

VINTAGE SPORTS CAR



NUMBER THREE 2021

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



It was a joy to be back at Equinox as COVID winds down. The mountain was as remembered and the turnout exceptional. This shot of Ben Bragg, climbing a

tree-lined course, captures the flavour of the weekend perfectly. Thanks to Michael DiPleco for the photo. Story of the event starts on page 3. (DiPleco)

TABLE OF CONTENTS

NUMBER 3 - 2021

Editorial	2
Equinox 2021	
The Story	3
Samantha the HRG Goes Hillclimbing	13
The Entry - 2021	17
Paul Flickinger (and Friends) at Thompson 1954	23
Gossip	27
Saratoga Rally - 2021	32
1921 Rumpler Tropfenwagen	36
Sherman on BNC (and other things)	38
Thompson VSCCA Race Meeting - 1960	44
VSCCA Empire Cup - 2021	46
Letters	56
A Brief Taste of Thompson - 2021	60
Vinty	64

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Herein we continue recording another season of the VSCCA. It's difficult to know if the COVID plague is diminishing or if we are simply experiencing a short hiatus. Either way, it has been a delight to be taking part in driving events and getting the opportunity to spend time with friends of the motoring persuasion.

This issue seems to have taken on a bit of a Thompson flavour. It wasn't planned that way but just seems to have happened. We take a look at an event there in 1954, one in 1960, and, finally, a quick taste of the VSCCA's 2021 visit. We should note that in the VSCCA's earliest days Thompson was our "home" track and the very first wheel-to-wheel events of the club took place there.

It's well known, among long time readers, that the Mount Equinox Hillclimb is the editor's favourite event on the calendar, bar none. This year saw a return to that most glorious venue and with a fair number of new entrants taking part. That bodes well for the future of the event. On a larger scale we can note that the size of the entry for several of our other events this season past bodes well for the health of the entire club. We shall see.

Meanwhile, the winter is not yet fully descended upon us and this writer is not yet ready to put the HRG away. There are plenty of roads and plenty of adventures awaiting.

Enjoy!

jpd

VSCCA Mount Equinox Hillclimb: **Back in Vermont After COVID** **August 7 – 8, 2021**

After a year's absence, thanks to the pandemic, the VSCCA was back in Vermont for the Mount Equinox Hillclimb. Not even Covid could stop one of the longest running events on the annual vintage calendar and the VSCCA was back with 28 entries including 8 first timers and one, Sue Salsburg, back after some 20-years. Also back was a special that raced up the mountain decades ago and is now in the hands of the son who brought it back to life. Once again, the ever enthusiastic and unflappable Scott Fenley served as event chair leading a small army of volunteers who make this happen.

Mount Equinox, as most know, is in the beautiful southwest corner of Vermont, between Arlington and Manchester on historic Route 7A. It is the tallest peak in the Taconic range at 3,248 feet. It is also owned by the only Carthusian Monastery in the nation. Normally you can drive the private 5.2 mile "Skyline Drive" to the visitors center at the top for a fee but for this one weekend the only traffic is vintage race cars.



The crowd gathering at the top as the event unfolds.

(k. reyneke)

Originally the hillclimb was an SCCA national event so it brought out the great drivers of the 50s and 60s with names like Carroll Shelby, Briggs Cunningham and John Fitch. The record set by John Meyer in a Lola Cam-Am car of 4 minutes 8.8 seconds still stands after 50-years.

The VSCCA took over the hillclimb in 1973. Since the oldest vintage racing club in the nation limits entrants to cars built before the mid-1960s, it is highly unlikely the record will ever be broken.

This year saw a return of the Vapaa's, George and son Stefan. The father and son are hillclimb regulars and their familiarity with the 41 twists and turns usually yields highly competitive times if not the best time of the weekend. That was the case this August as Stefan set a time 4.53.56 in his yellow Saab Sonett. George Vapaa abandoned his usual Saab for a Lotus 7 to place second while Devin Giedra took third in a 1965 Datsun 1600 roadster.



The event chair, Mr. Fenley, requesting permission to go to the rest room. . . or is he volunteering to do a test run in the Ferrari?

(jpd)



Part of the crowd listening (less than attentively) to the drivers briefing.

(jpd)



Mr. Schoendorf removing excess weight from the Arnolt after a pleasant drive up to the event.

(jpd)



Fast becoming a habitué of the event, Mr. Greenlees' Volvo made another respectable climb. (jpd)

Within our club, timing and scoring isn't the entire story on any given weekend. The events are really a celebration of road racing as it was. This weekend was entirely in keeping with that philosophy.

Returning to the mountain was the Rutherford Special which last ran up the "Skyline Drive" at least 5 decades ago. Then it was in the hands of its builder Stewart Rutherford, who campaigned his special with success at SCCA races around the Northeast into the early 60s. This weekend the car was in the hands of his son Malcolm who, along with his brother, John, restored the car after it sat in a field for 30 some years. He was supported this weekend by his brother, who is a regular Vintage Ford racer with the VRG.

Some of the other entrants also had interesting stories. Sue Salsburg was back after at least two decades driving her Jaguar MK II sedan. Chuck Schoendorf entered his 1956 Arnolt Bristol and John Romano, made his first visit to the mountain driving a bright yellow Ferrari 275 GTB.



Romano's Ferrari ran magnificently and looked even better than magnificent. (hyman)



Resting at the top of Mount Equinox after a good run may be the happiest activity of the entire motoring season.

(jpd)



Malcolm Rutherford exits the first parking in the Rutherford Special that his dad made famous on this mountain nearly half a century earlier.

(hyman)

Mr. Webber motoring briskly.

(d.smith)





Driven to the event and competed bravely, the Goldberg Aston is always a joy to view. (d. smith)

Of course, most of the regulars were back. Andy Greenberg drove his 1963 Aston Martin DB4GT to and from the hillclimb, Tom Miller made his annual appearance this time driving a 356 Porsche and hillclimb historian Jim Donick was back again but in a different car. Usually, he is at the wheel of an Allard and is right at the top of the timing sheets but this year, thanks to engine problems, he turned up in his 1950 HRG with more modest power and even more modest results. (*see HRG experience on page 13....jpd*) Of course, several other regulars were also on hand including Santo Spadaro, Ben Bragg, Bob Webber and Tom Ellsworth.

Always a low-key event, it offers time for competitors, families and friends to gather on the lawn around and behind the gift shop at the starting line. There is also an annual dinner at the Arlington Inn down the road on



Several of the competitors' cars were also used to go to the dinner and back and forth to various hostelrys. (jpd)

AT THE DINNER

Malcolm and John Rutherford (on the left and the right) flanking the editor as the three of them explained many of the Rutherfords' historic photos. (hyman)



John Romano, a new member of the Mount Equinox Drivers' Club, proudly displays his new membership badge. (hyman)

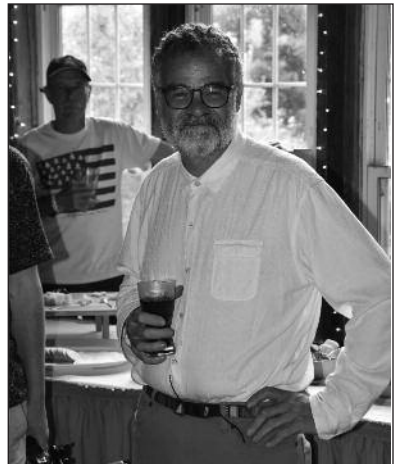


Mr. and Mrs. Baker enjoying the evening.

(jpd)



A few of the newest members of the Mount Equinox Drivers' Club, having received their badges and the applause of their fellow members. (jpd)



Mr. Spadaro taking delight in all that he sees.

(jpd)



Fenley and Romano reflecting the atmosphere of the evening.

(jpd)



Two very historic ARCA cars preparing for another run. Both have been hillclimbing with success since the 1930s. Bragg's "Old Grey Mare" in back and Ellsworth's Ford-Amilcar ahead. (jpd)



The editor, obviously pleased to be back at Equinox smiles happily from the cockpit of "Samantha," the editorial HRG. (chd)

While Mr. Spadaro's Alfa Coupe successfully managed to make the summit on this climb, the run was later disqualified for having received assistance and for the driver not actually being at the wheel when completing the climb. (jpd)



Malcolm Rutherford, exuberant at having brought his father's car back to the summit of Equinox for the first time in over fifty years, takes a deep breath as he unbuckles his belts..



(jpd)



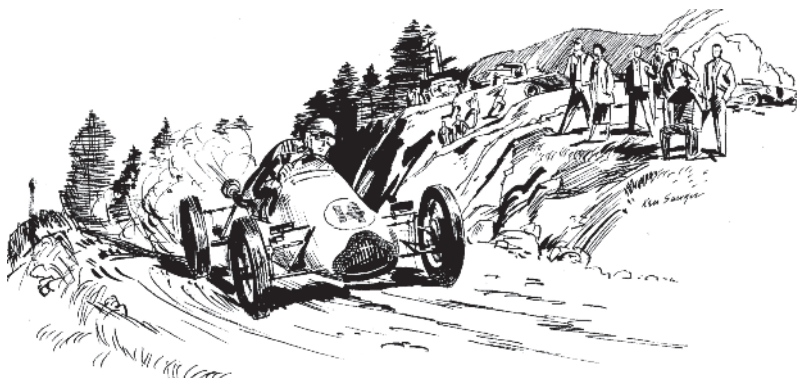
*Ms. Salzburg explaining her run after making the top and entering the parking.
(below)*

(jpd)



Webber lifted his visor at the top and relaxed for a few seconds after a successful climb.

