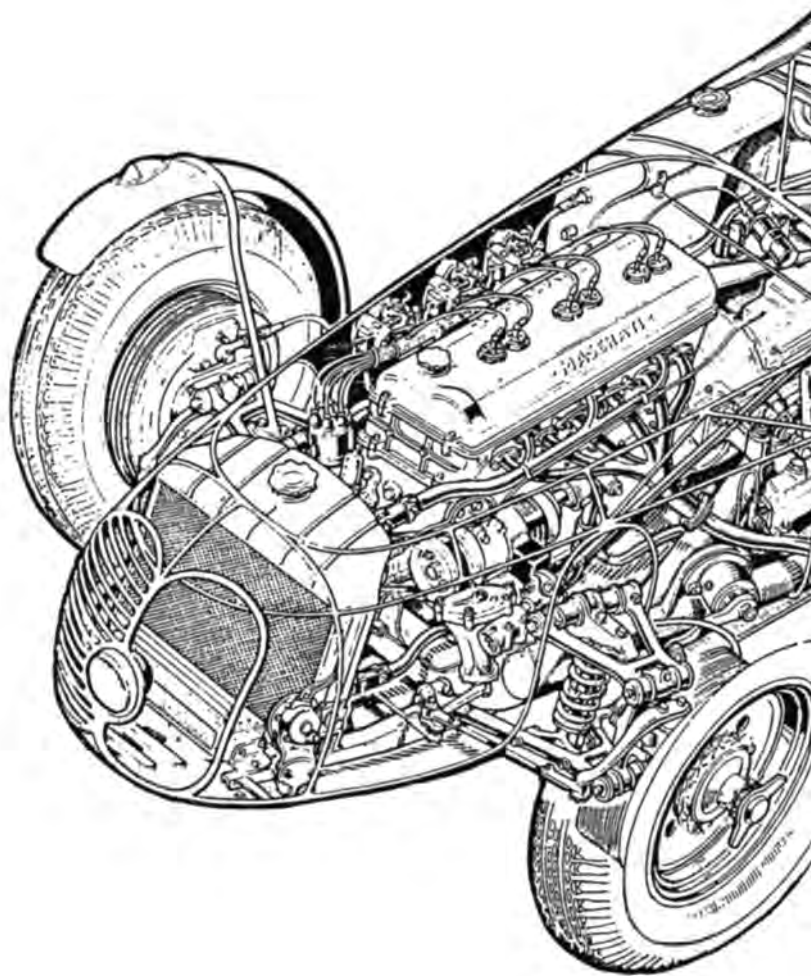
Sept voitures
5 cv. Rosengart
conduites par 4 jeunes femmes
et 3 conducteurs ont accompli
sans aucun incident les
5.000 Kilomètres
du **TOUR DE FRANCE 1930**
à raison de
500 Km. par étape
arrivant toujours en groupe, en
avance sur l'horaire et emportant:
6 Premières places
Épreuve de Vitesse du Mans (Catég. 750 cmc.)
5 Médailles d'or
(les plus hautes récompenses)

Tous les organes des voitures ont
été examinés avant le départ et aucun
conducteur ne pouvait en dehors du
graissage, faire de réparation à sa voiture.

