

VINTAGE SPORTS CAR



NUMBER TWO 2019

VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

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1905 – 1995

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VINTAGE SPORTS CAR



It was the first race at LeMans after the Hitler war and it took place 70 years ago this spring. With the resumption of “Les Vingt-Quatre Heures Du Mans” one could safely conclude that life was slowly coming back to normal and that motor racing would resume with passion. The race was won by the legendary Luigi Chinetti with Lord Selsdon as his partner. This marked Chinetti’s 3rd win at the Sarthe and the very first for Ferrari. Some years later Chinetti, now as an entrant, would be responsible for Ferrari’s last overall win (at least so far).

The LeMans Museum marked the anniversary this spring with a magnificent exhibit marking the milestone. That exhibit may be closed by the time this issue arrives but Le Musée des 24 Heures du Mans will be celebrating both BMW and Bentley this summer and the museum, itself, is available year round. Story on page 24.

(Photo by Henri Bérout of LeMans)

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We spend some time in this issue celebrating the prewar class. From the beginning they have been generally acknowledged as the “soul” of the VSCCA. In truth, at the very beginning of the club that was about all there was. We are seeing a bit of a renaissance in the class of late and that is reason for joy. We will celebrate the class and our own history again formally at the Fall Finale later in the year. One needn’t be racing to come out with a prewar motor and enjoy the weekend. We hope that lots of members will do just that and add greatly to the atmosphere of the event.

Speaking of history, one can argue that the most historic motor race in the world is the one that takes place every June in Le Mans, France, *les Vingt-Quatre Heures Du Mans*. Indy may have a claim on the title but turning left for five hundred miles doesn’t seem to this writer to be quite the same as racing ‘round the clock on a road course in whatever weather happens to be upon us. This issue spends a little time there in what is our favourite automotive museum in the world and paying some homage to the great Luigi Chinetti. He won the first post war race there as well as winning a couple of times in the early thirties.

We have trouble imagining a greater motoring adventure than is Le Mans. And, since life is supposed to be an adventure, what could be a more fitting place to have one’s motoring dreams exercised?

Enjoy!

jpd

FALL FINALE: 2018

28 and 29 September

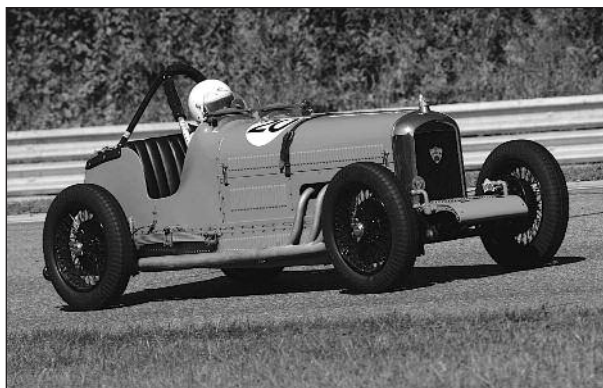
Lime Rock Park

Based upon George Shepherd's report for "VICTORY LANE"

The Vintage Sports Car Club of America held the last on-track event for 2018 at Lime Rock Park. This was a significant year for all of us. As Tom Ellsworth put it to someone asking him about us... "This year is the Club's 60th Anniversary. We were the first vintage sports car club in the country.... We've held pretty much to our original way of thinking in that the cars are the most important. Preserving them, not banging them up, trying to leave them as close to as they were in their day.... It's a great club, and the people are great. It's really a social group."

That seems a fair assessment. . . . The Finale proved a suitable capstone for the anniversary year's racing season, especially with a focus on the signature group of the VSCCA, the Prewar crowd.

Speaking of Ellsworth, Tom was racing his usual mount, the 1935 Ford Amilcar in the featured Prewar Group, which was about thirteen cars this year. He was interviewed by "Victory Lane, and told the following story: "This car started out its life as an Amilcar sedan. That's a French car, and it was wrecked in New York City. George Rand liked the design of the suspension. Amilcar had built racecars in Europe, and when they built the sedan, they copied the suspension, so Rand thought this would make a good racecar. He bought it; he stripped the body off; he put in a [Model A] Ford engine, transmission and differential. He saved the radiator and most of the suspension. Then he took it racing. I think he got it on the road in about 1935 and raced through '39 in various ARCA events, mostly in the Northeast. This particular car didn't



Tom Ellsworth, setting the tone for a big prewar focus at the 2019 Finale. The old Ford-Amilcar was running very nicely, indeed.
(hyman)



Ellsworth's Amilcar chases Burt's Aston in a close duel.

(hyman)

have a very good history of success. There were lot of dnfs. In 1938, Rand did take second at the Mt. Washington Hillclimb in it, though." Under the bonnet lives the modified Ford Model A 4-cylinder engine. There's a Riley head and dual Winfield carburetors. The lower end has been beefed up with stronger connecting rods. "Unusual for a car of this age, it's got hydraulic brakes. And these brakes were Chrysler truck brakes that were added in 1935. That makes the stopping much better." It still has its 1938 ARCA plate screwed to the floor near the shift lever. Tom has made the old girl a regular and long serving competitor in the Prewar Class of the VSCCA.

The fastest Prewar car of the weekend was the 1929 Stutz Pikes Peak Special, brought out by nearly the entire Holman family. George, the younger, won the VSCCA Prewar Road Racing Celebration Cup. courtesy of **Victory Lane** magazine. He had impressed everyone on the organizing committee for the award and he won by unanimous agreement. On winning, George said, "It's an honor. It's great to be able to represent the VSCCA. and I'm surprised and I'm shocked that we got the award. There's lots of great people here: the Club is all about the people.... The other great thing about this is that it's the first year... for this award, so that kind of makes it extra special to me, and my father's here; he owns the car, and my nephew is here: he actually drove the car this morning. I drove the car yesterday. It's my dad's car; we're all working together on it." He speculated about the reason for him winning the Award.



Ms. Amarosa's TR3 going very quickly with what may be Mr. Parke's Elva hard on her rear bumper.

(hyman)



Forer's lovely Jag 120 leading the smaller engined folks toward the left hander.

(hyman)

"Well, yesterday was a little bit wet, and maybe I was driving a little bit more aggressively than the other guys being younger or something, maybe that's what it is."

George's nephew, Kyle Landers won Race 1 in the Stutz on Saturday morning. He told us, "It may have appeared easy, but I got lucky with the lapped traffic. Dan Leonard's MG was a bit quicker. He has me on the straight, but I wove through the lapped traffic better. Unfortunately for him. I was looking in the mirror and saw that he got held up pretty good by the traffic. The car is running well. Apparently we lost something on one of the turns, it wasn't crucial because she kept going. This is a big girl.... My arms are sore!" George jr. won Race 2.

*The newly acquired
gold-coloured Bug
Eye (named the
“Gold Bug” for
obvious reason, we
hear) of Ben
Tarlow and Willem
Oswald getting its
first outing.*

(hyman)



Alfa and Jag contesting the corner.

(hyman)



*Eckler's Morgan
showing the way
through the
downhill.*

(hyman)



*Freeman's HRG
1100 coming
through Big Bend
with Greenlees'
Volvo in hot pur-
suit.*

(hyman)



*Not out a lot
lately but a joy to
see: John
Greller's Veritas
moving smoothly.*

(hyman)



*The turn onto the
No-Name Straight
looks to be getting a
little crowded here
as assorted British
ironmongery contest
the corner.*

(hyman)



This is either a pace lap or the editorial Allard is putting a move on a most lovely Healey heading down the main straight.



Joe Fuller's ex-Dow Smith Morgan looking well controlled on a very wet racing surface. (hyman)



Cendron's Tojeiro may be one of the most beautiful sports racers of the era and it goes marvelously as well.

(hyman)



Campbell's Bunce-Buck Special looks to be sorting out nicely and making great progress as his regular mount.
(hyman)



Leading the pack in an exhibition run, Sandy Leith exercising a friend's gorgeous Bugatti T-57C Atalante.
(hyman)



*Tarlow and
Oswald's Bug-eye
settling into its
new role.*

(hyman)

*Jim Bottomley
came over in his
role as leader of
the corner mar-
shals. He can
usually be count-
ed upon to arrive
in style with one
of his MGAs.*

(hyman)



*The editorial Allard
ran smoothly for the
entire weekend.,.
Thanks are in order
to Mr. DiCola for
ensuring that would
be the case.*

(hyman)

Also classified in the Prewar Group are the HRGs. In this event we had Joe Freeman's 1100 and Jim Donick's 1950 HRG 1500.