(jpd)



*This year's Mal Donald
-son Award for best
representing the spirit
of the event went to a
most deserving*

George Pardee.

*George always comes
up to Vermont from Florida for the event and often makes the drive in his MG-TF. We
admit that one year it was his wife's MGB, but he competed in that one, too, so
deserves full points. We confess that a run from Florida to Vermont in an MG of
nearly any sort during the heat of the summer might be a daunting thought for some.
(hyman)*

Saturday night. During the dinner there are some special Mount Equinox awards. The Malcolm Donaldson awards is named after our long-time starter and goes to the driver who best exemplifies the spirit of the event. This year the honoree was George Pardee, who enters every year in his 1954 MG TF. The Rene Dreyfus Cup, named for the racing legend who actually drove at Mount Equinox, is given by the course marshals. It is based on the skill, safety and enthusiasm they observe as the entrants drive past their stations all along the hill climb. This year it went to Charles (Chuck) Schoendorf in his Arnolt Bristol.

All in all, a grand weekend and a genuine delight to be back.



"Samantha," the editorial HRG, shortly after crossing the fabled "Saddle" on Mount Equinox. (hyman)

VSCCA Mount Equinox Hillclimb **Samantha, the HRG Goes Hillclimbing**

This year's running of the VSCCA's signature event, the Mount Equinox Hillclimb, was planned at a time when we assumed the COVID plague was winding down. As it got closer the plague, with its latest variant, was again rearing its ugly head. Our usual entries from Canada were still unable to cross the border and a few of the other regulars offered various reasons for taking the year off. Still the entry was nearly thirty cars. That's not too bad.

Mount Equinox is the longest and oldest continuously run paved hillclimb in USA. It began in May of 1950 on what was then an unpaved newly cut road to the top. It's been paved since 1952 and run with but two or three exceptions every year since.

With a distance of just about 5.3 miles and a vertical climb of well over 3000 feet it rivals some of the more storied European venues and likely dwarfs those in the UK, where Sydney Allard won the hillclimb championship in 1949.

With that sort of distance and vertical rise the mountain rewards horsepower. Lacking power, it might be possible to substitute the perfect close ratio gear box. If both are lacking then the road to the top seems even longer.

Over the years there have been a few HRGs challenging the mountain. Tom Melahn ran it a few times, Gary Ford brought the Hurgenhauser one year, Willem van Huystee came one year as well. There have, no doubt, been a few others.

In something over thirty years of competing here yrs trly has generally driven an Allard, though we recall one year in the Healey 100 and one year in John Schieffelin's Arnolt Bristol. *(as an aside, Schieffelin had his own HRG*

experience back in the fifties sharing a drive to Sebring with a pal in the pal's ex-Koster HRG - a story we told a few issues ago.) Most years, though we challenge the mountain in a Cadillac Allard with some hundreds of horses under the bonnet and with even more torque.

The 2021 running had an HRG flavour to it. The event chairman, Scott Fenley, is an HRG man now. He ran the event magnificently but with hands full enough that he wasn't driving. He is threatening to bring the Hurgenhauser next year. We will try to hold him to that. Yrs trly with the HURG ("Samantha") was a participant on the mountain and served as part of the entertainment at the Saturday evening dinner party.

The Allards weren't ready this year so this turned out to be Samantha's first outing on my favourite mountain. The good news is that she finished second in the prewar class and managed to make a number of runs to the top without overheating or losing much of her oil pressure. The bad news is that,



The twin spares are more weight than a proper hillclimb required and, so, they stayed at the foot of the mountain.

(k.reyneke)

after thirty some years on the mountain - mostly in an Allard - I think she could use a couple of hundred more horsepower. More important, though, is a need for a closer ratio gearbox. The gap between second and third is simply too big. . . . on that more anon as well. We get ahead of ourselves.

The hillclimb surface, though paved, can be pretty ugly in places. Vermont winters are hard on paved surfaces and much of the mountain has had logging activity. Fully loaded log trucks coming down a steep grade will cause great lumps in the tarmac in the braking areas before and sometimes through the turns. Add to that frost heaves and places where water has run under the pavement causing even more mayhem and one can imagine the value of a good harness keeping the driver behind the wheel and not bouncing out into the forest.

The course, as noted, is roughly 5.3 miles long and offers about a dozen hairpins and countless curves and turns. Several are off camber. These days the competitor is offered a choice of the "long course" or the "short course."



Bending into a tight one part way up.

(hyman)

The latter ends at the second parking area three miles up the mountain. The former continues past the second parking for just over two more miles to the summit. From the second parking to the "saddle," a ridge tying the two peaks of Equinox together, is just over a mile of climb that is nearly straight when one's courage doesn't give way. There are a number of blind spots at gentle curves but, positioning the car correctly, means that little steering action is required. Arrival at the saddle is another leap of faith as one finishes the long pull but sees only sky. The road drops off just enough to be invisible until you are on it and have remembered that it jinks ever so slightly to the left. Forgetting that little jink can ruin your day as the mountain falls off steeply on both sides of the saddle. From the saddle to the summit is another very steep part of the climb and a series of four hairpins. The surface up there has deteriorated badly over the years so bouncing a couple of feet left or right is likely. By the fourth or fifth run of the weekend, as one strives for one's best time, one barely notices those bumps. The chassis and suspension are not so oblivious and it's a good place to break something.

On a good day, the Allard can make the run in right around five minutes - maybe a second or two less.

Challenging the hill in Samantha was certainly a learning experience. She and I chose to make the run to the top each time, more from tradition than from good judgment, I suspect. Her nimble little self was fine in the corners. Her lack of horsepower was another matter. That, compounded with second and third gear ratios that were far from ideal, kept me bouncing on the seat to try to encourage her to go faster. It didn't help.

The short course section was actually pretty good for her. It's tight enough that there were only a few spots where the gearbox left me wanting more. The climb to the saddle is a different story. Second gear would get us

moving along briskly to my arbitrary rev limit. Upshifting to third, though resulted in a drop of about two thousand rpm and serious bogging down. I'd accelerate as far as I could in third but the revs would drop to the point that I needed second again. This process was repeated at least six or seven times each run on the long pull to the saddle.

That's the bad news. The good news is that the old girl didn't ever boil, even in an ambient air temperature over eighty degrees F. Oil pressure stayed pretty constant and Samantha wasn't making any untoward noises after the event that she hadn't been making before.



... and no worse for the wear.

(hyman)

Conclusions:

Samantha's a game old girl and it's hard not to love her.

We finished second in the prewar class behind The Old Grey Mare, a V8 powered special. That's not so bad.

Sam takes almost twice as long as the Allard to make the climb but she manages to do it. Going that slowly gives one time to study the course and the surface. That may come in handy in another year . . .

jpd

THE ENTRANTS:



1 - Ben Bragg
1935 "Old Grey Mare"