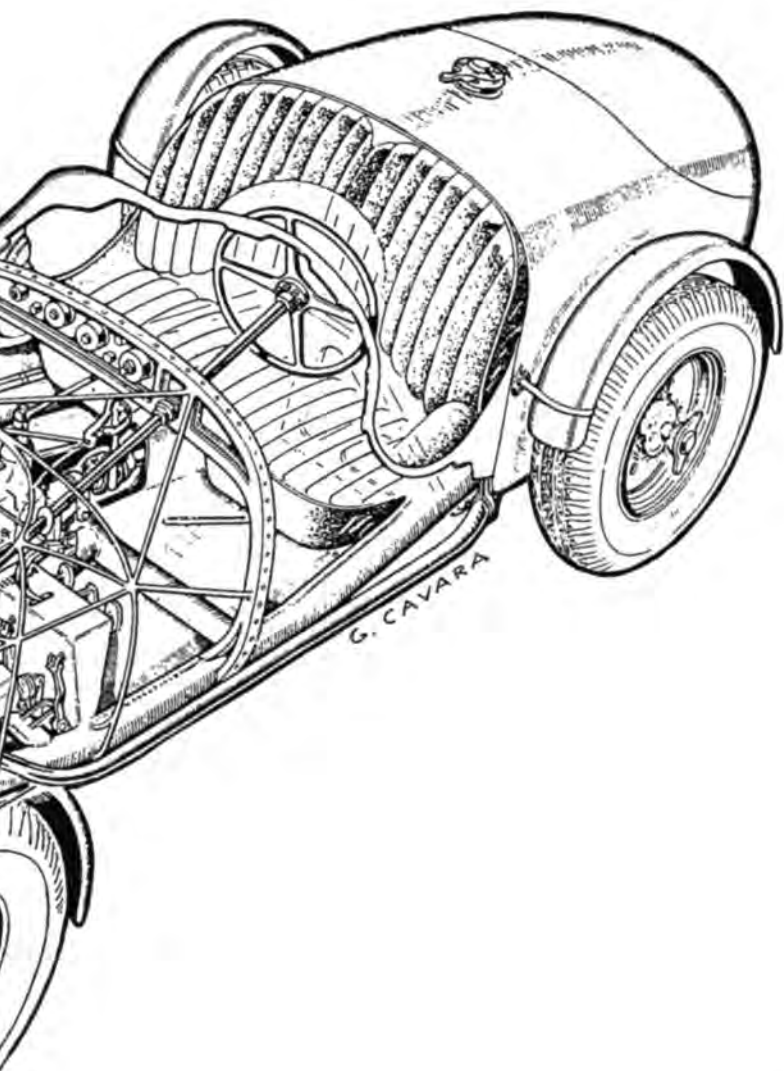
Ce brillant résultat, qui étonne une fois
de plus les meilleurs techniciens de
l'automobile, confirme les remarquables
qualités d'endurance et de régularité
de la **5 cv**.

Rosengart
La seule Usine française
Spécialisée sur un seul type de voiture

MASERATI A6 G



CS 2000 1947





Flying across the saddle at a record 91 MPH, the younger Donick seems to be enjoying one of the family Allards. (dipleco)

VSCCA Mount Equinox Hillclimb: 2019

August 10 and 11

jp donick

Wow! This edition of the storied Mt. Equinox Hillclimb may be one for the record books in more ways than simply having taken place.

The entry, sagging a bit of late, was up considerably and the number of new participants was heartening. One either comes to Equinox to try it once and never returns or one comes and the romance of the mountain gets into one's soul. Many have been coming for over thirty years. Some a lot longer. Dorian Berteletti was back again this year in his prewar Hudson that he has been entering for the hillclimb since the mid-seventies. Bob Webber, in an Autodynamics FV, who won the coveted Mal Donaldson Award this year, first came as a spectator in 1951 or '52. He hasn't missed many in the interim either. A few of last year's newbies were back for a second go at the mountain and that bodes well for their continued commitment to the event.

Chairman Scott Fenley pulled together a good schedule and, with the help of the corner marshal team, managed to keep us pretty much on time the entire weekend.

This year's entry worked out to 34 car/driver combinations, maybe a few more if we missed a couple of car swaps. The event would have trouble accommodating many more.

2019's event once again proved to be a family event with a couple of father/son teams, one pair of brothers, and a husband/wife team as well.

The two father/son teams, the Vapaas and the Donicks figured again near the top of the timing sheets. The Vapaas came in their usual pair of SAABs - Stefan in the Sonnet Roadster (*don't ask!*), and his dad, George, was pedaling a Quantum Formula S. Stefan made the fastest climb to the top with a new personal best record.

The Donicks arrived with their usual pair of Allards. Michael Donick was in the venerable K2 model that has been climbing Mount Equinox regularly since the early 80s and his father, the editor, running the J2. The elder Donick's J2 was suffering some carburetion issues and was a bit down on power. Looking at the tyres near the end of the weekend led a few to opine that his alignment might need some attention as well. It should be noted that the alignment comment had to do with his front suspension. It is thought that most Allard drivers are in need of a little alignment between their ears but that is their normal state of affairs. Donick-the-younger managed the fastest time over the saddle at a blistering 91 MPH.

The Giedra brothers, in Datsun Fairlady and Bugeye Sprite respectively, are relative newcomers to the hill. Devin, in the Datsun was enjoying his second outing, while his brother, Bruce was making his Equinox debut.

