

# VINTAGE SPORTS CAR



NUMBER THREE 2023

# VINTAGE SPORTS CAR CLUB OF AMERICA, INC.

39 Woodland Drive • New Britain, PA 18901

Membership inquiries to the above address



Edgar L. Roy, Founder

1905 – 1995

## OFFICERS AND DIRECTORS

Alexander K. Leith, *President*

J. R. Mitchell, *Vice President*

T. Scott Fenley, *Secretary*

Richard E. Campbell, Jr., *Treasurer*

James P. Donick, *Editor*

Mark D. O'Day, *Activities Chairman*

Todd A. Daniels, *Director*

Mark J. Lefferts, *Director*

Mark A. Sherman, *Director*

Santo D. Spadaro, *Director*

George G. Vapaa, *Director*

# VINTAGE SPORTS CAR



*This issue spends some time telling of the HRG motorcars that have played a role in the VSCCA from it's inception. One of our treasured Honorary Members, Ian Dussek, is the world's leading authority on the marque and is the Patron of the HRG Association. The cover show's Ian taking part in the VSCCA event as part of the CanAm weekend at Watkins Glen in 1975 when he was conscripted into driving the late Gary Ford's marvelous (and exceptionally rare) HRG Twin Cam. Our HRG story can be found on page 26.*

## TABLE OF CONTENTS

## NUMBER 3 - 2023

Editorial .....	2
Mount Equinox Hillclimb	
The Story .....	3
2023 Mal Donaldson Award .....	11
2023 Entrants .....	16
Spring Warm-up in the Mountains .....	23
HRG Story .....	26
1947 Maserati A6CS .....	36
The Most Successful Maserati .....	38
Lime Rock Historics: 2023 .....	46
Keene Hillclimb Reunion .....	59

Editor:

J.P. Donick

28 Traver Road

Pleasant Valley, New York 12569 U.S.A.

Deputy Editor:

Jim Nichol

25 Crumwold Pl.

Hyde Park, NY 12538

© VSCCA 2023. All rights reserved.

This issue mixes a bit more history with tales of current motoring adventures in the VSCCA. We genuinely enjoy our own racing events but try to never forget that we are the Vintage Sports Car Club of America - not simply the Vintage Sports Car Racing Club of America.

At the end of our stewardship of the club we will have to think about how well we maintained that balance.

We trust you will enjoy the event photos, but - maybe even more - we hope you will find the O.S.C.A. history and the wander through the history of the HRGs, that have played their part in the VSCCA since its inception, to be worth a read.

Once upon a time we shared a joy in motorcars that were fascinating in their own right, whether they were likely to win a race or not.

2023 was a very good year for the VSCCA, we have more new members this year than we have attracted for many recent years. We welcome them with joy and hope they will come to appreciate the club's history of enthusiasm for vintage - though sometimes esoteric - motorcars.

We hope this issue will please. We took some delight in preparing it and offer it with the wish that it will help warm a cold winter's evening by the fire.

Enjoy.  
jpd





*One of our favourite photographers, Eddie Hyman, found himself on the other side of the lens as we caught him making a run up Mt. Equinox in his favourite little air-cooled conveyance.*  
(jpd)

## **VSCCA Mount Equinox Hillclimb** ***12 and 13 August, 2023***

The Vintage Sports Car Club of America's (VSCCA) annual Mount Equinox Hillclimb took place near Manchester, Vermont, on 12 and 13 August. The 5.3 mile course, rising well over 3000 feet has been recently repaved. After many years of being considered a car breaker, the fresh surface brought out the largest entry in recent memory. Forty cars entered and 39 made at least one run up the mountain. 2023 was more of a Porsche event than has been the case in recent years. There were at least six of them. There were also six MGs to give the Germans some competition.

Mount Equinox is a two day event. Each car waits at the summit until the complete entry has made a run and then all descend together. This adds to the time required for each set of runs. As each set takes the better part of two hours, there are seldom more than four runs available on any given day.

Local wildlife occasionally decide to help modify the day's schedule. Being run up through a forest, there is always the possibility of some sort of engagement with the local fauna - from wandering moose and bears to smaller animals like woodchucks. This year the wild turkey population was said to be exploding. Though warned of the possibility, Clemens in a Morgan managed a coming together with one of them when most of the way up the mountain. The Mog came through the incident with little more than scratches. The turkey didn't fare as happily. Clemens summed up the irony of the episode noting that "I'm a vegetarian and couldn't eat the silly thing anyway."