Except for the addition of hydraulic brakes on some of them after the War, the cars stayed the same throughout their production into the early '50s, according to Dutch author Rob de la Rive Box. The editorial HRG 1500 still runs on mechanical brakes. Joe Freeman had recently purchased his 1947 HRG 1100 and was bringing it out for the first time. "We call them 'HURGs' for short," said Joe. HRG was not exactly prolific as a manufacturer. They built "from 1935-1956" only "about 242 cars...." In 1950 HRG made eleven 1500s, so The editor's HURG "Samantha," is moderately rare. "It is as nimble a little car as I've ever driven, other than a Matra I owned when I lived in Paris." He notes. The previous owner, David Carroll, had also been a VSCCA member and "named her about 40 years ago. He named her Samantha and Samantha she will stay." The engine is a Singer 1500.

Freeman told **Victory Lane Magazine** about the engines. "Singer was a standard British car made before and after the War. They were sort of sedate, but I believe that HRG took the engines apart and put in their own crank and did some other modifications to make them a little stronger.

"At 1100 this just goes along at 70 no problem at all. It's light and fun, and I owned a Morgan many years ago, but I think that this is more fun than a Morgan. And frankly, these have always been considered by me to be the best lookers; they've got a wonderful kind of character to them."



A pleasant surprise for the event was the presence of two HRGs actually competing. Here the editorial HRG 1500, "Samantha," comes up behind Joe Freeman's magnificent HRG 1100.
(hyman)



Mr. Webber was having a great time in his freshly restored F-Vee. (hyman)

Beyond the lovelies of the Prewar Group there were a marvelous gaggle of post war cars as well. They were in not exactly in the usual classes but more of a Moderately Fast, Faster, and Formula & Sports Racing set of groupings.

Peter Rehl brought out his 1957 Norton-powered Cooper F3 car. "I bought this car in 1962 and was enamored by helping another guy who had this car, and then I went on from there and went up in the ladder of the SCCA. This car was put away: I couldn't sell it for any money back then in '64.... And when I retired, my second oldest said, 'Dad, we've either got to sell this or get it running.' So, here I am. In 2010 we got it going. I go to Pittsburgh regularly, and, like a lot of F3s, it's had a lot of problems keeping running, but when it runs, as it just did now, it goes very well. It vibrates so much because the motor is mounted solidly to the frame, so everything vibrates dramatically, and you've got to tie it down. Loctite it and wire it and do everything you can do to keep it together. It's a Norton Manx 500cc single-cylinder motorcycle engine, double overhead cam. They were the fastest engine they built to the end of Formula 3."

It's fun to drive because it's like a go-kart, and it slides around. There are no aerodynamics. I love to drift, and that to me is the thing."

He made his own history in it. "The last year in '65 we won the Northeast championship in. it wasn't [SCCA] Formula 3 but Formula 4 was what we changed the formula to in order to keep these cars going, but then after that the whole thing died off, running these cars."

Mark Hamilton Peters was busy showing the others the way 'round as the quickest in practice for Group 1: Mostly Sports Cars. His mount was a 1963 Lotus Cortina.

Watching him corner was a delight as his right front tire looked incredi-

bly light. He later said, "If I'm doing it right, it's actually off the ground....

For Race 3, Groups 1 and 2 were combined. Many participants had started to pack up and leave by then, so that was a good plan. Peters had to take on more powerful Group 2 racecars. He just lost out to Marc Cendron in the stunningly beautiful (and very quick) 1957 Tojeiro-Climax sports racer.

Marc reported, "It was one of seven built, probably the last one built. It was kind of a special car with instead of a single disc brake at the rear, it has two disc brakes. It has a slightly different shape with a fin at the rear. The car has been in the United States probably since the early '80s.... The car was vetted by John Tojeiro before he passed away, so we have all the plates and we have all the documentation. Subsequently, the car went through a number of owners, two of which were VSCCA members. The last owner was Tom Ellsworth....

It's really taken me about three years to understand and really enjoy the car. I went from a Giulietta Sprint to a sports racer. There's a bit of a difference. The car inspires confidence; it's not squirrely. It will actually respond very nicely to input - Really good fun."

Andy Greenberg was having a great time in Group 1 Race 2 in his 1963



*Mark Hamilton Peters, (henceforth referred to in these pages as "MHP") had a glorious run in the Lotus Cortina.
(hyman)*



PRODUCTION
DAVID BROWN



ASTON MARTIN

CHAMPION DU MONDE SPORT 1959

Auto-Salon



ASTON MARTIN DB4 VANTAGE

La voiture de luxe formée à l'école de la course

Distributeur exclusif : **Marcel BLONDEAU**

Société Nouvelle du

GARAGE MIRABEAU

71, avenue de Versailles, PARIS (XVI^e). Tél. : JASmin 00-80



Andy Greenberg's Aston not only is capable of leading the race but he drives it back and forth to the event as well. (hyman)

Aston Martin DB4GT. He was pretty much flying in the second race after a start from the pole. Among the other *rara avis*. Richard Campbell raced his 1959 Renault H-Mod Special in Group 1. We've written about the car before so simply remind the reader that it was one of three put together out on the left coast. Two of them were completed with Crosley engines, rear wheel drive, and engine up front. This is the third, which has the Renault engine in the back. This car body was designed by Ed Buck and built by Bill Bunce and Gordon Dustan in 1959. The car is powered by an 845 cc engine from what was said to be a Gordini Dauphine. Two SU carburetors feed the powerplant that is connected to the Renault 4CV gearbox. Shortly after the Finale, the car went to Saratoga to spend the winter in the VSCCA exhibition there.

The weekend was an absolute delight. The concept of a focus on the pre-war group for the Finale is working well. The club is building upon the idea and making the Empire Cup event in June a focus on front engined Sports Racers. Perhaps we might give some thought now on how we bring out more of the older Over 2-Liter cars so the editorial Allard has a few more friends to play with.

Prewar at the Finale: We had a great turnout but not everybody managed to pose for the camera. This next section has a fair number of them, though. (all photos by hyman)