2 - Bruce Giedra
1969 Datsun 2000



4 - Chuck Schoenberg
1956 Arnolt Bristol Bolide



7 - John Romano
Ferrari 275 GTB



11 - Devin Giedra
1965 Datsun 1600



13 - jp donick
1950 HRG 1500



14 - Steve Eichlebeck
Alfa Giulietta Spyder Veloce



20 - Tom Ellsworth
1935 Ford Amilcar Special



36 - Malcolm Rutherford
Rutherford Special



37 - George Vapaa
1959 Lotus VII



38 - Susan Salsburg
1961 Jaguar Mk 2



63 - Chris Turner
1960 Porsche 356



*97 Stefan Vapaa
1968 SAAB Sonett Rdstr*



*114 - David Greenlees
1965 Volvo 1800 S*



*132 - Rick McCurdy
1958 Triumph TR-3*



*277 - Mike Bartell
1934 MG- PA*



*298 - Jim Warren
1961 MGA Coupe*



*338 - Tom Miller
1957 Porsche 356*



353 - Jason Urban
1952 Cooper Mk VI



411 - Todd Daniel
Jaguar MK I



420 - Bob Webber
1964 Autodynamics FV



452 - Ed Callo
1947 MG-TC



555 - Santo Spadaro
1958 Alfa Giulietta Sprint Veloce



661 - George Pardee
1954 MG-TF



675 - Kevin Clemens
1959 Morgan 4/4



717 - Andy Greenberg
1963 Aston Martin DB4GT



810 - Gaspare Fasulo
1968 Porsche 912



912 - Kobus Reyneke
1968 Porsche 912

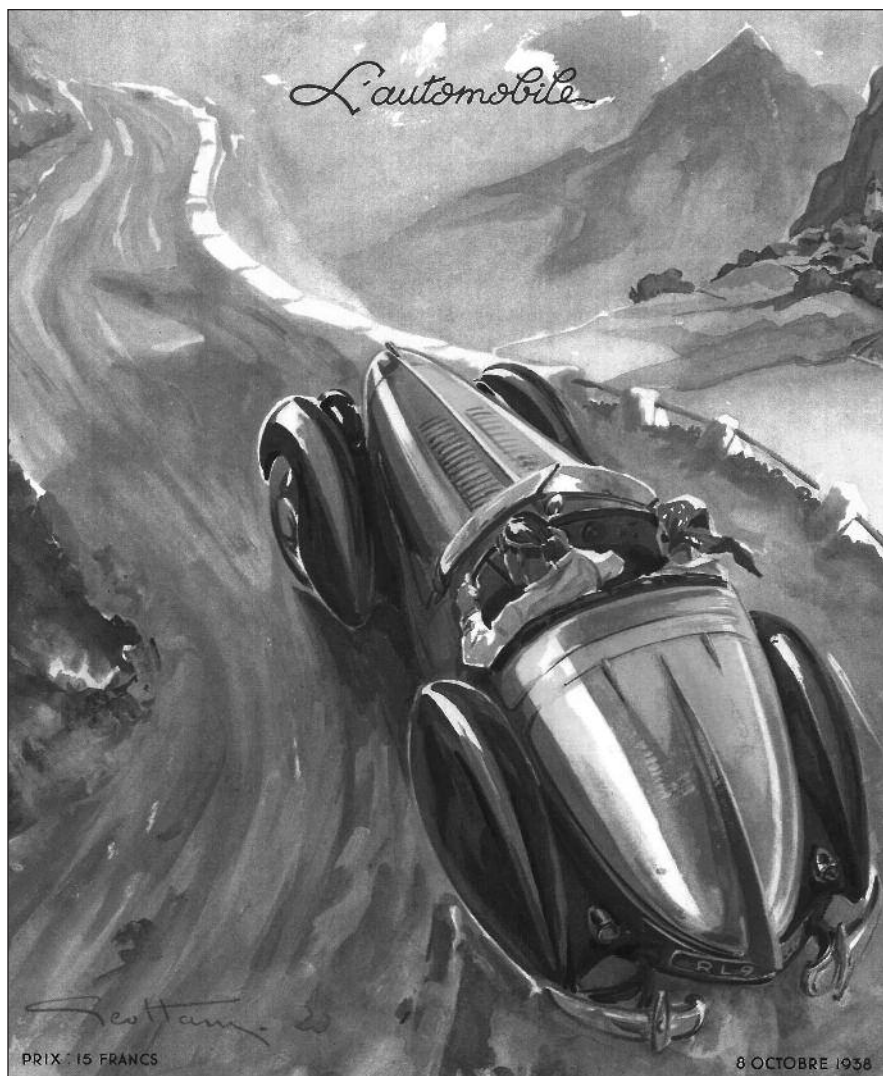
EXHIBITION RUNS:



555A - Santo Spadaro with Allison
Fenley
1958 Alfa Spyder Veloce



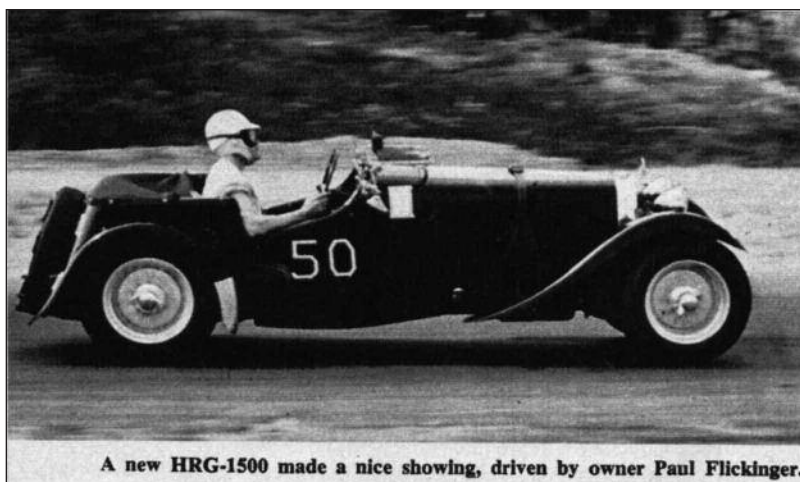
1A - Jason Urban
1935 "Old Grey Mare"



Paul Flickinger (and a few friends) at Thompson in '54

We recently ran across this photo while digging through old "Road & Track"s on another project. It jumped out at me. The event covered therein is an SCCA race at Thompson, in Connecticut in 1954. It was obviously a big event with 125 entries reported and 11 different races. The driver pictured here in the HURG is Paul Flickinger and it must be one of his very earliest races. His driving was applauded by Road and Track's reporter at the event, Alix Lafontant, who noted that he finished third in race three behind a pair of Porsches. Flickinger is of interest to me as I am compiling the history of the Mount Equinox Hillclimb. "Flick," as he was often called, is the only driver to have died in the Equinox event, having crashed his Maserati GP car there in 1956. We had been aware that he started his racing in an HRG but had never noticed a photo of it before. Where is the car now? Perhaps Ian Dussek will tell us. (*He did. See note at end of this article*)

As an aside, the race at Thompson that year saw a number of the most important American drivers of the time competing. Briggs Cunningham was



(Road & Track)

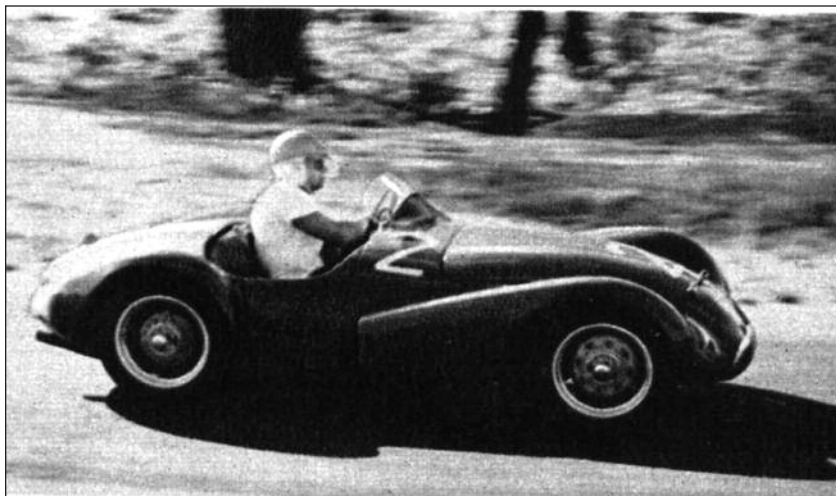
there and entered a Stanguellini for C. Gordon Bennett and an OSCA for himself in another class. Briggs won the 9th race handily in his OSCA. The rest of the entry, too large to list, included a number of old friends from the VSCCA in their earlier racing days. We note but a few of them:

Gordy MacKenzie was driving his XK-120. Bill Rutan had the Lester MG, and Bob Fergus was driving what sounds like a factory supported Healey. It may have been the 100S that had just recently set some speed



The Hansgen Jag was running at the front of the final race of the day with Paul Timmins at the helm. Hansgen, himself, was running a C-Type and was running second, covering Timmins' like a cheap suit. The pressure paid off as Timmins didn't come around at the end of six laps. He and the special exited the circuit on the back stretch, losing it on a long sweeping turn. Sliding down the embankment without much damage, he ended up in the water. At the end of ten, Hansgen took the checker.

(Road & Track)



C. Gordon Benett was doing a superb job in Cunningham's new 750cc Stanguellini. Not only was he new to the car - but the car was new to the USA. It had only come off the boat three days earlier. Benett finished a most impressive 3rd.

(Road & Track)

records at Bonneville. Donald Healey, himself, was watching over the car from the pits. Lafontant noted that Fergus had started race five at the end of the pack and worked his way to the lead by the end of six laps. Healey took the victory lap sitting next to Bob in the car.

Candy Poole was there with the PBX and finished second, in the small bore race ahead of Bennett in Cunningham's Stanguellini and behind Rees Makin in an OSCA

We wish we could have been there but were a little too young at the time.

jpd

Honorary Member, Ian Dussek weighed in on the topic as soon as he was queried. he writes:

Dear Jim.

Many thanks for your two e-mails and the pic of Paul Flickinger. I checked out the Thompson race in the HRGOC magazine of the time. At the time, I think life must have been pretty chaotic for him as he was selling an MG, moving house and having only the standard HRG hand tools as supplied with the car and then racing Thompson, followed by Watkins Glen. His car was WS222, the first of the production SM engine cars. Jack Wherry took it over after him and also used it in competition. At some time it went into the Moir collection, but was sold I guess about 7-8-9 years ago and was bought by a dealer in the UK (for about \$4k, which was a snip as the going rate has now moved to around \$100K and in some cases, well beyond.. It eventually went to Brian Gent, who lives in Carmarthen, Wales. He is one of our members, but hasn't been seen of late, probably thanks to Covid lockdowns. Incidentally, somebody in the USA repainted it white, which really isn't an awfully good colour unless all your oil and other joints are 100% tight!

Meantime, every good wish and renewed thanks.

*As ever,
Ian*



Flickinger's HRG not only survived the weekend at Thompson but remains in lovely condition to this very day. Shown above, thanks to

Honorary Member Ian Dussek, the patron of the HRG Association, we see it at rest in the UK. We note it is now white, though we are not certain when the change took place.