*The Goodson MGA at rest on the summit. That is the editorial Allard behind, though we think that Donick, the younger, was at the helm for that run.*

*(hyman)*



*Mr. Callo taking the TC out of the first parking area on his way to a very good time to the top.*

*(jpd)*



*Kevin Clemens' Moggie entering the parking lot at the top.*

*(hyman)*



*Bob Webber had the FV moving nicely on the weekend. Here he is heading down to prepare for his next run.* (jpd)



*Mr. Cotter displays a bit of body roll coming into the lower parking lot for a quick chat prior to continuing down the mountain.* (jpd)

*Josh Mitchell was running the Lotus 18 to very good effect.*

(hyman)





*Kobus Reyneke smiles from the appropriately numbered Porsche.*

(jpd)



*Chuck Schoendorf drove the Bristol up for the weekend, enjoyed a weekend's competition, and then drove it home. Not at all a bad approach to the event. . . .*

(jpd)



*Marc Cendron looking pleased with the performance of his Alfa.*

(hyman)





*Andy Greenberg making his runs in the Aston look absolutely effortless - and he gets faster every run. Well done! (jpd)*



*Sunday was wet and foggy for much of the session. Here Mr. Bragg brings the Old Grey Mare out of the mist and into the car park at the top. (hyman)*



*The editor was wheeling the Allard on Sunday through the mist. Approaching the finish line, he looks to be coming out of thick clouds. (It looked that way from the driving seat as well.) (hyman)*



*The Treasurer, Mr. Campbell, having a go in the Effyh.*

(jpd)



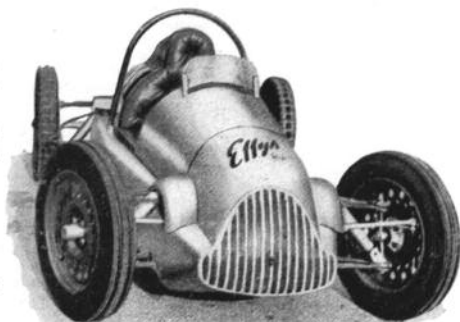
A precision hand-crafted 130 m.p.h. racing car built by the famous Swedish Engineers, the Hakonsson Brothers.

Powered by the tried and proven J.A.P. 500 engine, this little car holds over 40 recognized track and hill climb records.

Out of 60 races last season, the SAME CAR took 54 firsts, 4 seconds and 2 third places.

500 classes now being started on Tracks, Airports, Hill Climbs and all major Club Races.

EASTERN U. S. DISTRIBUTOR  
**J. B. STEVENSON**  
 Room 2110 40 Wall Street  
 NEW YORK CITY, N. Y.  
 "Dealer Inquiries Invited"





*Two of the Fenley ladies, smiling at the dinner. Megan and Allison spent most of the weekend helping their parents with the myriad tasks of organizing the event. The third of the Fenley ladies, their mom, Julie, spent most of the weekend at the registration table.*  
(jpd)



*Dinner was a convivial affair. Smiling for the camera (l to r) Andy Greenberg, Eddie Hyman, Stefan Vapaa and George Vapaa.* (jpd)



*Mr. Reyneke, received the René Dreyfus cup from the corner workers.*

(hyman)



*The event chairman, Mr. Fenley, absolutely out did himself this year, putting on one of the best Mt. Equinox events in recent memory. Well done!*

*(hymen)*

Mount Equinox has been being raced annually since 1950 and is the longest running paved hillclimb in USA to this day.

Saturday's four runs took place in bright sunlight. Sunday's were truncated first by dense fog at the summit and later by a severe rain storm. The runs for the braver competitors continued through the weather until visibility at the summit was under ten meters.

The annual dinner party on Saturday evening was again hosted by the Arlington Inn. If memory serves, the dinner was sold out and the food tasty. Entertainment was an illustrated walk down the history of Le Mans over the last century. Nobody threw anything at the speaker, so we conclude that it was moderately well received.

The Dreyfus Cup, awarded by the corner marshals went to Kobus Reyneke for a most competent couple of drives up the mountain.