The one husband/wife team, the Spadaros sharing the Lancia, drove it to the event. While Santo is long a regular, the enthusiastic Molly was making her first runs on the mountain.

The newly married Spadaros, Santo and Molly drove up in the Lancia and shared it on the mountain. This was Molly's first Equinox and her smile would suggest she enjoyed it.

(hyman)



Father and Sons

*Vapaa the younger
on his way to FTD.*

(hyman)



*Vapaa the elder catching his
breath at the top.*

(jpd)

*The two Donicks
relaxing next to
the elder's J2
Allard.*

(chd)





Silverstein's Sunbeam is rapidly becoming an Equinox regular.

(jpd)

The DiCola Grandson, Karter, overseeing his father (Kevin) ministering to the editorial Allard. The young man is already developing an affection for our favourite event.

(hyman)



Molly Spadaro reveling in the sheer pleasure of her first run up Mt. Equinox.

(hyman)

AT The Dinner

Mr. Bragg, having just received the Dreyfus Cup, is celebrating with Mr. Fenley.

(jpd)



Mr. Fenley (left) and the editor (right) congratulating the very deserving Mr. Webber on his receipt of the Mal Donaldson Award.

(chd)



Mr. & Mrs. Pardee acknowledge the applause of the crowd at the announcement of their winning the 5-50-500 Award for having driven to the event the farthest distance in the car that would be competing. Their MGB was driven all the way from Florida.

(jpd)

Mr. and Mrs. Baker.

(jpd)



*Mr. Tarlow, enjoying his second
or third Equinox.*

(jpd)



*Mr. Berteletti and
the lovely Anne
enjoying dinner.*

(jpd)



Whit Smith (l) and Ben Tarlow (r) with Mr. Tarlow looking as if he is guilty of something, though his infraction is less than obvious.

(jpd)



George Vapaa, Dave Zavetsky, and JR Mitchell enjoying dinner and comparing notes on the quality of the road surface they encountered in their many runs of Saturday.

(jpd)



The Secretary Emeritus, Mr. Carroll, and Mrs. Fenley catching up.

(jpd)



Having been presented to the crowd by the editor (l) and Mr. Fenley (r) most of the event's debutantes took a bow. We trust they will all return for the 2020 running. (hyman)

Driving to the event and competing is a long tradition in the VSCCA, though mostly seen at events like this one. To encourage the tradition the club has often awarded a prize, the "5-50-500 Award," to the competitor driving the farthest to get to the base of the mountain. This year there were a number of drivers qualifying for consideration. Andy Greenberg had driven the Aston DB4-GT up from Connecticut, a couple of the Porsches came from New Jersey, and there was at least one that only came from the immediate neighborhood. The winner, though, set what must be a new record. Long time Equinox enthusiast George Pardee, drove the MGB all the way from Florida! Later in the month he and his wife drove it home again.

We were happy to see the '41 Olds Special that was climbing hills in the Northeast before any of the rest of us were into our first Nomex underwear. Nick Rizzo used it to great effect in the Keene Mountain Hillclimb back in the early sixties, winning several times. He would drive it to the event, often win,



It may be "cosmetically challenged" but the 41 Olds Special has an odd charm to it. (hyman)

Mr. Mitchell was going well in the Lotus 18 but a little off his usual pace.

(hyman)



Tom Ellsworth's Ford Amilcar moves surprisingly well up the mountain. After as many years as he has at the helm it's no surprise that he has it wonderfully tamed.

(hyman)



We hadn't seen Mark Riley's T-bird out in some time and it was a most welcome addition to our merry band.

(hyman)



New this year to the mountain, though seen once or twice at Hershey, is the Sable Porsche of Christopher Turner. (hyman)



A nice shot of Andy Greenberg hard at work in the Aston. (hyman)

Yet another shot of the Oldsie. The period photo of it from Keene Mountain in the sixties (page 24) shows it hasn't changed a lot in the last fifty years.