Bugatti T-57C Atalante - Leith



Bugatti T-37- Vogel



*Bugatti T-40 -
Charlap*



Cromie's Riley

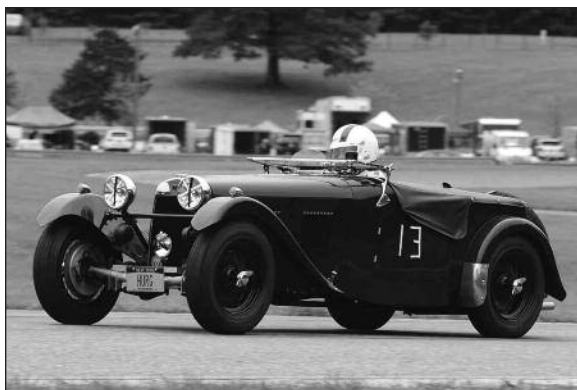


DeLucia's Riley



*Thomas'
Mercedes 170*

HRG'S



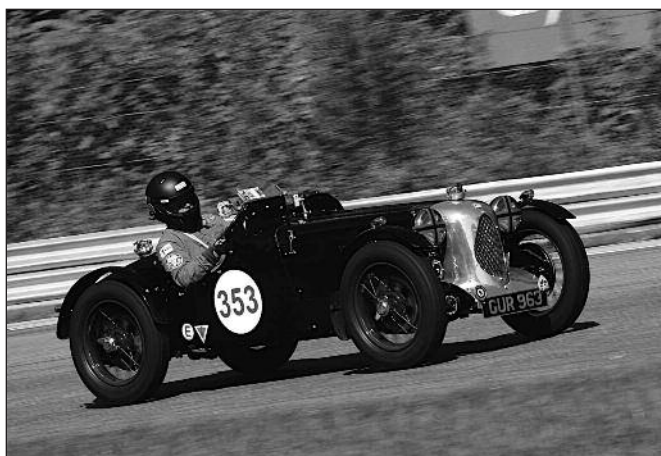
jpd HRG 1500



*Freeman,
HRG 1100*



*Burt's
Aston Martin*



Urban's MG P-Type

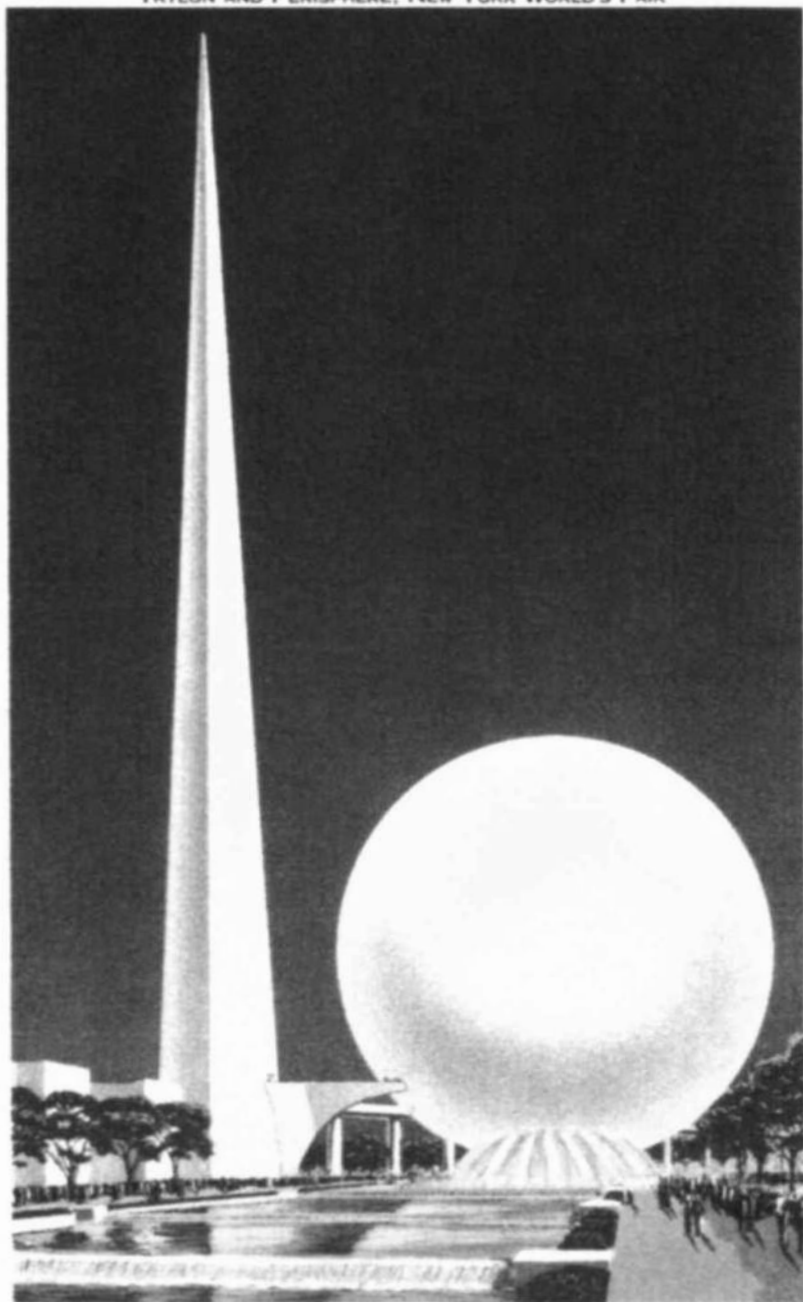


Holman's Stutz

BENTLEYS: We regret we didn't get identification on the Bentley Boys, though we have confidence that at least one of them and maybe two may be the Holman family's.



TRYLON AND PERISPHERE, NEW YORK WORLD'S FAIR



“Victory Lane” Prewar Trophy

Enjoying the “Victory Lane” Prewar Trophy is the entire Holman clan. While the trophy for the spirit of prewar was awarded to George Holman, jr., the entire clan are deeply committed to the prewar class and come out with unbounded enthusiasm in Bentley and Stutz, and who knows what else. This weekend the competitions role fell to the Stutz and both George, the younger, and his nephew Kyle Landers were enjoying the heck out of it. We offer warm congratulations.



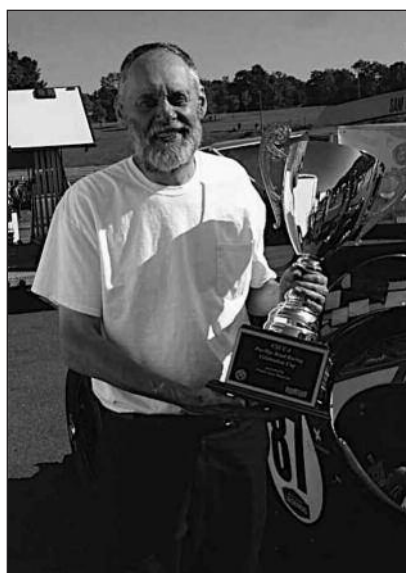
(hyman)



(jpd)



(hyman)



(hyman)



(hyman)



(jpd)

LeMans Museum Marks 70th Anniversary of First Postwar Race

It's the greatest motor race in the world and, fittingly, LeMans also offers one of the greatest motoring museums to be found anywhere. Of late the museum's exhibit space has had a bit of a makeover that improves the visual experience considerably. The cars have been rearranged for a more open feeling and there are a number of new cars shown in the last few years either on loan or permanently added to the collection. All of them have a special connection to the circuit and to its fabled motor race. More on that anon.

The race took a long sabbatical during the years of the Hitler war and for awhile thereafter. The last prewar race took place in 1939 and was won by Wimille and Veyron in the Bugatti T-57C "Tank." During the following years the only tanks to be found there were heavily armored. It was ten years until the sound of racing engines once again serenaded the valley of the Sarthe. That was 1949 and it proved a watershed for a number of reasons. To commemorate the 70th anniversary of the event the museum at LeMans, the *Musée des 24 Heures du Mans*, has mounted a special exhibition through the spring of 2019.

1949's race marked the first ever LeMans victory for Ferrari. The drivers, Luigi Chinetti and Lord Selldon, led home a field of only 19 finishers out

URES DU MANS

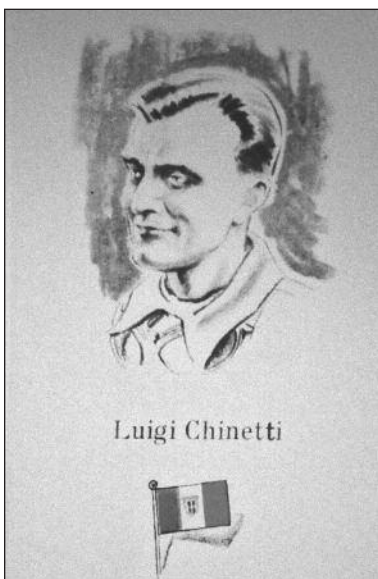


LE MUSÉE **24h**
LE MANS

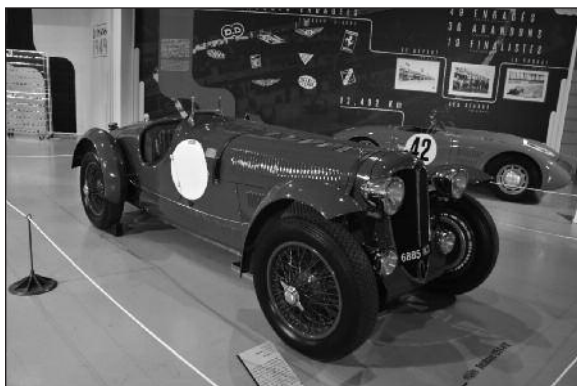
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*The 1949 Winner (or its identical twin) is part of the Museum's permanent collection.
(jpd)*



*A Geo Hamm portrait of Chinetti. Chinetti was later named an honorary citizen of LeMans and the square in front of the entrance to the circuit is now the "Place Luigi Chinetti."
(jpd)*



Amongst the pre-war entrants that were rolled out for the first postwar race in '49 was this T-135S Delahaye of Villeneuve. It didn't finish but lasted late into the race.

(jpd)

of the 49 who had started. Twenty-four hours is a long race.

The entry, as might be expected, was a mixture of prewar cars and some of the newest products of a European motoring industry only slowly recovering from the ravages of war. Aston-Martin was there with a new car, HRG brought out a couple of special light weights, and many of the specialist makers, like Gordini and DB, were present. Much of the field, though, had a very prewar look to it. Most importantly, Ferrari was making its debut at LeMans.

Chinetti, already a two time winner ('32 and '34), teamed with Peter Mitchell-Thompson, the Baron Selsdon, to bring Ferrari to LeMans. Lord Selsdon was a well-to-do amateur. The exhibit at LeMans describes him thus: *"... Selsdon took part in several car races in the 1930s and came to LeMans for the first time in 1935 at the wheel of a Frazer Nash TT Replica. His race ended in retirement on lap 77 due to an oil leak. In 1939 he finished fourth in his V-12 Lagonda. Ten years later he returned to the race alongside Luigi Chinetti. Although he won the first post-war race, he only spent one and a half hours in the Ferrari as he had had a few too many the night before."* Selsdon would not be the last driver to win the race while severely hung over.



The winning team for '49. Selsdon may look a little fresher than Chinetti but that's understandable. He drove less than two hours of the twenty-four. (LeMans Museum)

Some years later, in 1965, Chinetti's North American Racing Team (NART) delivered Ferrari's last overall win at LeMans. Chinetti was later elected an honorary citizen of LeMans and the square in front of the gate to the circuit has been named in his honor. It is the Place Luigi Chinetti.