The annual Mal Donaldson Award, for someone who has been a loyal lover of our favourite mountain and who drives with enthusiasm and style. This year it was awarded to Dorien Berteletti, who has been coming to the event off and on for the better part of fifty years. *(see story on page 11)*

J. Mitchell's Lotus 18 took fastest time at 4'52.8". Second was S. Vapaa in a Saab Sonett Roadster at 4'56.74". G. Vapaa in a Lotus 7 was third at 5'02.52". Fourth went to M. Donick in an Allard K2 at 5'03.05". Fastest of the prewar class was B. Bragg in the "Old Grey Mare" Ford Special with a time of 5'36.42". Next in prewar was Berteletti's Hudson followed by Ellsworth's Ford-Amilcar Special.

jpd





*This year's winner of the Mal Donaldson Award: Dorien Berteletti.*

*(hyman)*

### **Mal Donaldson Award for 2023 to Dorien Berteletti**

This year's Mal Donaldson award at Equinox went to Dorien Berteletti, who has been coming to Equinox off and on since the early '70s.

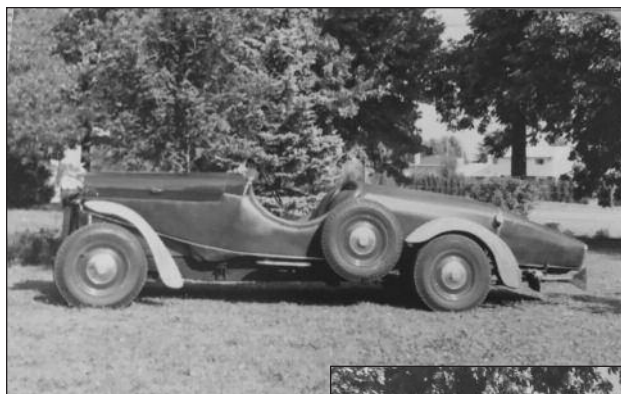
The indefatigable Berteletti is best known for countless runs up the mountain in his two man Hudson Indy Car but he has brought a few different cars from time to time.

He recalls his first foray to our favourite mountain in a rebodied '48 Bentley Mk. IV. That was likely in '75 or '76. He had driven it down from Canada via whatever roads didn't seem too heavily trafficked. "I don't remember having a number for the Bentley, a kill switch, or any in-car safety equipment," he writes, "but I made 2 runs with Dave du Brul (*chairman of the event at the time. jpd*) complaining he knew were I was, from the smell of burning wood that followed me to the top." He remembers the car fondly. "I had it going over 100 mph on good highway sections, and I would buy it back if I could find it. It was last seen in the Mid West some 15 years ago. I saw it parked behind a car advertised on E bay and despite several e-mails to the vendor there was no reply."



*Adding some Body English in the corner during a run in 2009.*

*(hyman)*



*Dorien's first Mt.  
Equinox mount was this  
rebodied Mk VI Bentley,  
driven to the event from  
Canada. We reserve judg-  
ment on the bodywork.*

*(Berteletti Collection)*



*Newest Engine Sensation!*

# TWIN H-POWER

- Engineering triumph develops extra power from every drop of gas!
- Nothing can touch it for lightning-like getaway and reserve power!
- So smooth it's delightful! So solidly responsive it's thrilling!



HUDSON HORNET SEDAN IN HUDSON-AIRE HARDTOP STYLING

## *YOU MUST DRIVE IT TO BELIEVE IT!*

**T**WIN H-POWER is a great new engine development which features an amazing multiple-fueling system. It develops more power than ever before out of every drop of gas!

You rule the road with blazing acceleration . . . and with the added safety of eager reserve power in every driving range.

There's bedrock economy, too, because engine efficiency is increased and premium-grade fuel is *not* required.

Hudson's rugged high-compression engines—the most durable built today—make it possible to utilize the great energy developed by Twin H-Power.

And when teamed with the road-hugging ride of Hudson's exclusive "step-down" design, you have motoring that's "out of this world."

You must drive it to believe it!

Twin H-Power is available now as an option at slight extra cost on the Hudson Hornet, Hudson Wasp and Commodore Six.