(hyman)



and then drive it home to Oneonta, NY. One year he put it into a tree on the course and bent the chassis as well as breaking a number of pretty important bits. One of the local garages offered him the use of the garage and any tools he needed to get it more or less road worthy again. It took a couple of days and a fair bit of effort to pull it straight and replace the worst of the damage. Three days or so after the event, though, he climbed in and drove it home. Nick never ran it at Equinox but he got most of the other Northeast hillclimbs to his credit. Steve Moscovitz was delighted to make the top this year after a couple of years of less than stellar mechanical luck. All was not sweetness and light, though, as he had the bonnet (hood) blow up and off shortly after the start of one run. It clobbered his helmet but did no damage to his neck. Steve finished the weekend with the engine compartment open for the runs up the hill. That may have aided cooling. He managed a 6'41" and change on the long course and pronounced himself satisfied.




Campbell's Effyh at speed.

(d.smith)

2019 was the first time in years we had a Formula III car on the mountain. Rich Campbell brought along his Effyh for an outing and used it as back-up to his Bunce-Buck Renault-based H-Mod Special. He managed to slip off the course near to Crusoe's Corner but seemed to be excited about the car. He did get a good run up the short course and promises to be back with it next year. One year, not that long ago, we had three Formula IIIs on top of the mountain. Doing that again might be pleasant.

Equinox always brings out a few of the prewar fraternity and 2019 was no exception. Fastest of the lot was Ben Bragg in the "Old Grey Mare" Special. For his efforts he was awarded the Dreyfus Cup. Tom Ellsworth in the Ford-Amilcar kept to the short course this year. He and Berteletti's Hudson Indy Car were within a half a second in their best times on Saturday.

Overall, a great weekend. The weather was mostly a delight. There was a little rain in the afternoon on Saturday, providing an unpredictable slippery condition that slowed down some of the times. An Allard on worn racing tires in the wet can be an interesting exercise. The rain didn't stop the enthusiasm.



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Sunbeam and Triumph resting in the sun between runs at the bottom of the hill.
(jpd)



JR Mitchell and team doing what is always done with Formula III beasts. They are PUSHING it.
(jpd)



*Mr. Spadaro, the
“master of all he
surveys.”*

(jpd)



The “young guns,” Michael Donick and Stefan Vapaa, about to do a reconnoiter run in the Allard K2. (jpd)



Mr. Greenberg arriving at the mountain after a pleasant drive up from Connecticut. (jpd)



Whit Smith in the Alfa coming down after a run and waving to the photographer. (hyman)



Berteletti and the Hudson have been regulars on Mount Equinox since the late seventies.
(hyman)



Winner of the Mal Donaldson Award this year, Bob Webber waves to the crowd as he wheels the Autodynamics FV down off the mountain and through the first parking lot.
(hyman)



Tarlow's Sprite appears to be making a fair number of knots through here.
(hyman)

*Bragg getting the
OGM ready for another
weekend on Mt.
Equinox.*

(hyman)



*The Oldsie still
going strong
after dropping
the bonnet at
the start.*

(hyman)

*A very nice
angle on the
Sable Porsche.*

(hyman)





The Lester MG has a great history on Mount Equinox. We think Duncan Black first brought this one here in '55 or '56.

(hyman)

Fasulo's 912 is a lovely example and it ran well until a bit of an "off" on the downhill in the wet. Thankfully the damage was minimal.

(hyman)



Bruce Giedra's Sprite (along with Bruce himself) was new to the mountain this year. He spent his runs getting comfortable and learning the course.

(hyman)



Tom Miller had the Mong Special (Bobsy Prototype) going very nicely this year.
(hyman)

Well, it didn't stop until one of the Porsches managed to overcook it in the wet and take an excursion into the trees. Fortunately with no injury to the pilot and minimal damage to a beautiful motor car.

The Saturday evening banquet was again held in the celebration barn at the Arlington Inn. Food this year seemed to be even better than it had been last year and the service and hospitality from our hosts was truly first rate. The traditional awards were presented to generous applause. The Mal Donaldson Award, to the person best representing the tradition and the enthusiasm for the event went this year to Bob Webber. Webber was driving his Autodynamics FV and it was noted that he had made his first visit to the event as a spectator in the earliest days of the event. He hasn't missed many of them in the interim.

The Dreyfus Cup, presented by the corner marshals, was given to a well deserving and very grateful Ben Bragg. Ben is another long-time lover of the event.

The 5-50-500 was resurrected on the evening to honor George Pardee's accomplishment of having driven the farthest to the event in his competitions car. In this case he had come all the way from Florida in the MG. Well done!!!

Entertainment was provided by the editor, jpd, who took the audience on a twenty minute pictorial trip to LeMans and a walk through of their most amazing museum.