The winning Ferrari 166MM, or one nearly identical to it, sits in the exhibit and is a permanent part of the Museum's collection.

The 1949 exhibition also offers an interesting cross section of the entry for that year. Among the most beautiful is a Delahaye T-135S, entered by Louis Villeneuve. It had run here in the last three prewar races. Like many of the other entries, it was dusted off, tuned up and rolled out for 1949. Driven by Giraud-Cabantous and Chanal, this Delahaye retired late in the race with a fire.



One of the very first DB racing cars and the only one based on Citroen running gear. DB would be a major player in the index of performance for the next fifteen or more years. (jpd)

Also present in the exhibit is one of the first two DB racing cars to compete here. DB would go on through the fifties to be a major contender for the famous LeMans Index of Performance. In 1949 they brought out two examples of a model referred to as the “tank.” The tank was built around the running gear of the Citroen Traction Avant. Most later DB models used Panhard running gear. Deutch and Bonnet teamed up in one of the tanks, the #42 entry, and the second entry, #41, was driven by Lachaize and Debille. The 41 car finished second in class and 16th overall. The Deutch and Bonnet entry retired in the 19th hour with a blown engine. The 42 car is present in the exhibit.



The exhibit also takes a corner to honor the work of Geo Ham, thought by many to be the greatest motoring illustrator that France has ever produced. Born Georges Hamel, Ham actually competed at LeMans in 1934 with Louis Villeneuve in a 2-liter V-8 Derby. They retired on the 36th lap with a broken gearbox. Ham's illustrations graced many of the LeMans posters and programs of the fifties as well as appearing in advertising. He also drew portraits of most of the drivers of the day. His work illustrated what the locals refer to as the "bible" of LeMans, ***“LES 24 HEURES DU MANS Histoire D'une Grande Bataille Pacifique et Sportive Grand Histoire”*** that he co-authored with Roger Labric. The book came out in 1949 and was celebrating its seventieth anniversary as well.

While the museum reserves part of its space for temporary exhibits, changing them several times per year, the permanent collection and its exhibits has taken on a fresher look in the last year. Cars have been rearranged, new images added to the walls, and a brighter, airier feeling has been achieved.

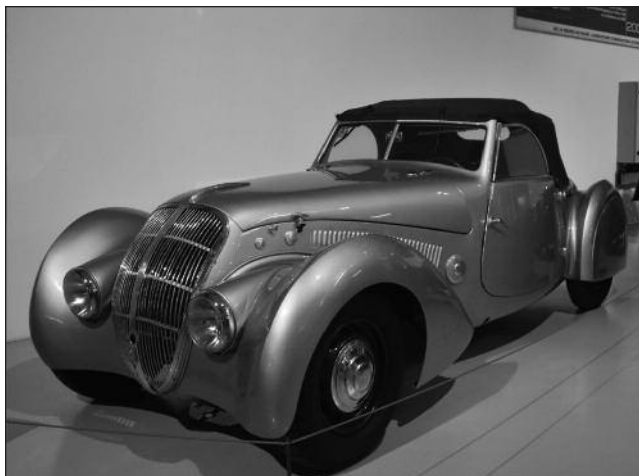
Their recently acquired Tracta exhibits a perfect patina, having never actually been restored but kept in driving condition since the twenties. This example raced at LeMans several times in period. As are a number of the other exhibits, it's still brought out for exercise from time to time.

Along one wall is an exhibit of many examples of Porsches at LeMans,



Another temporary exhibit but a little longer lasting is this celebration of Porsche at LeMans. (jpd)





One of our favourite prewar French sporting cars, the Peugeot Darl'mat of the late thirties. One seldom gets to see it with the convertible top in place. Note the photo on the right and the placement of the wipers. They are a permanent part of the top and fold back out of the way when it is lowered. It makes sense (at least a certain amount of Gallic sense) as one likely only puts the top up in the rain anyway.

(jpd)



The museum also houses a fair number of support vehicles, both the earliest ones and later examples.

(jpd)



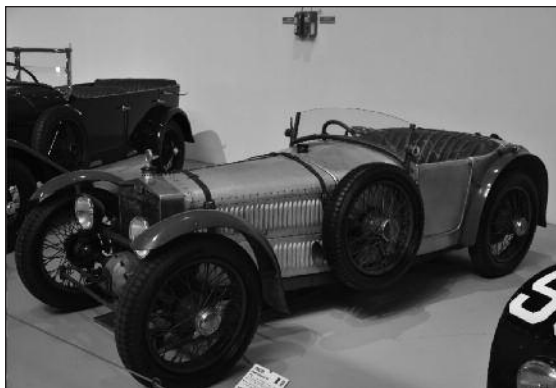
The first 24 Hour race here was won by a Chenard Walker similar to this one. Note the extra lamp on the cowl. It was a requirement of the race that each car be also equipped with an extra lamp fired either by Acetylene or by Carbide as the organizers weren't comfortable that electrical headlamps could be counted as reliable. (jpd)

The recently retired Curator of the Museum, Francis Piquerra, is here relating the story of the milestones that lined the circuit in an earlier day. They were nearly lost but for a local enthusiast calling the museum to warn them the markers were being removed by the state.

Piquerra is a great friend of the VSCCA and is also "only a vice-president" of the fabled Madison Avenue Sports Car Driving and Chowder Society. (jpd)



A fairly recent acquisition to the collection is this lovely Salmson GSS. The GSS Salmons finished 2nd and 3rd in class in 1927. (jpd)



Maybe one of the loveliest wee beasts in the museum, the Tracta brought front wheel drive to the circuit and left its mark long before front wheel drive would become as commonplace as it is

today. This one ran at LeMans on several occasions and has never been restored. It has always been maintained in running condition and is still exercised regularly by the staff at various exhibitions or to carry the President of the organizing club, the ACO to the ceremonies on race day.

(jpd)



Chenard Walker took a stab at aerodynamics in the mid-twenties.

(jpd)

One simply can't have an automotive museum in France without at least one Traction Avant. This particular one, a 15, was a six cylinder and one of the larger variants of the model.

(jpd)





After the recent reorganizing of the exhibits the museum seems more open and the changes to the imagery have added greatly to the experience. (jpd)

including several of the winners.

American LeMans impresario and manufacturer Don Panoz is memorialized near one of his cars that competed here.

Most of the major players at LeMans over the years can be seen within the walls of the museum. Bentley, Bugatti, Matra, Jaguar, Lotus, Chenard-Walker, DeDietrich, and nearly every other competing marque can be found. Also present are exhibits of support vehicles and some representative examples of other historic motorcars. All are tied together with a view to the events of world history taking place around the years of the race.

The Museum is open year round and entry cost is eight and a half Euros.



And right outside the door to the museum is the gate to the circuit. Tours are available. (jpd)

LeMANS MUSEUM: Logistics



(jpd)

GETTING THERE: The LeMans 24 Hour Museum is situated at the main gate to the racing circuit at the Place Luigi Chinetti. While a day trip on the high speed train (TGV) from Paris is practical, driving there as part of a tour that includes the breathtaking chateaux of the Loire Valley may prove an easier sell to one's significant other. The autoroute from Paris goes by way of the cathedral city of Chartres and is exceptionally well marked. Even if a stop in Chartres is added the trip is easily accomplished in less than a day. Going directly to LeMans is less than three hours.



(jpd)

WHERE TO STAY: For the enthusiast there is only one place to stay when visiting LeMans. That is the legendary Hotel de France, in La-Chartre-sur-le-Loir, located about thirty miles south on the way to Tours. The Hotel de France has been headquarters to many of the racing teams over the years as team managers liked the idea of getting the drivers away from the circuit and its distractions during the run up to the race. The restaurant is superb; the rooms are beautiful and only moderately priced; and the bar, overseen by the ever welcoming Christof, provides a perfect place to relax with an espresso or

a stronger libation. Breakfast takes place in the bar under photos of many of the heroes of LeMans. Breakfast or an afternoon glass of wine under a photo of Sam Posey or David Hobbs certainly adds a touch of home to the experience.