(Courtesy of HRG Association)

12 MAI 1946



**1^{er} GRAND PRIX
INTERNATIONAL AUTOMOBILE
DE MARSEILLE**

AU PROFIT DE L'ENTRAÏDE FRANÇAISE



**ORGANISÉ PAR
L'AUTOMOBILE-CLUB DE MARSEILLE ET PROVENCE**

MOULOT. MARSEILLE

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

We were recently strolling through Bayeux in Normandy when we happened to see this wee beastie parked on the street pretty much at the rear of the cathedral. The driver, obviously from the number plate, a Brit, was on what must have been a most glorious road trip. The car is a British Talbot, as opposed to the French variety, which would have been a Talbot-Lago at the time. Talbot's history is - shall we say - complicated. Perhaps Tony Carroll might enlighten us with a brief article at some point. Anyway, we took the photos in the evening and, as we were headed back to our hotel, we were chatted up by a pair of locals who were quite obviously enthusiasts. They noted that it was a Talbot and assumed it to be the French variety. I told them a little of the story and we had a most enjoyable fifteen or twenty minutes of conversation.

One of the joys of motoring through France is running across wonderful vintage motors still on the roads.



(jpd)



Speaking of the joys of motoring through France and running across wonderful vintage motors still on the roads we can offer these photos from our recent motoring tour as well.

The first is a Lancia that we found in our parking lot in Brittany in a town called Josselyn. We were intrigued as it was clearly belonging to someone

staying at the same hostelry as we were.

More intriguing though was what happened the next day. We departed Josselyn for LeMans and then to La Chartre sur Loir for our very favourite Motoring Enthusiast's lodging, the Hotel de France. The Hotel de France is where John Wyer always lodged his drivers for the LeMans event as it got them away from the circus atmosphere at La Sarthe. We had spent the afternoon in LeMans and when we got down to the Hotel de France - about three or four hours from our hotel in Josselyn - we were shocked to find the same Lancia already there ahead of us. The driver was a Brit, resident further out in Brittany.



(jpd)



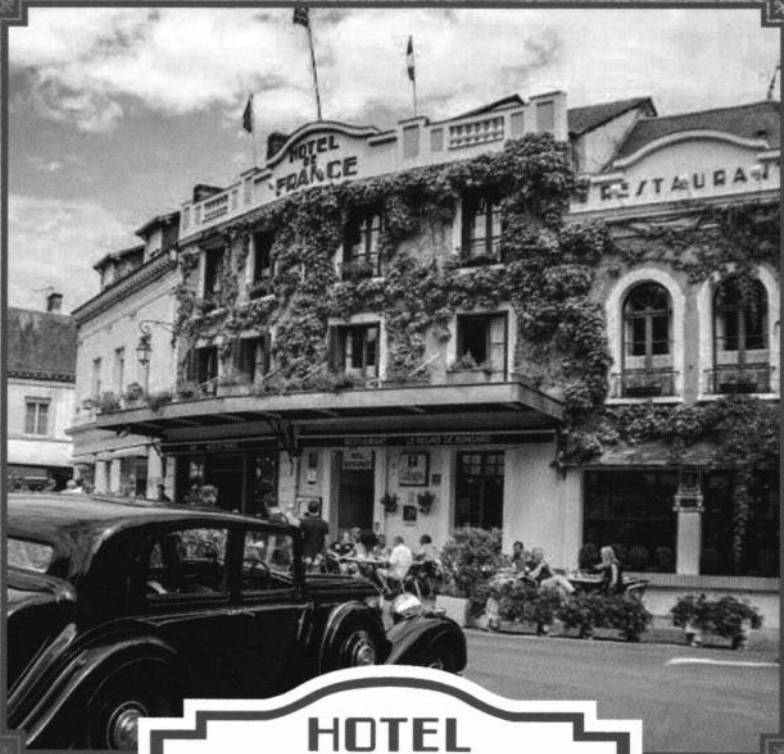
This Daimler was another of the lovely wee beasts parked in front of the Hotel de France. We seem to recall it belonged to an older British couple off on an autumnal road trip through northern France.



(jpd)



(jpd)



HOTEL DE FRANCE

LA CHARTRE-SUR-LE-LOIR, SARTHE

Bien plus qu'un hôtel



(hyman)

We understand Frank Mount, our talented Canadian prewar driver with this MG-TB Special, "Babe," has decided to hang up his helmet. Babe, though, is apparently not quite ready for retirement, though, so she has been moved along to a new - and every bit as enthusiastic - driver, Mark O'Day. The new pairing made their debut at the recent resurrection of the Castle Hill Hillclimb.

★ ★ ★



David Saul reports near completion of the restoration of his Alfa. Expect to see it in the paddock next season as David is a dedicated member of the tech inspection team.

★ ★ ★

We note that the fabled ex-Candy Poole PBX has been sold by Jeb Ebbot to Santo Spadaro, who would appear to be a perfect home for the old beast. The PBX was multiple H-Mod National Champion and has been well cared



for over the years. JD Igleheart drove it to good effect before passing it to his son, Jeb. Santo is making some noises about maybe taking the colour back a little closer to original. It was a little more green back in the day and is currently maybe a bit more silvery in its shade. Watch this space.



Mike Hartson, known for keeping alive the memory of the Keene Mountain Hillclimb, is also known as a Corvette guy. Thus we were surprised to find him the proud new owner of a FORD! Yup a lovely little Falcon convertible. . . it isn't quite VSCCA legal but it's interesting never the less.





Saratoga Rally Brings out VSCCA Drivers

Our friend, artist Robert Selkowitz, has been staging some lovely over the road rallies in upstate New York over the last year or three. In the times of COVID rallies make a great opportunity for motoring in company with like minded friends in interesting motorcars while still managing to maintain "social distancing." *(Note from jpd. . .we are not exactly certain what could be particularly "social" about distancing one's self . It strikes us as vaguely anti-social but have chosen to go with the current narrative.)*

Robert's rallies take one over beautiful upstate roadways and often to beautiful scenery and interesting locations.

This spring he took the crowd further afield and headed north for a start in Saratoga Springs, NY, at the wonderful Saratoga Automobile Museum.



*Jeff Sienkiewicz with Jim and
Andrea Stein prior to the
start.*

(jpd)

(jpd)



(jpd)

The ABC (**A**rtists, **B**attlefields, and **C**overed Bridges) rally took place on the 22nd of May and saw an entry that approached a hundred cars. Amongst the VSCCA entries were TOJ (Jim Nichol), Jim Stein, jpd, Chuck Schoendorf, and Jeff Sinkiewicz. There were likely a few more that we overlooked, as well as a fair number of "chowderheads" from the Madison Avenue Sports Car Driving and Chowder Society.

Donick and Stein were in aging but interesting BMWs, while Sinko had his Volvo and Nichol the Mini.



Schoendorf's Chrysler Saratoga seemed a perfect choice for the Saratoga Rally. Prior to the start he kept the bonnet open to display a most delicious engine compartment. (jpd)

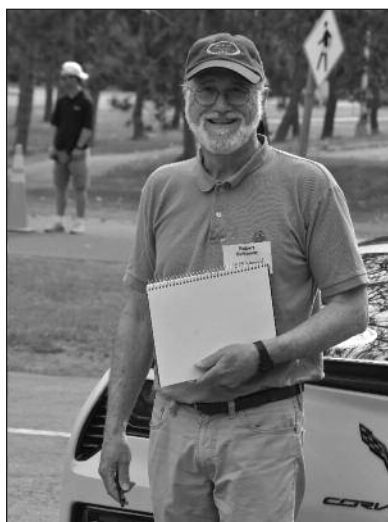
We lost count of the covered bridges that were traversed but they were several and memorably picturesque.

The route went east into Vermont with a stop at the Bennington Battlefield and a visit to Grandma Moses. Another stop provided a view of the Saratoga Battlefield, where "Gentleman Johnny" Burgoyne's Brits and Hessians were pretty soundly trounced by the colonials. Believe it or not, one of the heroes on the colonial side was Benedict Arnold. That battle was likely the last great service he did for the cause of independence before later changing sides.

Return to Saratoga gave us a chance to tour the museum and take in what was their temporary exhibit of the time, a marvelous collection of Porsches.

Robert is running two or three rallies per year these days and we can highly recommend them. He and they can be found on the Internet.

jpd



Our genial host for the event - the talented artist and rally master Robert Selkowitz.