Sunday had us all back on the mountain and times were mostly improved before the early afternoon brought an end to another year's adventure on our favourite mountain.

The road condition continues to deteriorate on the upper third of the course but we are promised it will be repaved in the spring. The lower portions were repaved over the last few years. Smooth paving for the entire five miles of twisty tarmac will likely see times going down considerable. We can't wait.

Jpd

Equinox Entrants 2019



#1
Ben Bragg
"Old Gray Mare"



#4
Gaspere Fasulo
1968 Porsche 912



#11
Devin Giedra
1965 Datsun Fairlady



#13
jim Donick
1951 Allard J2



#14
Chris Turner
1961 Sable Porsche



#18
Jon Clerk
Mini



#20
Tom Ellsworth
1935 Ford Amilcar



#23
Steve Moscovitz
1941 Oldsmobile Special



#23B
Bruce Giedra
1959 Austin Healey Sprite



#25
Richard Campbell
Bunce Buck H-Mod Special



#37
George Vapaa
1964 Quantum Formula S



#66
Steve Silverstein
1966 Sunbeam Alpine



#67
Dorian Berteletti
 1934 Hudson Indy Car



#84
Jim Bottomley
 1958 MGA



#97
Stefan Vapaa
 1968 Saab Sonnett



#113
Michael Donick
 1951 Allard K2



#114
David Greenlees
 1965 Volvo 1800S



#132
Rick McCurdy
 1958 Triumph TR3



#141
Richard Campbell
1953 Effyh F-III



#159
David Zavetsky
1959 Devin Special



#181
Anthony Thompson
1959 Lotus VII



#199
Mark Riley
1955 Ford Thunderbird



#254
JR Mitchell
1960 Lotus 18



#275
Ben Tarlow
1959 Austin Healey Sprite



#302
Tom McCormack
1948 Lester MG



#338
Tom Miller
1958 Bobsy Porsche



#420
Bob Webber
1964 Autodynamics FV



#452
Ed Callo
1947 MG TC



#555
Santo Spadaro
1965 Lancia Fulvia GT



#555M
Molly Spadaro
1965 Lancia Fulvia GT



#576
Whit Smith
1958 Alfa Giulietta Sprint



#661
George Pardee
MGB



#717
Andy Greenberg
1963 Aston Martin
DB4GT



AT THE TOP



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

We recently received the following quick note from Sandy Leith along with a photo that helps reflect a little more of the “romance” of motoring with old cars.

He wrote: *Dear Jim:*

This was such a wonderful photo, I just had to pass it along.

“Hal Filinger tries Mark Walker’s GN on for size. While similar to the one owned by Bill Leith and, later, John Moir, it is not the same one.”

*Cheers,
Sandy*



We note the GN is likely one of a tiny handful of survivors from back when motor cars, no matter how rudimentary, (may we suggest “crude?”) were an adventure all to themselves. A GN Cycle Car was likely as much of an adventure when new as it still is today.

(Photo credit: Mark Walker)



Along the same lines - the romance of old motors - we photographed this old print in our favourite hotel on Le Mont St. Michel in France this past spring. It’s a bit faded but in the mists in the background the island that is Le Mont can be seen. This group are parked on the mud flats that surround the

island to this day. The photo conveys a sense of adventure for the intrepid crew and their own feeling of accomplishment being there.

(photo courtesy of The Hotel Du Guesclin)



Elsewhere in this issue we offer a report on the most recent Mount Equinox Hillclimb. We noted that Steve Moscowitz had managed to have the bonnet on his '41 Olds Special blow off shortly after the start on one run. Fortunately he wasn't hurt and continued the weekend. We offer here though, a shot of our two heroes trudging back to the starting line, having recovered the errant bonnet with little damage.



(hyman)

While not offering a photo of the sad event, we were delighted to find that former president John Schieffelin was not injured when his Volvo caught fire on the road to Mount Equinox in August and burned to the waterline. John is said to be looking for a suitable replacement so as to continue participating in the tin top brigade, the VSCCA Saloon Class. We will report his progress as it happens.



It's BAAAACK! And with perfect timing we hasten to add. Among the more iconic mementos of sports motoring enthusiasts of the fifties were the much loved vinyl records from Riverside Records that included, amongst others, "The Sounds of Sebring." The 1958 Florida International Grand Prix of Endurance powered by Amoco took place on 22 March that year at the historic(?) (no, more likely crude and damp) Sebring International Raceway.