The Hotel de France keeps a vintage Citroen Model H van both for its ambiance and as a perfect van for helping guests get from place to place around the area.
(jpd)

The bar is decorated with photos of dozens of LeMans racing's greats. One can have breakfast under a portrait of our friend Sam Posey or even have a drink under the smiling visage of a very young David Hobbs. Nearly everyone else who is anyone in that world can be found somewhere on the walls.
(jpd)



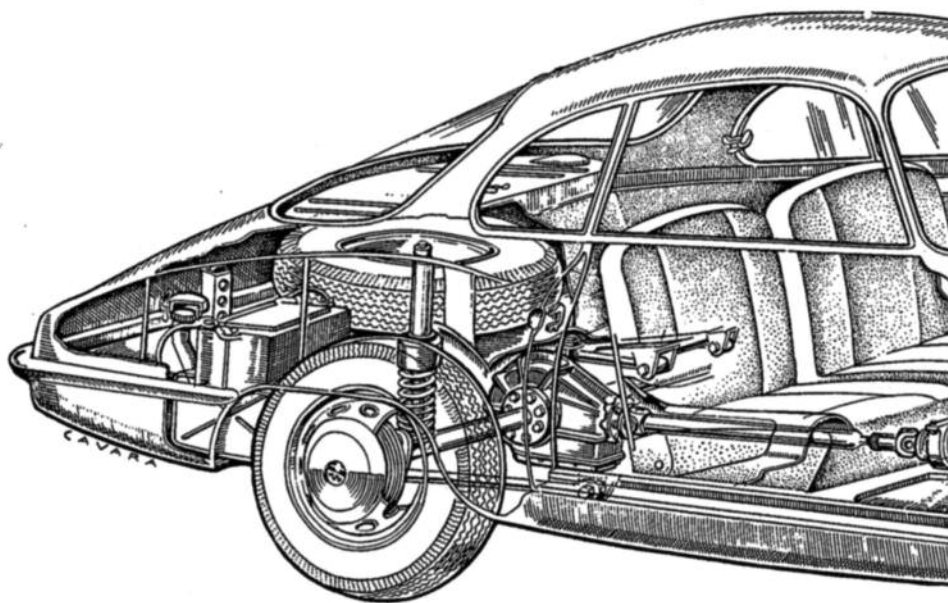
Everyone speaks English. The table by the couch in the lobby usually has a small pile of motoring magazines to help pass the time while awaiting the arrival of friends or a partner preparing for dinner. If looking closely one may find a recent copy of this very magazine. The publication of the VSCCA, "Vintage Sports Car." Their website offers more details. lhoteldefrance.fr.

Hotel de France

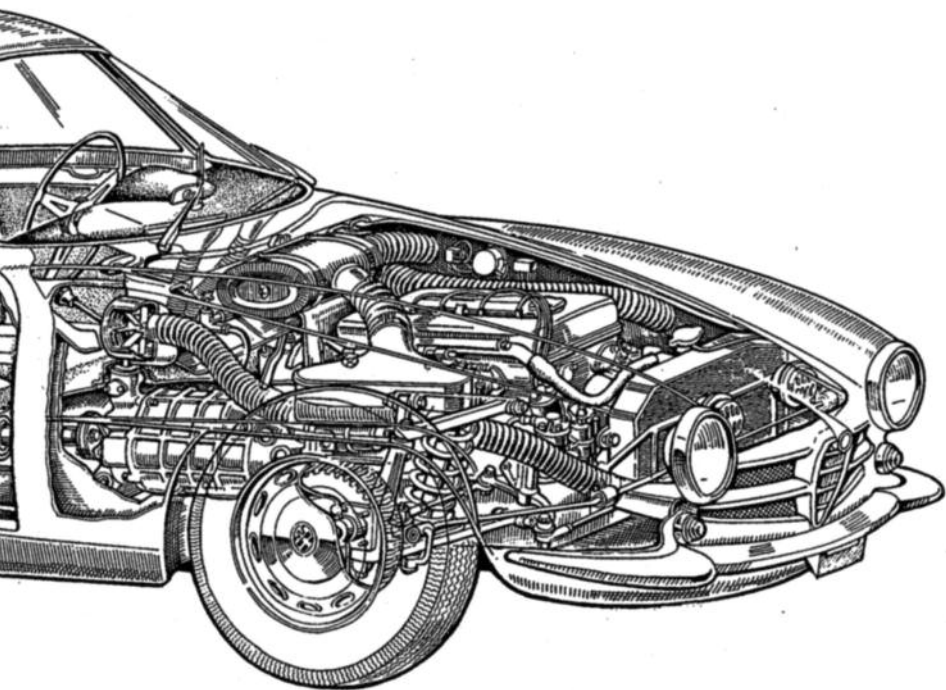
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1959 Alfa Romeo Gi



ulietta Sprint Speciale



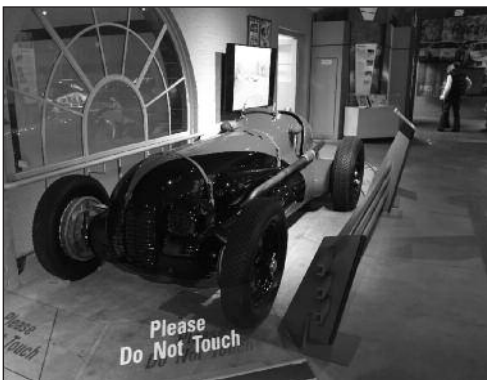


The first image to greet the curious as they entered the exhibit was a beautiful shot of Sandy Leith in the “Scrambling Egg” Bugatti Special at Lime Rock Park. (jpd)

VSCCA Opens 60th Motoring Season with Gathering at Saratoga Automobile Museum: 3 March, 2019

The VSCCA kicked off it's 60th season of activities this year with a March 3 tech seminar and automobilia auction at the Saratoga Automobile Museum in Saratoga Springs, New York. Over the winter the museum has hosted a special exhibit to celebrate 60 Years of the VSCCA. The exhibit showcased 17 active VSCCA cars. It closed at the end of March so the cars could be readied for the opening race of the VSCCA season.

Saratoga's auto museum resides in the old bottling plant for Saratoga Water that is now part of the Saratoga Spa State Park. The building, with lots of open space, lends itself well to its new role. The second floor houses the permanent collection and it includes both the Allard J2 that took Erwin Goldschmidt to victory at Watkins Glen in 1950 (on loan from its owner, Bruce McCaw) and the incomperable Maserati 8VRI, “Poison Lil,” that



On long term loan to the museum is the legendary “Poison Lil” Maserati 8VRI that George Weaver made famous in the early years of SCCA racing in the Northeast. His daughter, Valerie Weaver Clark now owns the Maserati and is also an honorary member of the VSCCA. She joined us for this event this year. (jpd)

Joe Fuller had a couple of cars in the exhibit, both his Lotus 18, shown here, and his Morgan +4.

(jpd)



Representing the immediate postwar cars in the VSCCA were examples of MG-TC, Allard J2, and HRG 1500.

(jpd)



Andy Greenberg smiling near his Aston DB4-GT. We noted with pleasure that this car was the only one actually driven to the museum for inclusion in the exhibit.

(jpd)



A most elegant setting for a party. . .

(jpd)



The Saratoga Automobile Museum is the result of re-purposing a bottling plant that used to produce “Saratoga Water,” a heavily mineral packed water that was thought to have medicinal value. A car museum seems a better use of the space. . . . *(jpd)*

Adding to the eclectic nature of the exhibit we showcased the DeLucia Moke as an example of how the club enjoys anything on four wheels and also how some of us manage to cover a lot of real estate as we wander the paddock. *(jpd)*



The editor acted as auctioneer for the event and can be seen here flogging some sort of blue goo adhesive. Oddly enough, it sold fairly well.

(d.smith)



Two very welcome guests, Valerie Weaver Clark and Bill Green from the Watkins Glen Research Center.

(d.smith)



And the corner for the sports racers.

(d.smith)

George Weaver drove for so many years to good effect in the early days of SCCA road racing in the Northeast. The Maserati is on loan from Weaver's daughter, Valerie Weaver Clark was also present for the event on March the 3rd. The ground level is reserved for a regularly changing calendar of Special Exhibits. The winter 2018/19 exhibit, as noted earlier, was to celebrate the VSCCA's 60th anniversary. The cars on display in the exhibit are all actively used in VSCCA events and were chosen to illustrate the diversity of VSCCA enthusiasm via the various classes and groups that are regularly seen at club events. Ranging in age from Tom Clifford's T-37 Bugatti, and Peter Ross' MG J2, the seventeen cars go all the way to Roger Cassin's Elva Mk 7. Even Joseph DeLucia's Mini Moke is present to represent transportation around the paddock as well as giving some colour to the sometimes whimsical nature of what we do. The only drawback to such a glorious collection is that the cars are best seen in their natural habitat - on the road or on the track. It is in motion that they are truly alive. Never-the-less, the exhibit, complete with photos from Messrs. DiPleco, Hyman, Smith, and Milano and drawings from Robert Selkowitz, has done a marvelous job of introducing the VSCCA to a wider audience and chronicling the texture of the VSCCA experience.



Sitting in pride of place between the Ross MG and the DeLucia Riley to illustrate the club's commitment to the prewar class as its very soul, stood the new permanent trophy for the spirit of prewar, the "Victory Lane" Prewar Award. (jpd)





Our guest, Mr. Selkowitz joined us and did a few paintings of the exhibits while we were all there.
(jpd)



The lunch crowd proved exceptionally congenial.