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

**FOUR GREAT SERIES**—The Hudson Hornet, Commodore Eight or Six, Hudson Wasp and the Pacemaker. New Dual-Range Hydra-Matic Drive or Overdrive and Soles Safety Glass (tinted, anti-glare) are optional at extra cost on all '52 Hudsons.

# HUDSON { HUDSON HORNET HUDSON WASP COMMODORE SIX



*Coming down and crossing the saddle in 1978. The exhaust managed to come adrift. He made the run again in 2023 now forty-six years later. (jpd collection)*



*Part way up the mountain in 2017. (hyman)*



*One way to spot the apex. . . leaning into the turn in 2006*

*(hyman)*

By '77 he had the Hudson with number 67 on the side and that has been his usual mount, though we recall at least one year when he came down in a marvelous Lancia. We can't currently find a photo of that one.

The Hudson has served him well, though it has broken from time to time. In '78 he came down off the mountain with the front of the exhaust system dragging along the side of the car. Fortunately it didn't catch on any rocks or such and get bent backwards under the rear wheel.

Dorien hasn't made it to Equinox every year but he has been regular enough that he is certainly thought of as a part of the event's "core group."

There are members who stick with the same car over the years, not because it is unbeatable but, rather, because they love the car. Berteletti's relationship with the Hudson falls into that category. He maintains it himself and always drives it with enthusiasm.

Congratulations!