One of the principals of the team that created the record back then is another former president of the VSCCA, Robert Richer. Now Richer has had the original remastered for CD and is already making them available. That means they are the perfect gift for the vintage motoring enthusiasts on your Christmas or holiday list.

Bangshift.com recently described the original as "a vivid audio postcard from a long-gone era"

The first side of the record includes great interviews from road racing legends Juan Manuel Fangio, Phil Hill, and Stirling Moss but also adds in comments from racers who are a little less well known to the average enthusiast but very well known to members of the VSCCA. There's a great interview with what sounds to be a very young Denise McLuggage discussing whether small cars are appropriate at Sebring.

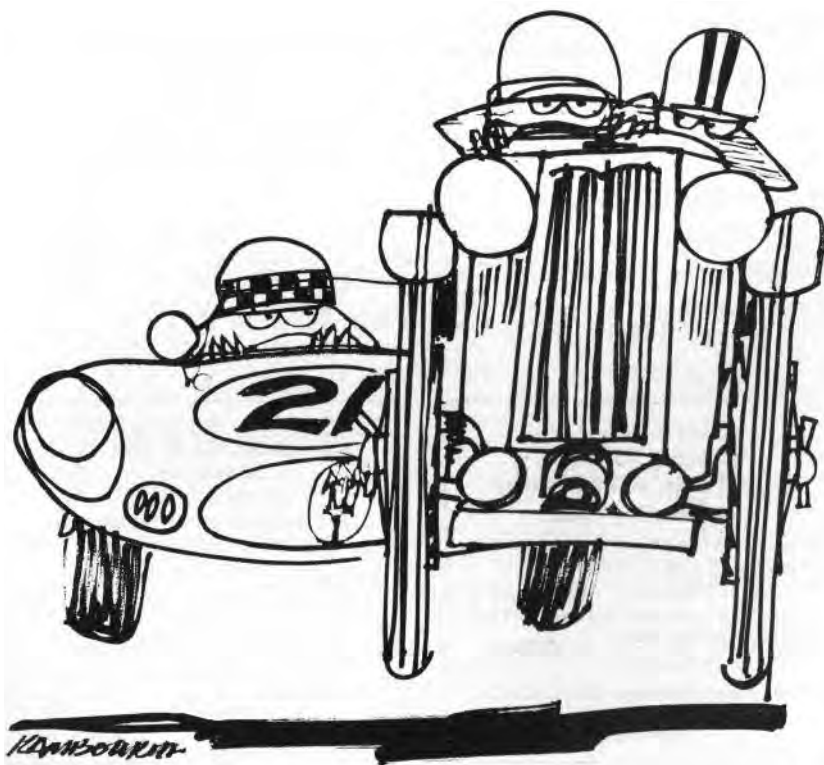
Side Two brings the actual race and the cars' amazing notes: the satisfying song of the Ferrari V12, the scream of the 3.0-liter Maserati, a Lotus' all-but-wailing 1.1-liter Coventry Climax, and an throaty tenor from the 1.5-liter Porsche 550 engine.

All together one ends up with a wonderful sense of the grandeur of this race that still manages to thrill us sixty-some odd years later.

The cost is \$19.95 and they can be ordered via the mails at

Sounds of Sebring, Box 44, Farmington, CT. 06034-0044

One can't imagine a much better stocking stuffer, unless it would be a new Holly Double Pumper Carb for a Cad-Allard.



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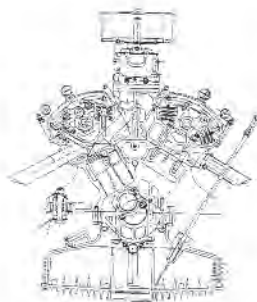
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1947 MG TC

Early in life, this TC was fitted with a replacement block (noted in its English registration book) and consequently slightly larger SU carburetors. An older restoration, the yellow exterior paint is cracking, and flaking in places. Good top, and clear rear window, side curtains included. Structurally the car is sound, and the wood to our knowledge is all good. TC 4383 starts without hesitation, and runs strong with good oil pressure, millage shown: 63,146 is believed accurate. Full fenders, and hood sides included. Asking \$19,900 USD.