(jpd)

The gathering on the 3rd of March, ably chaired by Dow Smith with some help from jpd, saw fifty or so folks braving a promised snow storm to view the exhibit, listen to presentations on Watkins Glen racing history by Bill Green of the International Motor Racing Research Center, bid on various bits of donated automobilia, and share a luncheon while sharing stories with friends and colleagues.

The editor, jpd, acted as auctioneer for this relatively short part of the event. The auction materials ranged from some donated tubes of blue goo, suitable for sealing leaks in British roadsters, to original works of art, collectable motoring books, posters, and even a Maserati baseball cap that was rumoured to have once been set on the seat of a Maserati 250F for three to five minutes. Bidding for the hat was spirited. By the time the silliness was over the club had earned a total of just over \$300 from the auction.

The photos of the event and the special exhibit will tell the tale better than words so we stop here and commend the readers' attention to the images and their captions.

Tour de France Recreation

The Tour de France Automobile event that gave it's name to the legendary Ferrari 250 Tour de France was a race around the country with stops at various racing venues for serious speed events. It ran from 1899 to 1986.

In 1992 the event was reborn as the Tour Auto and put together for historic cars with classes for both outright competition and for regularity. This year the Tour Auto celebrated its 28th running with a start from Paris' Grand Palais early in the morning of the 30th of April. A more glamorous venue is hard to imagine. The cars had gathered there on the 29th for scrutineering and to be presented to the motoring world. The final count of entries was just under 250 cars.

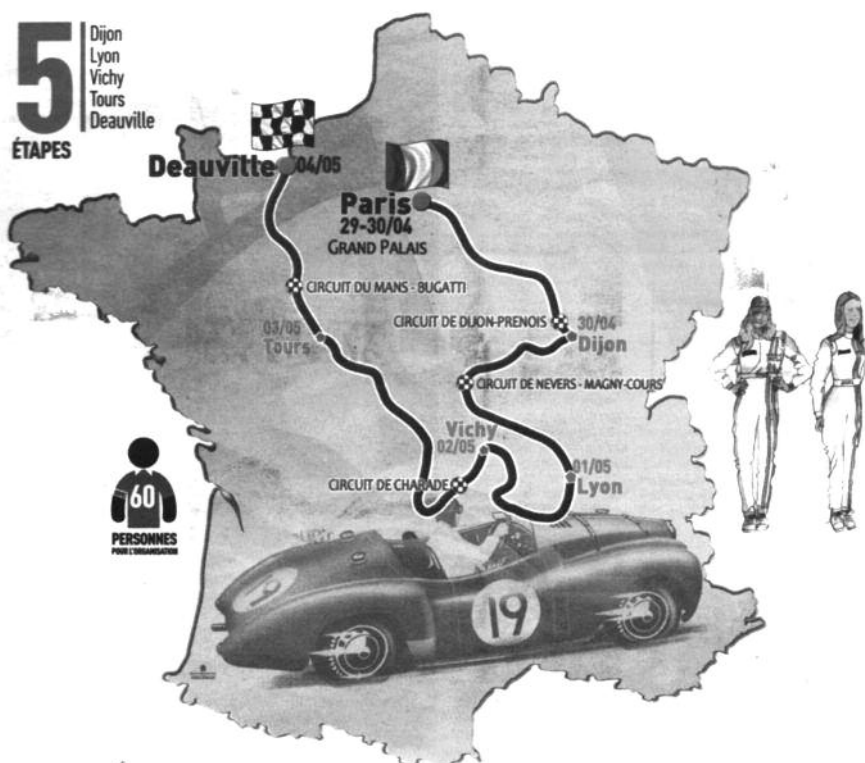


Parked on the Place Concorde in front of the FIA Headquarters the day before the event cars gathered quite a crowd. One assumes they were at the FIA to deal with last minute paperwork. With such an exotic collection it was mildly surprising that the Mini Cooper drew the most interest from passersby. (jpd)



5
ÉTAPES

Dijon
Lyon
Vichy
Tours
Deauville





One can't have a major long distance rally without at least one very serious Lancia. This Fulvia looked very much the part while sitting in the rain on the Place Concorde the day before the festivities began in earnest.
(jpd)



Half a block off the Champs Elysee at the Rond Point was a lovely collection of rallyists getting a day in the City of Lights before a week of hard driving.
(jpd)



This E-type was one of several entered for the tour. At least one of them was entered from the People's Republic of China.

(jpd)



FIA Headquarters on the Place Concorde in Paris. These folks are likely the home for nearly any bureaucracy or paperwork requirement in the entire world of motoring. They do it unapologetically and with great severity. Still, it is a pretty classy looking joint. (jpd)

The day before the official gathering at the Grand Palais many of the competitors could be found motoring through the center of the city or parked on a sidestreet, enjoying what Paris had to offer. We even spotted a few of them parked in front of the FIA Headquarters on the Place Concorde, their crews likely dealing with some last minute paperwork.

The 2019 event had a theme of forgotten or long gone British Sports Cars and had for the poster model a Jowett Javelin Jupiter. Also present and competing were a couple or three Frazer Nash LeMans Coupes, a Healey Silverstone, several models of AC, one of the early postwar Sunbeam Roadsters and any number of Healeys, Jaguars, and Triumphs. The field also included the usual suspects to be found at an event like this one, Ferraris, Porsches, Alfas, and Lancias, along with a few more esoteric marques. The French were represented by several Alpines, a Traction Avant, an Hotchkiss, a couple of Panhards, and even a supercharged Peugeot 203. That latter entry is clearly a testament to the owner's dedication and enthusiasm.



This Hotchkiss should warm the cockles of Tony Carroll's heart. It ran in the regularity class and finished respectably. (jpd)



The savior of Peugeot after the war, the Peugeot 203, was made in large numbers - over half a million of them between 1948 and 1960. With only a 1290 cc engine and less than 50 horsepower they weren't exactly quick. Seeing one arrive for the Tour Auto wasn't exactly expected. This one, though, more garish in colour than any of the originals, was also supercharged. Crewed by Garcia and Constantin, they retired part way through the tour. (jpd)



Paris' Grand Palais proved a glamorous venue for scrutineering and attracted a large crowd of enthusiastic spectators. (jpd)



A '63 Ferrari 250GT Berlinetta Lusso - not exactly everyone's idea of a long distance rally winner in 1919, but so it was. Winner of the Regularity Class crewed by Eric Hamoniau and Edouard Lothe they won convincingly. (jpd)

A marvelous Aston that looks to be modified just a wee bit. That grill on the front wing may be to exhaust warm air but it also contains the car's battery. (jpd)



The Morgan Team brought out four nicely prepared +4s and seemed to be running very much in company with each other. (jpd)



A British entry, this Sunbeam ticked all the right boxes for a rally honoring early British motor cars. One seems to recall that our dear friend, the late John Fitch, drove one in the Alpine Rally in the very early fifties. (jpd)

*A lovely little TR2
that should have
made a pleasant
mount for five
days of touring
France.*

(jpd)



One of the all-but-forgotten British marques (for the average enthusiast) that the Tour focused on this year was Frazer Nash. The LeMans Coupes, like this one, were Bristol powered.

Total production of the model was approximately nine. At least two of them took part in this year's Tour Auto. (jpd)



A pair of enthusiastic Germans brought out this V4 Taunus-powered SAAB. From the looks of the stickers on the rear window, they have been doing this for some time.

(jpd)





Another of the rarest of the rare at this sort of thing was this Healey Silverstone, entered and crewed by a Japanese team. (jpd)

There were two complete teams in the regularity category from USA: Simpson and Friedlander in an XK-140 and Abrahams and Gallagher in an Alfa Giulia 1600 TI Super. Both finished, though neither figured in the final winners' circle. The Jag came in 45th and the Alfa 54th.

The 240+ teams were otherwise heavily skewed toward French entries. We did notice, though, a Jaguar E-Type crewed by a team from the Peoples Republic of China. There was also a Healey Silverstone being run by a Japanese team. The Tour Auto is a global event.

Entry is 6,000 or 8,000 Euros depending on the entry level.

This year's course left Paris for Dijon and then on to Lyon, to Vichy, to Tours, and then north to Deauville on the channel coast. The five day event included stops at four different racing circuits, Dijon, Magny Cours, Charade, and the Bugatti circuit at LeMans.

The five days of running looked to be fairly grueling for the teams with early starts and longish celebratory evenings at the end of the day's running. There were closed course speed events as well as the over the road sections. The journey was a pretty broad circuit of Central France and by the end of the fifth day teams had covered 2280 km including almost 105 km on closed roads.