jpd



*(jpd)*



# Mt Equinox Hillclimb Entrants : 2023



# 1  
*Ben Bragg*  
*Old Grey Mare*



#2  
*Tom Cotter*  
*Cunningham C3*



#4  
*Chuck Schoendorf*  
*Arnolt Bristol*



#8  
*Mike Pinkus*  
*Lancia*



# 11  
*Devin Giedra*  
*Datsun Fairlady*



# 13  
*jp donick*  
*Allard K2*



# 14  
Steve Eickelbeck  
AC Ace



# 20  
Tom Ellsworth  
Ford Amilcar Special



# 27  
Nick Vordeman  
Porsche 912



# 37  
George Vapaa  
Lotus VII



# 63  
Chris Turner  
Porsche 356



# 66  
George Pardee  
MGB



# 67  
Dorien Berteletti  
Hudson 2-man Indy Car



# 68  
Gaspar Fasulo  
EMPI Special



# 84  
Jim Bottomley  
MGA



# 97  
Stefan Vapaa  
Saab Sonnet Roadster



# 104  
Chris Rich  
Lotus Elan



# 110  
Jim Goodson  
MGA





# 111  
*Jamie Waters*  
*Corvette*



# 113  
*Michael Donick*  
*Allard K2*



# 114  
*David Greenlees*  
*Volvo P1800*



# 141  
*Richard Campbell*  
*Effyh F-III*



# 162  
*Chris Meyers*  
*Spridget*



# 166  
*Steve Silverstein*  
*Sunbeam Alpine*



# 201  
Ken Vaughn  
Porsche 356



# 230  
Bruce Giedra  
Datsun Fairlady



# 254  
JR Mitchell  
Lotus 18



# 298  
Jim Warren  
MGA



# 338  
Tom Miller  
Porsche 356



# 420  
Bob Webber  
Autodynamics FV



# 452  
*Ed Callo*  
*MG-TC*



# 540  
*Ed Hyman*  
*Porsche 356*



# 555  
*Santo Spadaro*  
*Alfa Giulietta*



# 564  
*Earle Tucker*  
*MGA*



# 675  
*Kevin Clemens*  
*Morgan 4/4*



# 717  
*Andy Greenberg*  
*Aston Martin DB4 GT*



#770  
*Marc Cendron*  
*Alfa Romeo Giulietta*



# 800  
*Josh Mitchell*  
*Lotus 18*



# 912  
*Kobus Reyneke*  
*Porsche 912*



*(hyman)*



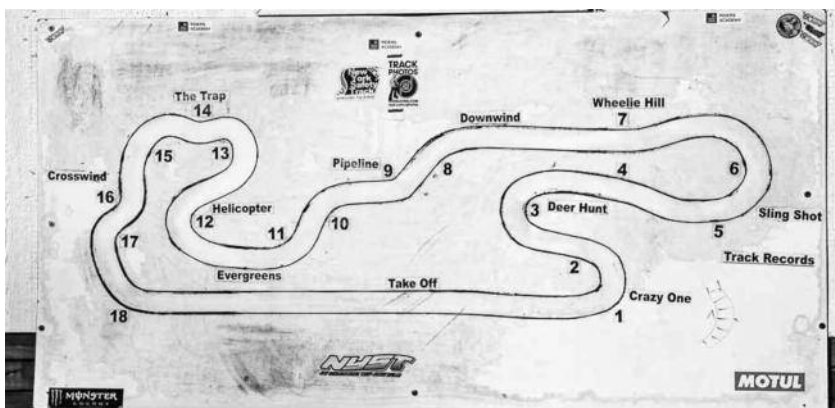
*Reyneke's Porsche chasing a Lotus 23 B*

*(hyman)*

## *Spring Warm up in the Mountains*

Nestled in the northern part of the scenic Catskills is the utterly delightful 2.1 mile, undulating New York Safety Track. It's designed around an airstrip that still functions and owned by New York City real estate developer Greg Lubinitsky. Oh and by the way, he built himself a home in the infield where he relaxes on weekends, surrounded by the music of fast machines. He's very young and reportedly a very fast motorcyclist.

Our inaugural 'Pre season Shakedown Track Day' was a roaring success, albeit marred by two kitty litter festivals that shut the track down early. Fortunately by 3:00 PM everyone already had more than 2 hours of track time and the numbers started dwindling.



*... an interesting circuit.*

*(hyman)*





*Vordeman's 912 at speed*

*(hyman)*



*The event chair, Mr. Reyneke*

*(hyman)*



*The number 32 Alfa moving along nicely.*

*(hyman)*

*Mr. Hyman's  
Porsche awaiting  
its turn on the cir-  
cuit.*

*(hyman)*



*Not sure who  
brought out the  
Alpine A110 but the  
editor has always  
loved these little  
French beasts.*

*(hyman)*

Almost half the entrants were not VSCCA members and we hope to see some of them join the club and participate in our driving events.

Billed as a low-key, non-racing event that should appeal to every club member, it lived up to expectations. Passing mostly happened on the uphill straight and although there were some spins, no accidents. The weather was spectacular, the club-provided food fantastic, the cars amazing and the people wonderful.

Charles Bordin must know everyone with a classic car because he masterfully split us into two groups of roughly 16 cars each - fast and slow. Novel to us, the track had no corner workers. Instead every inch was monitored by means of cameras and “flags” were bright lights all around the track.

The cars varied with many “preservation” entries and, being unmuffled, we were treated to the glorious whining of a 1983 Mazda RX-7's Wankel. Others included two Porsche 912s, two GTV Alfas and two beastly Corvettes to name a few.

We look forward to an even larger event next season.

kobus reyneke

*Editor's note: Most of us know something about MGs and Jags, Porsches, Alfas, and Ferraris. But, it struck us as also true that knowledge of the HRGs that grace our club is pretty thin. A recent gathering of HRGs at the Radnor Hunt Concours brought this home when some high percentage of passersby would ask "what IS that?" of various HRGs lined up on the field. In attempt to remedy the situation we offer the following reprinted from the Radnor Hunt Program:*

*jpd*

## **“HRG” - Not Exactly a Household Name\*** **(\* but a motorcar of fascinating history)**

And so it often begins. . .

“Is that an MG?”

“No, it’s an HRG.”

“It’s a WHAT?”

“I said, it’s an HRG.”

“Oh, what’s that?”

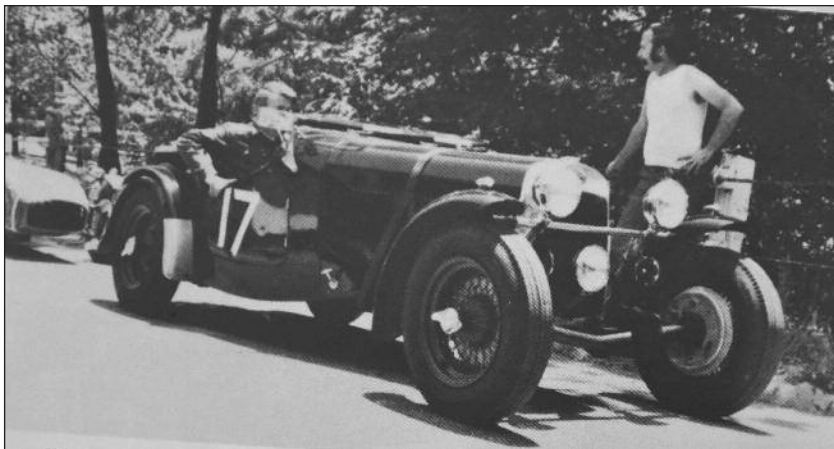
Thus we have proof positive, if it were needed, that the HRG marque is not exactly well known in this country, even by the sporty car cognoscenti. This amazingly nimble beastie deserves better.