1930 MG 18/80 Mk I Speed

Rarely seen in MG circles, this 18/80 Mk I Speed model is a matching numbers example, with known history from new. Having undergone a body off restoration by marque specialist, it is wrapped in it's

correct tuxedo fabric. Fitted with stunning custom built fenders and running boards, the originals are included in the sale. Wonderful details, such as the quick fill radiator cap, and large brooklands style fish tale exhaust adorn the car, while a full tool kit is included. Exceedingly rare, and relatively unseen by the public for several years. Asking: POA.

1917 Simplex LaFrance Touring Car

Delivered new to the City of Dunn North Carolina, this Simplex LaFrance left the Elmira NY LaFrance factory on June 16th, 1917. Built as a fire chiefs car, this example now sports a beautiful aluminum touring car body built in England by the former owner, done in old English white over Jaguar midnight blue fenders. Powered by it's 6 cylinder 100 h.p., 14.5 liter engine, this Simplex LaFrance is chain drive, fitted with high speed sprockets. With period correct Rolls-Royce hubs and wire wheels, this touring car drives wonderfully, and shifts smoothly. Asking \$175,000 USD.





1906 Ford Model K Touring

Wearing a beautiful and correct reproduction body, K 297 has been fully gone through mechanically and successfully participated in the 2018 Lansing to Dearborn run. **SOLD** An older restoration, it shows well and is accompanied by the correct rebuilt Holley magneto. Seldom seen in horseless carriage circles, K 276 will be well received at any event it enters.

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



1957 Jaguar XK 140 MC

Roadster: A matching numbers example, this is an older concours restoration done in red over black. Tan top, rarely used, with factory tools in the boot. Recent maintenance

includes the replacement of all 4 wheel cylinders and master cylinder. 2nd national AACA winner (due to radial tires) with a meticulous collector owner of 15 years. This XK 140 MC runs and drives very well, and is ready to be enjoyed. Asking \$110,500 USD.

1951 Cooper MG

A regular at Silverstone, and Prescott, this Cooper MG was re-bodied very early in life. NTO 650 comes with a very well documented history, including photographs of its first body. This Cooper MG continued its racing life throughout the world, (FIA papers included) having run at the Monterey Historics, Laguna Saca, Watkins Glen, while also participating in the 1984 and 1990 Mille Miglia. A turn key example, ready for the track! Asking \$142,500 USD.





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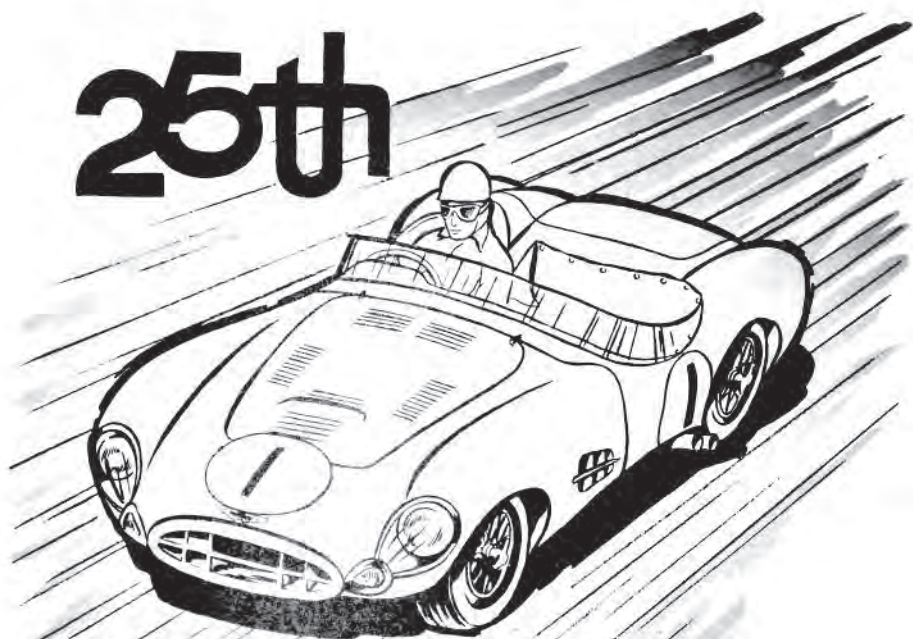
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