After the final battle on the LeMans Bugatti circuit and two special stages the 28th Tour Auto finished on the coast at Deauville in Normandy. Raphaël Favaro and Yves Badan (Lotus Elan) won the competition class for the second consecutive year. Eric Hamoniau and Edouard Lotthe (Ferrari 250 GT Lusso) were first in Regularity.

Details of the 2020 event are not yet released.



26
27
JANVIER
2017

27
JANVIER
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Recent Acquisitions, Restorations, Repairs and assorted Mechanical Minutia

We are not surprised to hear that the president, Mr. Leith, has returned to his roots and acquired another Model A Ford. His first car was an A and so it makes sense that he find another. This one is an absolute delight. It's a Model A Ford Roadster Pickup Truck. Yup, a pickup truck. He acquired it from Donald Koleman and has already taken it down to live at the beach house on the Cape. It looks to us to be just the ticket for carrying bikes, kayaks, paddle boards, and cases of red wine.



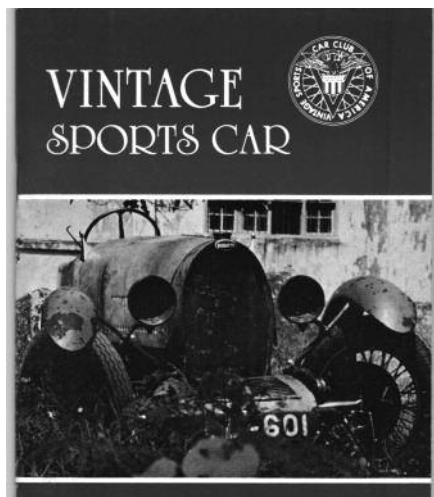
(leath)

★ ★ ★

Mr. Leith also reports the near completion of his BMW 328 restoration. It should be out amongst us by the Finale.

★ ★ ★

We were pleased to see Ben Bragg at the Hershey event with the Old Gray Mare back together. He was having some issues with tuning but running moderately well.



Back in Issue 2 of 1982 of “**Vintage Sports Car**” (above) the story was told of Andy Rheault’s acquisition of a Type 40 Bugatti at Bien Hoa in Vietnam. It was often referred to as the “Bien Hoa Special.” He was stationed in Vietnam at the time and attached to the Embassy. The initial reconstruction was done in Vietnam by local artisans and completed here in USA. After Andy’s death the car was sold to David Mise, who enjoyed it for a number of years before he too went to his reward. The car has since been reacquired by the Rheault family. Sarah and Chrisso have done some recommissioning of it in France and took it this spring on the International Bugatti Tour through Ireland. We expect to see it back on these shores before too many months have passed and are delighted to have it back in the club and actively driven.



As found.



Today on the road.



(jpd)

While driving through the *Val de Loire* earlier this spring we were astounded to see this wee beastie parked in front of a local *garagiste*. We stopped and took the photo below and chatted up the *garagiste*, who proudly showed us a Triumph TR4A in the area behind the garage. The TR4 looked great and we were told the Mayflower runs well, though, with a later Triumph engine installed. Having established diplomatic relations here we departed smiling, leaving a them the latest issue of “**Vintage Sports Car**” as well as the 2019 VSCCA Calendar



(hyman)

Bob Webber recently found himself a bit of a “Whatzit. (*At least it appeared a mystery to most of us.*) It’s the Autodynamics Hustler. Built by Ray Caldwell, who constructed all those Autodynamics Formula V’s so many years ago, this is a two place roadster on what we think is a seriously widened and strengthened Formula V chassis. It’s powered by a period four cylinder Porsche engine and is said to have been built to be a personal road car for Sam Posey. As the photos show, it looks a bit like a Lotus Elan.

Bob has had it out now for a couple of events and looks to be having a ball with it.



(hyman)

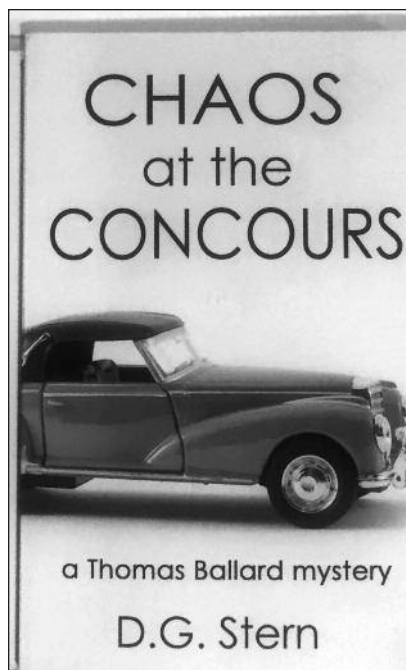
The Hershey Hillclimb saw the re-emergence of Jason Urban's prewar MG P-type after what we think we heard was a fairly major rebuild. It looks phenomenal and was running beautifully.

★ ★ ★

Hershey also saw the presence of three HRGs, a 1500, an Aero, and the fabled Offy-powered "Hurgenhauser.". We had hoped for more but three was still a pretty good turnout. Expect the Hershey Hillclimb story in the next issue..



(chd)



In our last issue we reviewed the latest in David Stern's automotive mystery novels, "Chaos at the Concours." We loved it and it appears we were not alone. We understand that it was recently awarded best automotive book for 2018 by the American Auto Racing Writers and Broadcasters Association. That's high praise, well deserved, and even more reason to acquire a copy and put it on the summer reading list. Amazon has it.

Congratulations to the author!



The first weekend in June saw the VSCCA's annual Empire Cup event at Lime Rock Park. It's also the weekend of the Greenwich Concours d'Elegance. We were judging at the latter and were most impressed. One of the honored marques was made up of representatives of the various beasts modified and bodied for Stanley "Wacky" Arnolt. There were at least 17 examples on hand including the Arnolt Bristols, the Arnolt MGs, and the Arnolt Aston Martins. The latter are now more likely to be referred to as Bertone Astons but, trust us, they are really Arnolt Astons.

Acting as major domo was our good friend Chuck Schoendorf, who had played the same role last year for the gathering of Cunninghams at Greenwich. We had forgotten that Chuck is now running the ex-Kevin Fitzgerald Arnolt Bristol but he had it there and it was looking lovely. (photo next page)



Chuck Schoendorf at Greenwich

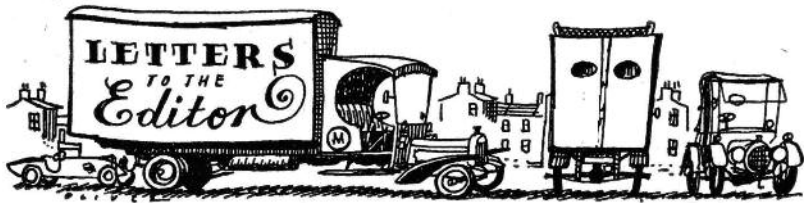
(jpd)



There were a number of other VSCCA members present but the car that tugged at our own heartstrings was the ex-Gil Steward Bentley Mark VI Convertible. Gil served this club long and honorably as our president and was a warm and loyal friend. We were happy to see the car is still in his family and was being shown by Thad and Mary Jane Steward.



(jpd)



Dear Mr. Editor,

Thank you for yet another interesting issue (2018/4) of The Vintage Sports Car. I am responding in reference to the picture from David Greenlees on page 43 of the WCR booth at the 1935 New York Auto Show. You ask "Any thoughts?" about action with the A.R.C.A. Yes, I have plenty!

I have been doing a lot of research on the MGs which participated in ARCA races since we first discovered, and now own, one of the J2 Midgets which had an active competition life with Tom Dewart. Most of our research is not "original" but based on the excellent data and anecdotes in Joel Finn's book "American Road Racing-the 1930s".

I had not previously seen David's picture taken from an angle, but there is a straight-on picture in Joel Finn's book on page 140 and his caption on the previous page says "MGs were also featured in the WCR booth, with a J2 and the L Magna of Barren Collier on display". I am afraid Joel is wrong on both counts.

As Sandy says, the MG on the left is indeed a 4-seat NB Magnette (NA0844) and we are certain from the color scheme it is the car owned by Bill Leith post war. It was purchased as a used car by Dan Hamilton who ran it just once in the ARCA race at Roosevelt Raceway in September 1937. There is a picture of them in action in Finn p259 but with an incorrect caption.

The NB was the 1935 model of the MG Magnette announced for the London Motor Show of October 1935 so it is noteworthy that one arrived in New York as soon as the following month. The model is distinguished from the NA by having doors hinged at the front and with a slatted radiator grille. Incidentally, Barren Collier's 12 Magna has no doors. (Finn page 110)

We didn't hear any more of this car until 2013 when it was sold on eBay to an enthusiast in England. Reference to our Prewar MG Register records showed it was previously owned by VSCCA member Bob Seymour and when I asked him about it, he was unaware it had an ARCA history albeit in only one race. Bob said he had sold it to someone in Albany for restoration who in turn sold it on to the person who put it on eBay. Sometimes they just get away!