HRG knowledge is fairly limited around the world and for good reason. Between 1936 and 1956 the works managed a total production of just 241 examples. Over the years that number included several different models, a couple or three body styles and multiple engines in the production. There were also a few that enjoyed or experimented with engine transplants, ranging from BMW-power to a couple of instances of Offenhauser installations.

Still, with all of the esoterica and rarity aside, HRGs were well represented in the early post war days at the beginning of the SCCA and have played a role in the VSCCA from its inception.

Before we go there, though, we offer a quick review of the cars and the company. HRG Motors was founded in 1936. Unlike that other company, the “G” was not anyone’s garages. HRG reflects the surnames of the firm’s first principals, Major A. E. "Ted" Halford, Guy Robins, and Ron Godfrey. Godfrey and Archibald Frazer Nash produced the GN cyclecars from 1911 until 1922, when the latter broke away to produce his own cars. Godfrey maintained the legacy of the GN cars, producing about ten more cars before completely shutting down the operation in 1928. After working on various projects Godfrey joined forces with Halford and Robbins, (formerly Trojan) to create the HRG.





*One of the earliest HRG examples in the VSCCA was run enthusiastically for many years by Tom Melahn. This shot was taken at the Duryea Hillclimb in the early 70's. (VSCCA)*



*After Melahn retired the mantle of VSCCA "HRG Guru." was settled upon the late Gary Ford. Here he is at speed in the "Hurgenhauser" at Pocono at one of our early spring events when there was still ice on some of the puddles.*

*(hyman)*

The company's prewar production was mostly one and a half liter models with a few 1100s. They saw much competitive activity in the UK and on the continent, including the Donnington Twelve Hour race and the Monte Carlo Rally. In 1937 they managed a respectable finish at LeMans, finishing second in class behind an Aston Martin and thirteenth overall. This was in spite of a seriously ailing engine at the end and a leaking fuel tank that had been sealed with the efforts of every member of the team chewing enough gum to cure the leak. This last anecdote reflects the enthusiasm and competitive spirit that HRG enthusiasts bring to the table this very day. The HRG is a motorcar that attracts enthusiasts rather than investors.

In 1938 the HRG was 10th overall and 2nd in class again at LeMans. Coming back in 1939 they won their class and finished 14th overall.

Prewar and current HRG competitors who were not inclined to venture onto the continent were also active in that particularly British form of motor competition, "Trials." Often referred to as "mud plugging," the events covered a fair bit of ground, often in miserable weather, with stops along the way for what were called "special sections." These consist of taking to a fairly steep path on an often muddy field and attempting to climb to the top on one's own power. Those who fail were usually towed - somewhat ignominiously -



*The editor exercising his HRG 1500 at the Hershey Hillclimb. (Also known as "The Grand Ascent at Hershey.") Either way, it was a wonderful event.  
(hyman)*



*The same Twin Cam as appears on the cover of this issue. Now it is being taken care of by Doug Stewart, who is amassing a most interesting collection of HRGs.*

*(jpd)*



*The late Gary Ford's HRG Aerodynamic at Lime Rock Park a few years ago. The bodywork was not a success and HRG soon reverted to the traditional shape.*

*(d. smith)*



*Tom Melahn's late 1500 model at an early VSCCA Mt. Equinox event. The Talbot-Lago behind it likely belonged to Tony Carroll.*  
 (vscca)



*The ex-Gary Ford "Hurgenhauser" with Scott Fenley at the wheel making glorious noises at the Hershey Hillclimb.*  
 (hyman)





*Gary Ford again, this time running the "Hurgenhauser" at the Pittsburgh Vintage GP street race.  
(vscca collection)*



*HRG made one attempt at civilization. It looked lovely, but they had a hard time selling it. Doug Stewart owns what it thought to be the sole example.  
(jpd)*



*Former VSCCA President Robert Richer driving his HRG from New York City to Sebring, Florida, in the mid-fifties. The car made it there and back again, though, Richer's sore body took some time to recover. (richer collection)*

to the top behind a team of horses. These days one expects tractors may be pressed into service as even our British cousins need to worry about PETA and those other busy bodies committed to putting horses out of work in the name of animal rights.