(jpd)

Sieg in

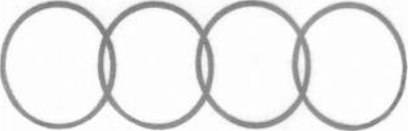
USA

NEW YORK 5.7.37
Rennen um den Vanderbilt-Pokal
Erster Start deutscher Rennwagen seit 1918 in Nord-Amerika

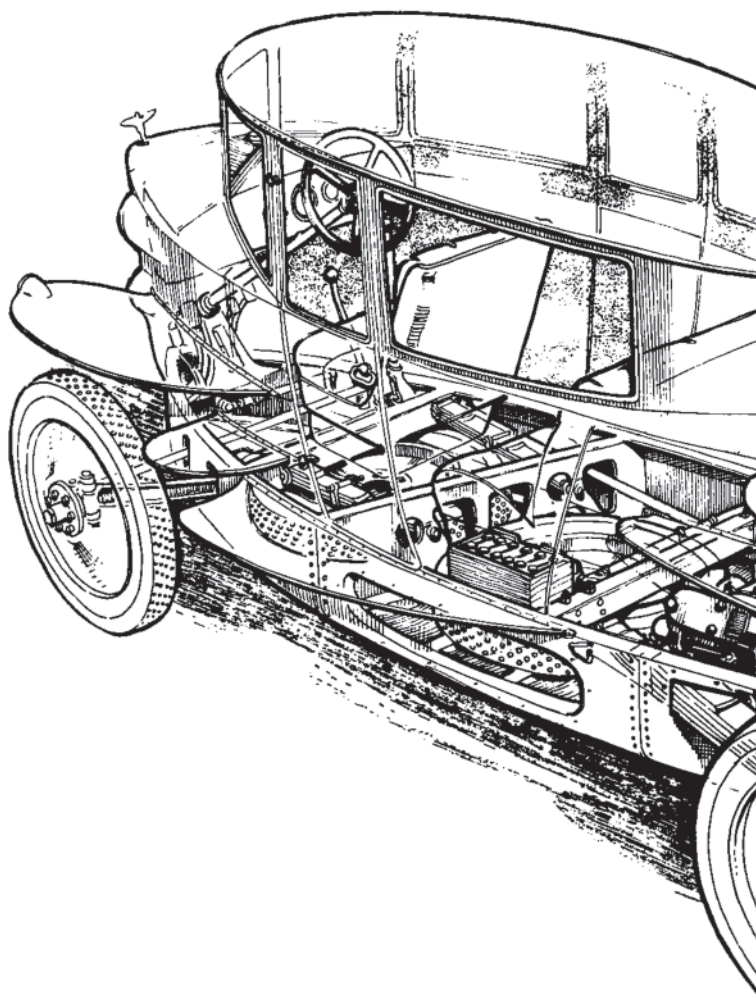
Erster: **ROSEMEYER**
auf **AUTO UNION**

VIERTER: v. Delius auf AUTO UNION
2 WAGEN AM START - 2 WAGEN AM ZIEL

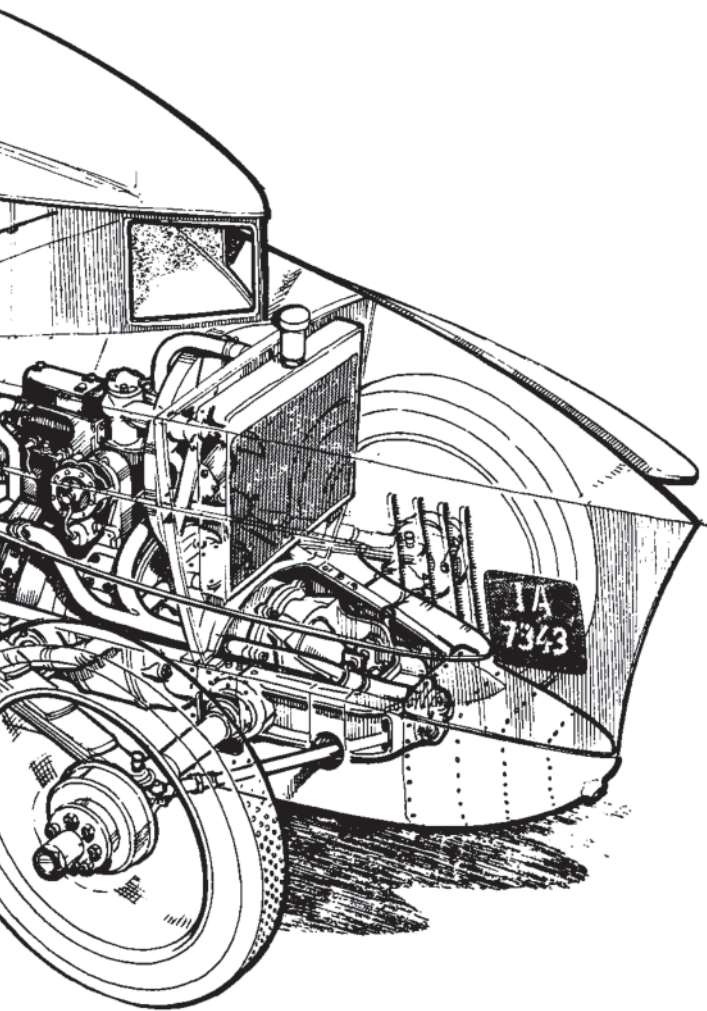
ERKÄMPFT AUF
CONTINENTAL-REIFEN
UND MIT
BOSCH - ERZEUGNISSEN



1921 Rumpler Tropfenwagen



agen



Editor's note: Another of the club's more erudite minds in the early days was Jeremiah J. S. Sherman, a lover of most things French and French motorcars in particular. Expert on Hispano Suizas, Talbot-Lagos, French Cyclecars, Le Rhône rotary engines, and even conversant in the ways of the legendary WW I French Tank, the Renault FT., Sherman was a mechanical Renaissance man. He was also expert on the ins and outs of Pipe Organs and was most accomplished at the Keyboard. In this article from 1960 he takes the better part of 1500 words to confess that he doesn't consider himself expert on the topic of BNCs but manages to entertain the reader with a fairly in-depth knowledge of most of the smaller French cars of the inter-war era. We regret that he didn't offer a thought on the Georges Irat but we can't have everything.

ipd

Of B.N.C.s and Other Things

by J. J. S. Sherman

(Reprinted from Vintage Sports Car, December, 1960)

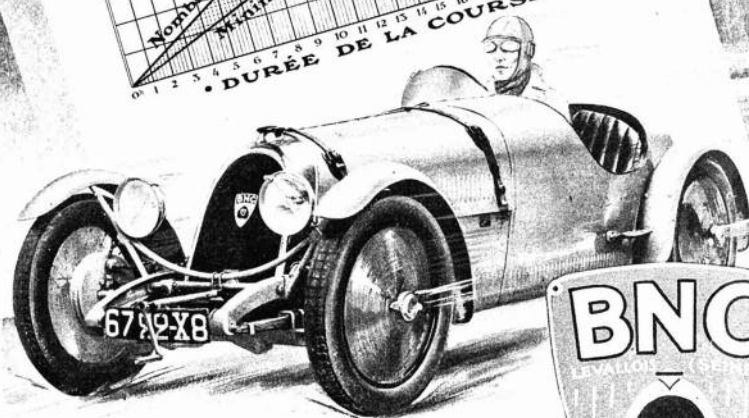
About ten years ago, George Caswell suggested that I go see M. Andre Sirejols in Levallois who owned then, and still does, all that is left of the B. N. C. factory. At that time Caswell had a very pretty "Monza" B. N. C. with a pointed tail body, supposedly by Kellner, and originally, a Ruby engine, which had been replaced by a V8-60 (this car has -been junked) (*NOT SO FAST, JERRY, IT SURVIVED AND IS CURRENTLY (2021) BEING RESTORED* *jpd*).



George Caswell's Ford V8-60 powered BNC at an early post war hill-climb in Westchester County, NY

(tsakis)

24 HEURES SANS ARRÊT



Même régularité, même tenue de route,
même facilité et souplesse de conduite,
même robustesse du châssis et des freins
sur tous nos modèles.

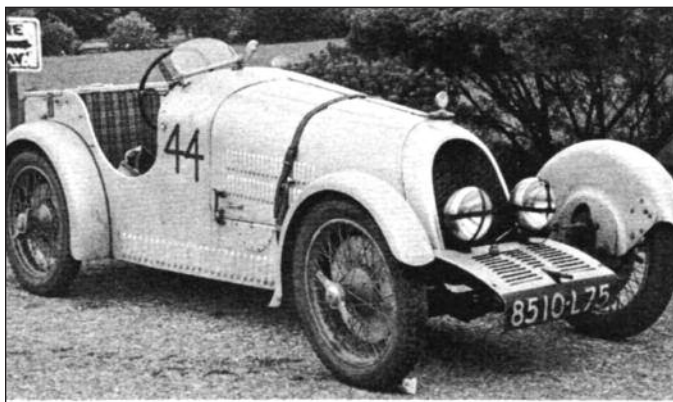
90, rue Edouard-Vaillant



La plus solide des voitures rapides

Wallace-Pire

The Ruby was the best known of the proprietary engines used in the small French o. h. v. four of 1100 or 1000 c. c. with opposite ports and a non-detachable head as I remember (let me say right now that none of this is guaranteed accurate; the object being to give a general vague impression of how BNC's fit in). Other -engines were the Chapuis-Dornier, either side valve or with three overhead valves per cylinder (before Bugatti), the C. I. M. E. , and the S. C. A. P. Both Chapuis-Dornier and S. C. A. P. built a few cars as well as engines although it was not a large part of their business as it was with Bignan, Ballot, Hotchkiss and other engine builders. As far as I know, the Anzani company, originally French of course, built car engines only at their English factory. As for C. I. M. E. , it has been immortalized by the editor of the V. S. C. C. magazine who once proudly printed a picture of a small, tired, vague-looking Belgian car with the caption "A Delfosse with C.I.M.E. engine" and below, in small print "or is it a C.I.M.E. with Delfosse engine?" Readers of this piece will know the answer."



Sherman's BNC, one of very few supercharged examples; Sherman created the bodywork from the firewall aft in his garage. Compound curves may have been too much for him at the time.