At Roosevelt, Dan Hamilton finished behind three of the newer model TAs (Dewart, Sam Collier and Borsodi) and in 1938 and 1939 we find Dan driving his new TA with similar special factory specifications to that of Tom Dewart. It is great that these special TAs of Dewart and Hamilton are alive and well owned today by fellow VSCCA members Dick Little and Mark O'Day respectively. Incidentally Mark purchased his TA from the aforementioned

Bob Seymour who, at the time, did not know that it was previously owned and raced by Dan Hamilton. Looking at page 68 of this issue of Vintage Sports Car we see three more of Bob Seymour's cars for sale!

So, on to the car in the center. Contrary to Joel Finn's speculation that it was a J2 Midget, it is dearly a PB Midget. The PA introduced the spare wheel mounting bracket that would be used through to the TC Midget which was very distinct from that of the previous model J2, but the tell-tale feature of a speedometer in the middle of the dash distinguishes this car from the PA,

It's worth putting the Collier Brothers business activity into the picture because they had formed a special relationship with The M.G. Car Company management. Sam (Miles was too young at the time) had signed on as M.G. distributors for America in August 1934 (soon after becoming WCR - Weaver, Collier and Rand) and to satisfy their sales quota of selling six cars per year, the company allowed them to take six used J2 Midgets in late 1934 while the PA had been the current selling model since March of 1934. They undoubtedly had their customers all lined up and we see those J2s appearing in ARCA competitions from October 1934 onwards, including our car. By this time, competitive drivers had realized the J2 had a lot more competitive spirit than its replacement model for, even though the PA had a more robust engine, it incorporated more creature comforts and was heavier and less nimble.

The three Collier brothers had a penchant for relieving M.G. of their, or their customers', used competition cars for, during 1935 Barron got one of the 1933 Alpine Rally winning 12 Magnas, Sam got a K3 and Miles got one of the 1935 LeMans PAs which had been upgraded by the factory, at Miles's request, to PB capacity and with the addition of a supercharger. (Finn page 148). This is the only P-Type that we have seen recorded in the ARCA race results so the one in the subject picture on the booth did not have any competition use. Clearly WCR took their agency selling responsibilities with a little seriousness for factory records do indicate they sold a few NA Midgets which, with their more accommodating coachwork and larger engine size would be more attractive to the American market. The enhanced PB model had only been announced, along with the NB at the London Motor Show at the end of October 1935 so it is noteworthy that a model was available in New York a few weeks later.

Finn page 149 does however give us another question: The author describes an expedition from New York to enter the inaugural Daytona stock car race in February 1936 by Sam Collier and Langdon Quimby with two Willys 77s. Quimby had been a founder of ARCA campaigning a Willys. Finn says they "took along" Sam's J2. The accompanying picture shows an MG and a Willys stopped en route but the MG is clearly a PB which might well have been the same car as on the WCR booth the previous November. We can't see how many other cars are in the entourage.

We have heard rumors and seen one picture of PA Midgets being used in a Philip Morris marketing campaign; but to conclude, we don't believe the MG PB on the WCR booth at the New York Auto Show was used in ARCA com-

petition.

With respect

Peter Ross ARCA J2(J2594)

CLASSIFIED:

2013 Morgan 3 Wheeler,

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



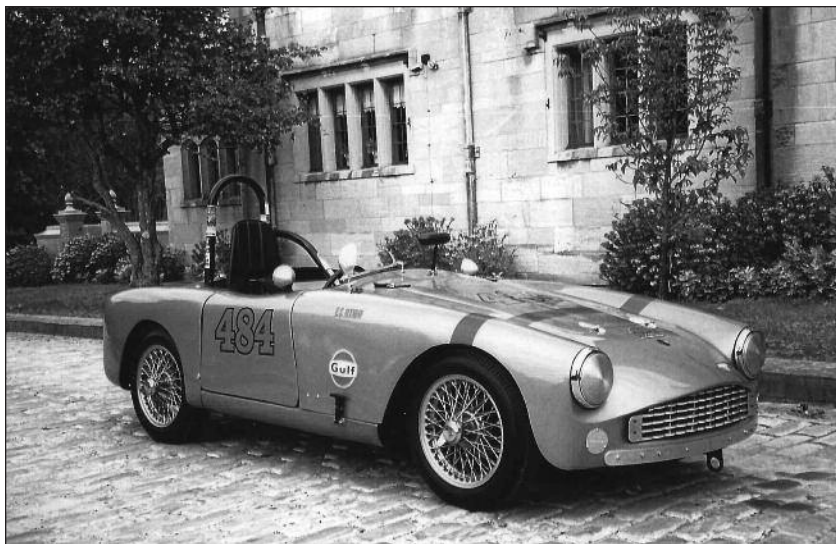
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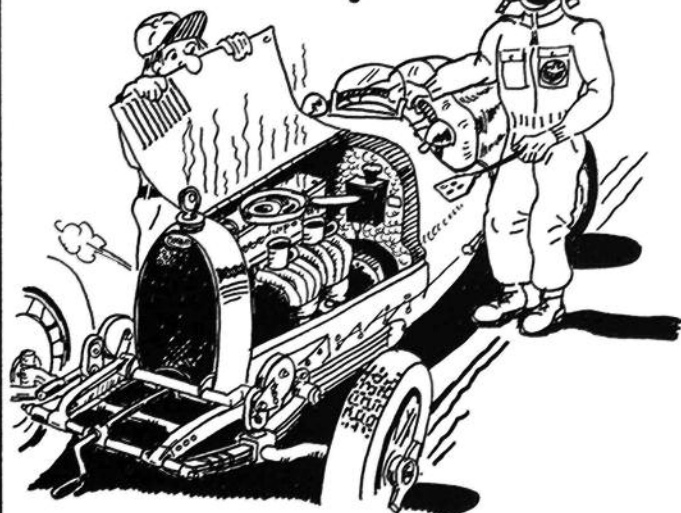
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All drivers competing in their 15th or more race will be recognized with a commemorative patch and gift on Friday, July 19. Racers need not be active. More than 50 racers have been honored so far.

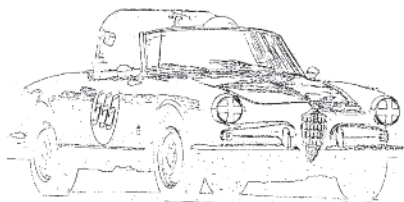
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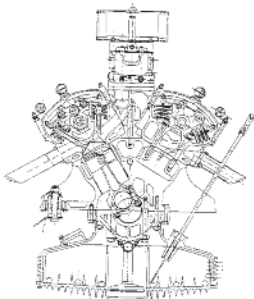
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Contact Orrie Simko.
860-782-1554.
orrie.simko@gmail.com.

1933 MG L2 Magna

L2064 is a numbers matching example, with known history from new. Having undergone a full concours restoration by a marque specialist, this car is finished in its original colors of

SOLD

black over green wire wheels. With relatively little use since, the restoration remains fresh and shows wonderfully. Fully sorted, L2064 is an extremely correct example, with brass fuel pump (not currently installed), optional badge bar, complete tool kit, and full weather gear. This L2 Magna is a stunning addition to any collection, and is priced aggressively at \$115,000 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 a 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. Asking \$259,000 USD.

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1955 Austin Healey 100-4 BN1

Recently out of 40+ year storage, this "barn find" has matching numbers, and now runs. The doors are in very good condition, while the passenger floor needs attention, with passenger side buttiger requiring replacement, and small hole in frame. Overall very clean underneath, and a solid car which was recently taken down to bare metal before being shot in primer. Very suitable to be restored to race car or streetcar specs. **SOLD** Sold on a CT Q1 bill of sale. Asking price \$22,500 USD.

1962 Volvo PV544

A very tidy example with a clean body, and wonderful patina. This car recently received a great deal of attention mechanically by a Volvo specialist. The head was shaved, new freeze plugs installed, and the addition of a Griffin aluminum radiator and auxiliary fan to aid in cooling. The tie rod assemblies were replaced, as well as a great deal of small repairs. This Volvo is equipped with an ATL fuel cell, inertia switch and partial roll cage for added safety. A very peppy car with a phenomenal sound! Asking \$11,999 USD.



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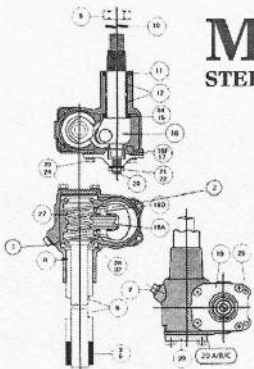
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