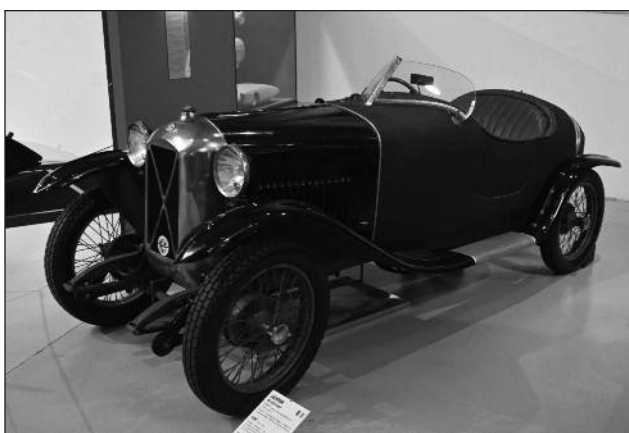
Salmsen and Amilcar, who built their own engines, are the great names in this field. Everyone knows about Amilcars. Salmsens, however, are much rarer in this country so I shall spread myself a bit on them. Like Anzani, they began as aero engine builders and are known chiefly for their nine cylinder radial; the only even moderately successful radial used in the war. It owed its success, and the moderation thereof, to the fact that it was water cooled. Connoisseurs, however, while admitting the practical value of this engine, prefer the earlier 14 cylinder two row radial, also water cooled, in which both rows operated on a single crankpin, so that in order to obtain a regular sequence of firing impulses, the engine had to operate on the six-stroke principle . What went on during the two surplus strokes, is for me, still wrapped



A lovely example of a Salmson currently on display in Le Manoir de l'Automobile in Brittany. (jpd)

in mystery; but having gone this far it seems a pity that Messrs. Canton and Unne (the designers) did not subject their nine cylinder engine to the same treatment. This would have given an 18 cylinder eight-stroke. Unfortunately they used a two throw crank.

Most people think that the earliest Salmson cars were pure cycle-cars, copies of the G. N. - and I have seen a picture of such a one which does look remarkably G. N.-like; a spidery vehicle with a V-twin motorcycle engine. But the cars which began a long string of racing victories in 1921 were much more impressive with a twin-cam four cylinder engine designed by M. Emile Petit

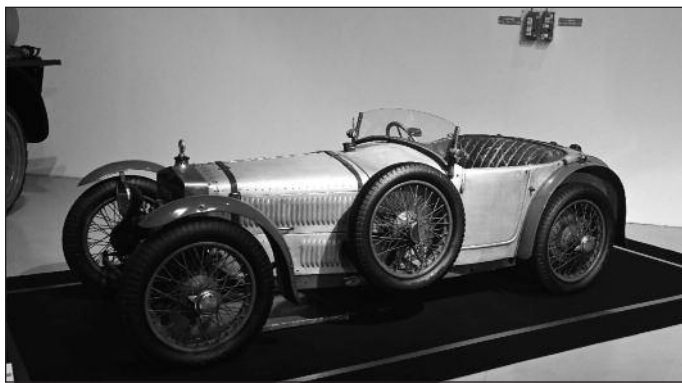


This Salmson is on display in the LeMans museum. (jpd)

and on some of the factory cars at least, semi-elliptical front springs and a four-speed gear box. Although on paper this specification seems superior to that of most of its competitors, and the Amilcar in particular, the Salmson engine, which remained basically unchanged, although enlarged, up to its quite recent demise, had, I believe, certain basic shortcomings especially in the lubrication system which limited the power output. Many simpler designs, such as the Ruby or the side-valve Amilcars responded to tuning more readily. In the same way the flat head Ford kept pace for many years with the modern ohv V-8's among our hot rod friends, and in England the pushrod Meadows of the thirties was often preferred to twin-cam Anzani or Blackburne or single-cam Singer and Gough engines in such springless wonders as Frazer-Nashes or H. R. G. 's.

Perhaps anticipating these comments, the Salmson factory provided an alternative power unit in the famous "push-pull" engine, in which a single rod operated both valves in each cylinder, as on many early aero engines. It was a push-pull Salmson which figured in "M. Hulot's Holiday. " Later they built an eight cylinder blown 1100 which often beat the Amilcar six when it stayed together. In general the post-vintage Salmsons were rather dull, although the late Sidney Bechet had a lovely lavender example, one of the last made, with a silver soprano sax on the hood.

Other small French sports cars of the vintage period were the Sandford and the Darmont, both copies of the Morgan three wheeler; the Vernon-Derby, of which there is a Chapuis-Dornier-engined example in Florida; and the Rally (note the aristocratic English names). Then there was the Senechal, designed by Lombard, who had been with Salmson; and the Lombard -- designed, I believe by Senechal. Twin-cam Lombard engines were fitted to a few B. N. C. 's. The Lambert, designed by M. Lambert who is still alive, came a little later. The E. H. P., or Precloux, was, of course the product of M. Precloux' fertile brain. I saw



The LeMans museum's strikingly original Tracta is kept in running condition and ready to be taken onto the road at a moment's notice.

(jpd)

one of these rare although dull cars in Paris only a few years ago. And, of course, the wonderful Tracta, designed by J.A. Gregoire. Anybody who has read this far should rush out and buy "L'Aventure Automobile" (Best Foot Forward in English), Gregoire's fascinating account of thirty years in the French automobile industry and the beginnings of front wheel drive. These are the best known makes but many of the more obscure were of great technical interest, such as the Vagova, which according to Kent Karslake was a 750 cc twin-cam six cylinder designed in 1921 by Messrs. Godet and Vareille which had desmodromic valve gear, and the Soriano-Pedroso, built by the distinguished father of the distinguished Jose, who can doubtless tell you more about it than I can. (Note: At the time Sherman was writing Jose Pedroso was an active member of the VSCCA. Regrettably, like Sherman, himself, Peroso has, some time ago, gone to his reward. jpd)

As for B. N. C. 's, I really don't know much about them. The earlier ones were rather high, with a straight radiator and a 1000 cc Ruby engine, but by 1927 they had evolved the lowered chassis and sloping radiator - a cross between a G. P. Delage and a Bugatti, which makes them so easy to pick out. Engines were Ruby, S. C. A. P., or Lombard, 1100 or 1500 cc, three or four speed gearboxes, multiple disc wet clutch, cantilever rear and semi-elliptic front springs, differential or not, supercharged or not according to choice. A Cozette (eccentric-vane) supercharger was generally used, driven by gears from the front of the crankshaft.

My car was the factory's show chassis and remained unbodied until after the war, when it was sold to an engineer who had several changes made as well as fitting the present body. He converted the engine to what can only be described as "semi-dry sump" lubrication by fitting a large extra oil tank in front of the radiator. He replaced the Cozette blower with one of the twin Roots type superchargers from the V-12 two litre Delage of 1925 which in turn draws from a Cozette carburetor with no venturi. This blower is a beautiful piece of workmanship; the finned outer casing is machined from the solid and the gears are inaudible. There is an elaborate oiling system which seems to work very well (the Cozette blower was very sensitive to improper lubrication). The engine is the 1100 cc pushrod ohv S. C. A. P. (63 x 88) which is rated at 40 hp at 4000 rpm. With about seven pounds boost the actual bhp is probably about 55 at 4500, although the engine will turn 5000 without danger. The car weighs 1700 pounds.

The four speed gearbox has a rather wide gap between second and third, the latter being quite close to top. The rear axle is located by torque tube and springs. The axle ratio is the unusually high one of 3.8 to 1, which gives 80 mph at 4000 rpm. The engine seems to be somewhat over-carburetted, as there is not much power below 3000 rpm, although like all properly supercharged engines it will pull steadily in top from idling speed on up. Starting is also extremely easy.

In spite of the long cantilever rear springs and readily adjustable friction shock absorbers, the ride is extremely rough, somewhere between a Triumph

and a Morgan, although I feel that this is excusable in a 30 year old light car with narrow section tires (400/19). With the shocks tightened up the car is quite controllable at speed, even on poor-ish surfaces. The steering is very high geared, being just over one turn from one side to the other of a most inadequate lock. Handling in general is similar to a Porsche, the locked rear promoting early but steady and controllable rear end breakaway, so that although you don't really go around the corner very fast, you enjoy yourself doing it.

I've only raced it three times this year. At Reading the poor acceleration at low speeds was fatal, and at Bridgehampton, for once, it refused to start until everybody else was half way around the first lap. It did manage 4200 rpm at the end of the straight, which is a bit over 80. At Thompson it did quite well, although the hill after the hairpin was painful.

Like all small cars it is impractical and basically unreliable. It will probably need an overhaul after 10,000 miles. Luckily it has nowhere near that on it yet from new. It is faster than my Hispano and more economical - 25 mpg - but has far less acceleration from 30 to 70, even shifting gears.

I almost forgot to tell the story of B. N. C. 's finest hour. At Le Mans in 1928 an unsupercharged 1100 cc B. N. C. driven by Dore and Treunet covered 2270 km in 24 hours at an average of 57 mph, finishing seventh overall. This was the last year of the old circuit, all gravel and including the 15 mph Pontlieue hairpin. Yet this 1100 cc record was not beaten until 1933. As Lord Hovenelen said in "Those Barren Leaves" (about a 30/98) "Wonderful machine, don't you fink? "



This head-on shot of Sherman's BNC shows it at what may be its most attractive angle..

Editor's note: We offer the following race report from the period as proof that Sherman did actually race the BNC at Thompson and did fairly well. We also note that over twenty years after Sherman penned the story of "BNCs and Other Things," he brought the old girl to Pittsburgh and ran her in company with Dean Butler's - admittedly more attractive - example.

jpd

Thompson Raceway Meet August 1960

Our rescheduled annual meeting and race day was favored by beautiful weather on August 20, 1960 and found eight cars convened at George Weaver's Thompson Raceway to take part in competitions over the two mile road

course. All but one vehicle were driven to Thompson, Connecticut under their own power, including Jerry Sherman's B.N.C. from Malvern, Pennsylvania, and all but one were driven home afterwards. The exception was Alden Sherman's Amilcar which was towed up from Norwalk, Connecticut but which remained at the course after setting fastest time of the day and sending its driver to the hospital when it rolled over. The two most exciting attractions proved to be the match races between Powel's 1750 Alfa and the 2 .6 litre belonging to Ed Bond wherein the latter was victorious by two seconds; and that between Sherman's B.N.C. and Ed Roy's 30/98 Vauxhall where the margin was 1.5 seconds - this after three laps of the two mile circuit.

Results: Thompson VSCCA Event 20 August, 1960

<u>Driver</u>	<u>Car</u>	<u>Time for 3 laps</u>
Ed Bond	Alfa Romeo 2.6 Monza	7:26.28
Tom Powel	Alfa Romeo 1750	7:28.28
Basil Scully	Aston Martin Ulster	7:48.17
Alden Sherman	Amilcar (Willys 2.2)	7:06.12 (f.t.d.)
Jerry Sherman	B.N.C. 1100	7: 30.24
Russ Sceli	Bugatti Type 37	8:29.52
	Bugatti Type 51	untimed
Ed Roy	Vauxhall 30/98	7:31.8



There were two BNCs at the earliest Pittsburgh GP. On the left is Sherman's and on the right (and a fair bit more attractive, maybe) is Dean Butlers's.

(jpd)



Romano's Aston leading the pack through the uphill. (d.smith)

VSCCA/HRG Empire Cup **Lime Rock Park** **June 4-5, 2021**

With the pandemic seemingly behind us in the Northeast, the always popular Empire Cup event at Lime Rock Park was back in full force. The turnout of racers was at least 145 vehicles from the three clubs sharing the track this weekend. In addition to the general upbeat mood this is always a popular weekend because it is only one of four on Lime Rock's calendar when the cars can run without mufflers, giving one can get a nice performance boost without annoying the neighbors.

LRP is located across the road from Trinity Episcopal Church which dates to the 1870s. It certainly pre-dates the racecourse built in the 1950s so there is no racing on Sundays. This successful weekend could not have happened without the hard work of event chair Charles Bordin who starts vigorously promoting the Empire Cup on social media just as soon as he can each year. Unfortunately this year Bordin's weekend was ruined by an on track fire that put his 1959 Philson Falcon special out for the weekend but Bordin is fine and vows the Philson Falcon will be back.

VSCCA Chief Steward Bob Melhado had his hands full on Friday having to black flag 7 races and deal with 2 car fires. On top of that he had to watch and approve 9 graduates of the VSCCA's well attended drivers school back in May. Our Bob had quite the weekend.

Good weather contributed to the general sense that it was fun to be back on one of the most beautiful motorsports tracks in the nation. Interestingly, Lime Rock Park has recently undergone an ownership change with Skip Barber, after 37 years as the sole owner, entering into a new ownership group. For more information see story in the last issue of **Vintage Sports Car**. So



*Mr. Gelles had
this Stanguellini out
and looking as perfect
as ever.*

(jpd)



*Tony Wang's
Birdcage Maser
looked and ran mag-
nificently.*

(d.smith)

far there have been few evident changes and the track remains the motorsports center of the state and of the VSCCA's world.

The combination of groups makes for a full weekend. The Empire Cup group is focused on lapping with a wide variety of production and race cars in two groups organized by potential lap times. Interestingly the fast group included Greg Galdi in a 1976 McLaren F1 M23/09 once driven by Emerson Fittipaldi as well as a road going McLaren Senna super car and a Ferrari 312



Mike Orritt's Ginetta G4 leading a mixed bag.

(d.smith)



Gelles in the uphill holding off Fasulo and Orritt.

(d.smith)

*Maloumian and
Chenoweth with
the better part of
a pace lap grid
behind them.*



(d.smith)

Towner's four-wheeler making short work of the corner.

(hyman)



Another sight for sore eyes was Cap Chenoweth out in the Lola and going as well as ever.

(hyman)



Jackie Amarosa, at the helm of the TR3 always proves smooth, polished, and quick.

(jpd)

Duerr's Porsche leads what looks to be Filangeri's TD in a close fought duel.

(hyman)



A genuinely mixed bag coming onto the back straight and out of the esses. (d.smith)

Jim Stein's Porsche making a fair number of knots with the competition breathing down his neck.

(d.smith)





Chenoweth's Lola about to crest the uphill.

(d.smith)

PB from Galdi's impressive collection of race cars. One driver made an interesting observation that today an F1 car could not be started without the aid of lap top computers while this 1970s version could still be started simply with one helper in the Lime Rock paddock.

In addition to two lapping groups there were four race groups. Bordin divided the VSCCA up into Group 4 for faster production cars and Formula Juniors, Group 5 for "not as fast" production cars and Group 6 for the sports racers which have been the featured group for this event in past years and featured a strong entry again this year with 23 cars on the grid for practice on Friday.

Group 3 was comprised of the cars from the Historic Racing Group.

The racing schedule included three 20-minute races for each of the four racing groups on Saturday with two qualifying races on Friday.



This looks to be Buzzetta's Lotus 23 B.

(d.smith)

*SZ Alfa leading
GTV with Lotus
23B coming up
hard behind.*

(d.smith)



*It was a grand weekend for the
Alfisti.*

(d.smith)



Giedra's Datsun leading a gaggle of mostly Alfas.

(d.smith)



Oritt, in company with a couple of Alfas and a Formula VEE (interesting match up?) coming onto the back straight. (d.smith)



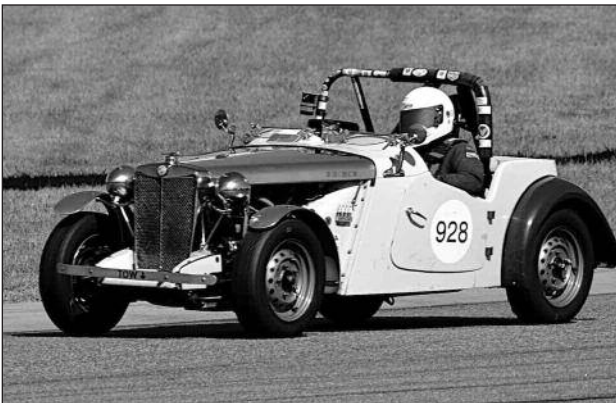
Eitel hammering it hard in the uphill.

(d.smith)



Recent VSCCA driving school graduate John Nikas having a good go in the ex-Group 44 Triumph.

(hyman)



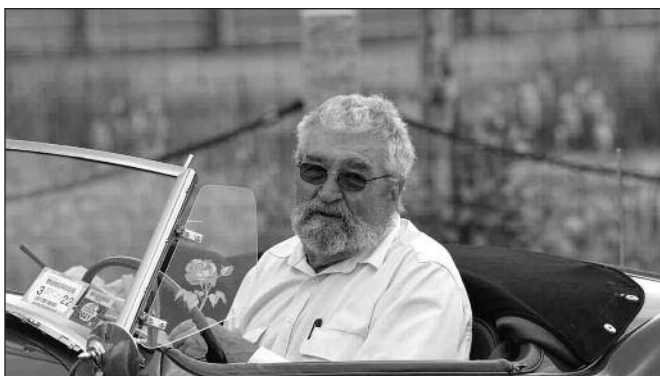
Frank Filangeri always looks smooth in the TD. (hyman)

Tight quarters for a trio of popular British roadsters - - MGA, TR3 and TR4





Shaun Henderson, back among us and in his old Morgan, having a good go through Big Bend with the old girl leaning hard to port.
(hyman)



The genial Mr. Bottomley drove over in the MGA and then led the corner workers for the weekend.
(hyman)



Stu Forer enjoying a good go in the Turner.
(hyman)



Spadaro looking in total command of the Alfa.

(hyman)



Marc Cendron's Tojeiro going as well as always.

(hyman)



Leo Biagini's Alfa 1900 may have been new to our little band. We don't seem to recall having seen it before. It's rather intriguing looking. (hyman)



A great profile shot of Romano's DB3S Aston. (hyman)



*Whitney going well
in the Lotus Mk 9.*

(hyman)

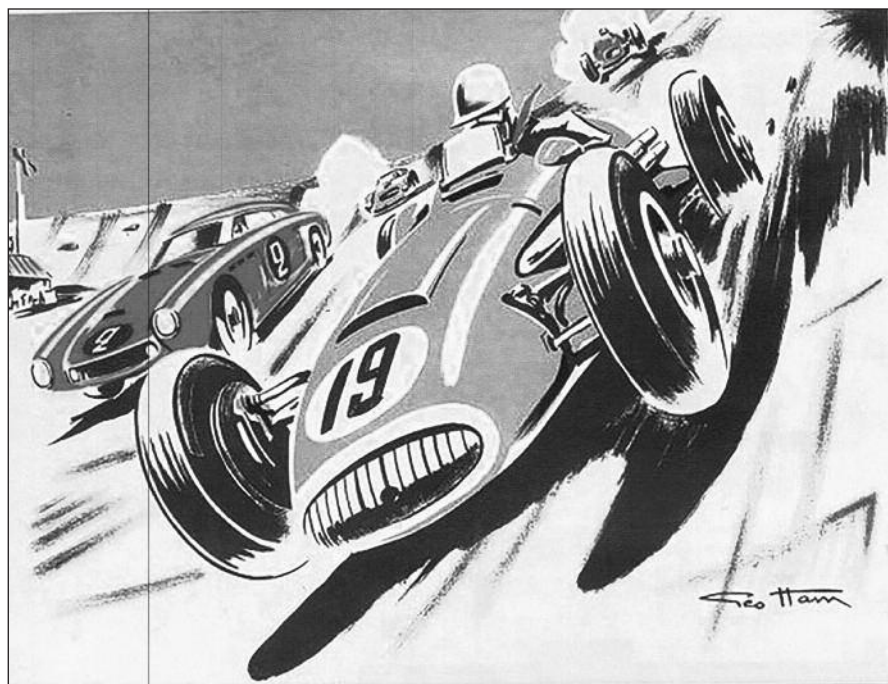
VSCCA's Group 4 for fast production cars featured a spirited duels between Ralph Salomon's 1963 Bobsy SR-2, David Porter's 1965 Lotus Cortina, Rich Maloumian's 1956 Austin Healey 100 and Tom Grudovich in his 1960 Elva FJ. Maloumian won the first race on Saturday over Porter, Grudovich and Bob Brady's 1974 Alfa GTV. You knew the Alfas had to figure in a field of 32 fast production and formula cars! The early afternoon event went to the experienced Porter over Grudovich and Solomon. Solomon won the last race of the day for this group beating Porter and Michael Oritt's 1961 Ginetta G-4.

VSCCA Group 5 features what might be called the "slower" production cars and sports racers. This field included a number of MGAs and other Brits amounting to two Morgans, three Triumphs and an Austin Healey Sprite. Two special and historic race cars featured in this field with Tony Wang piloting his Maserati "Bird cage" and John Romano at the wheel of his also rare 1955 Aston Martin DB3 S. Also an interesting addition to the field was Whitney's 1955 Lotus MK IX. in the first two races for the group. In race one Edward Sanson placed third in his 1960 Alfa Giulietta while Kurt Uzbay's Lotus XI came in behind the Mk IX in the second race. The late race saw Ed Sanson's Alfa beat Mark Cendron's 1957 Tojeiro sports racer and Frank Filangeri's always quick MG TD.

The fast sports racers of VSCCA Group 6 had a strong field of some 20 cars with Chevrons the dominant marque. Mitch Eitel and his 1971 Chevron B31 won two of the races and finished second in the last race of the day. VSCCA members and fans will remember this car as equally fast in the hands of Bill Gelles. Second in the first 2 races and the winner of the last race was also a Chevron driven by Phil Meany. Larry Kessler finished third in race 1 also in a Chevron B-19. Another Chevron driven by John Delane placed third in race 2. Martin Hosek took his 1957 Devin out to finish third in a small field.

All in all, a pleasant weekend and a joy to be back at Lime Rock in force.

dow smith



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Autodrome de LINAS MONTLHERY

COURSE • SPORT • TOURISME

A.C.I.F.

31 MAI 1953

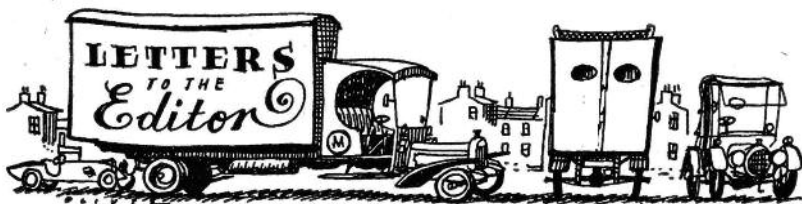
A.G.A.C.I.



PROJECTEURS

CIBIÉ

OPTIQUE SAPHIR



A QUIZ! (Answers next issue. We are asking those searching out the answers to the quiz to do so WITHOUT use of the internet. Send the editor any answers on drivers, cars, finishing order.

Dear Jim

Cleaning clutter, I came across an Official Programme [2/6] for the RAC British Grand Prix at Aintree July 21 st. 1960. I could not help but notice that there were five drivers from the USA, one of whom was 6ft. 3in. tall. I wonder who now could name those drivers and identify the one who could not fit into a modern Formula One car.

Regards
Victor Cromie

A Brief Taste of Thompson

NOTE: we may have a longer report in an upcoming issue but thought to offer a brief taste of a delightful event now. jpd

Thank you to the event chairs and all of the volunteers and the employees of Thompson for putting together a complicated and rewarding event. With everything from a small bore beasaties, and an open wheel reunion, to Rolling Thunder, it was memorable.

A great turn out - well managed - so most everyone was safe and had a great time.

ed hyman



Cendron holding off quite a crowd through the left hand corner.

(hyman)



It's always a delight to see Tom Cotter out amongst us in the Cunningham Coupe.
(hyman)



Rich Campbell's H-Mod thingie going very nicely. (hyman)



*Jim Stein's 356 running down a straight that looks surprisingly like Lime Rock.
(hyman)*



*Mr. O'Day had the TC out. Between this one, the PB, the MGA, the TA, and maybe another one, we can be forgiven if we think he might be trying to corner the market on MGs.
(hyman)*



Cendron's Tojeiro may be the most beautiful of the late fifties British Sports Racers.
(hyman)



This looks to us to be Cendron's Alfa Coupe and, if so, it's likely his offspring, Paul Emile at the wheel. . . then again. ? .
(hyman)

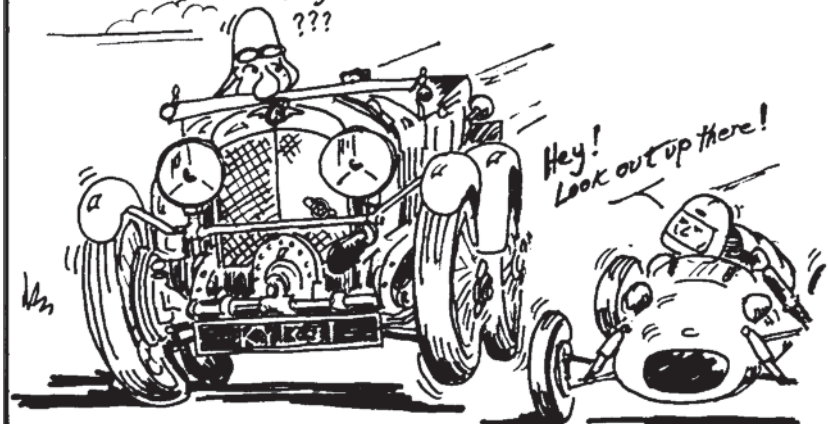
VINTY

by Storch

"The ALL COMERS HANDICAP"

???

Hey!
Look out up there!



FOR SALE:

Some VSCCA History on Four Wheels

1951 Emeryson F3

Restored and raced by Jerry Greaves, when Vice President of VSCCA.

Jerry personally restored this rare car to the specs as he had raced it, in this picture from 1962. Believed to be #004 of 7, or 8, made.

Front wheel drive, 500cc JAP 4B speedway w/ exposed hairpin valve springs. (therefore a "true car engine" according to Jerry).

Norton dolls head gearbox. Jaeger Chronometric Tach

Imron green paint, matched to original color layer found on bodywork.

Excellent condition. Performed beautifully at LRP and PVGP.

Perhaps the only Emeryson f3 in the usa.

Recently appraised at \$40,000. Asking \$35,000

1954 Kieft F3

ex Jerry Greaves & Mark Lefferts.

Believed to be Don Parker's Parker-Kieft.

500cc 84s Jap, Norton amc gearbox, Dunlop magnesium wheels. New paint.

Smiths chronometric Tach. Amal carb. 2 additional engines for rebuild.

\$32,000.00

1954 Cooper Mk8 F3

ex Jerry Greaves and campaigned by Denis McKenna, Norton amc gearbox, new paint, brakes & tires. Ready for engine install.

\$14,000 no engine, or \$24,000.00 with Norton Manx.

1954 Lotus Mk6

ex Jerry Greaves

chassis #25 of 110 in first production run. Includes 2 engines rebuilt by Jerry: E93 Aquaplane head, 100E with Elva overhead valve conversion. Ready for engine install.

\$27,000.00

These cars are located in Newtown, CT

Contact: Mark O'Brien (757) 769-3185 mark.obrien@snet.net

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**ALL Vintage, Sports,
Racing and GT cars!
Top \$ paid**



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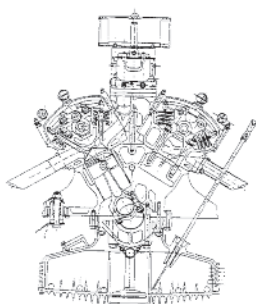
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