With the Hitler war's arrival HRGs shut down production for the duration only to begin pretty much where they left off when hostilities ceased. After the war, though, their competitive success, both on the continent and in the UK was even greater. They did well at Chimay's *Grand Prix des Frontières* in 1948, finishing second and fourth. They did even better at Spa that year, considering it was a 24 hour race. They finished 2nd, 3rd, and 4th, taking home the team prize.

HRG successes in Europe continued into the mid-fifties. They only began in the USA when the first examples, three Aerodynamics, were imported by Max Hoffman. They didn't take off, though, until 1949, when east coast SCCA racing was just getting started and, coincidentally, a pair of HRG 1500s began to show their mettle.

These earliest successes included Phil Stiles' Aerodynamic, which was seen at Bridgehampton, at Palm Beach Shores, and several other early road races. The legendary Tom Cole drove a 1500 with standard body at Watkins Glen in 1949 before moving on to even more potent machines, Allards and lastly Ferraris. Upon finding his first Allard, Cole sold the HRG to Al Koster, who campaigned it with great success. His brother Fritz also made a name in HRGs. Peter Iselin, was another HRG man who found success in the nimble little 1500. In search of either a new engine to replace a damaged one or maybe simply in search of more power, Iselin fitted an Offenhauser to his mount but with limited success. Koster's 1500 still proved quicker.



*Scrutineering of the Richer HRG 1500 at Bridgehampton or (maybe) Thompson. Robert raced the old beast a fair bit before moving on to a faster mount.*

*(richer collection)*



*HRGs can still be seen on the circuit with the VSCCA. This is the editorial 1500 coming up on Joe Freeman's 1100. The two enjoyed motoring in each other's company for much of the day.*

*(d.smith)*



*The Gary Ford Aerodynamic posing with the editorial HRG 1500. Though very different aesthetically, they are nearly identical under the skin.*

*(jpd)*

*Gary Ford exercising the Aero on the Lime Rock Circuit for what may have been his last ever sojourn on the track. Acting as riding mechanic was David Baker.*

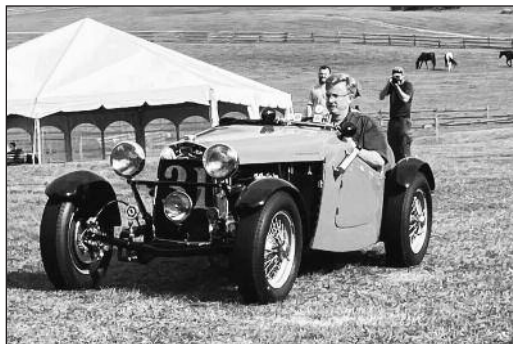


*(hyman)*

When the Porsches finally made the scene in adequate numbers the HRG's days leading the 1500 class in front line competition in USA were coming to a close. They continued in regional racing, including some nice success for Robert Richer in one of the later 1500's. He ran at Watkins Glen in the early fifties and other races. He was also a presence at the fabled Cloudbank Hillclimbs of '55 and '56.

The advent of vintage racing and the founding of the Vintage Sports Car Club of America (VSCCA) gave a number of the "HURG's," as they are affectionately called, a permanently new lease on life. Since the club's founding the cars - albeit in small numbers - have been a presence.





*Mr. Fenley bringing the "Hurgenhauser" up through some muddy grass at the 2023 Radnor Hunt Concours. (jpd)*

An early president of the club, Robert Richer, had fun with his before moving on to a much faster class with a Frazer-Nash LeMans Replica.

The enthusiastic Tom Melahn was to be found at nearly every VSCCA outing in the sixties and seventies with a 1500 bearing the recognizable license plate "HURG." He ran it in the very first vintage race at Watkins Glen and in the subsequent VSCCA "curtain raisers" for the Formula I Grand Prix there.

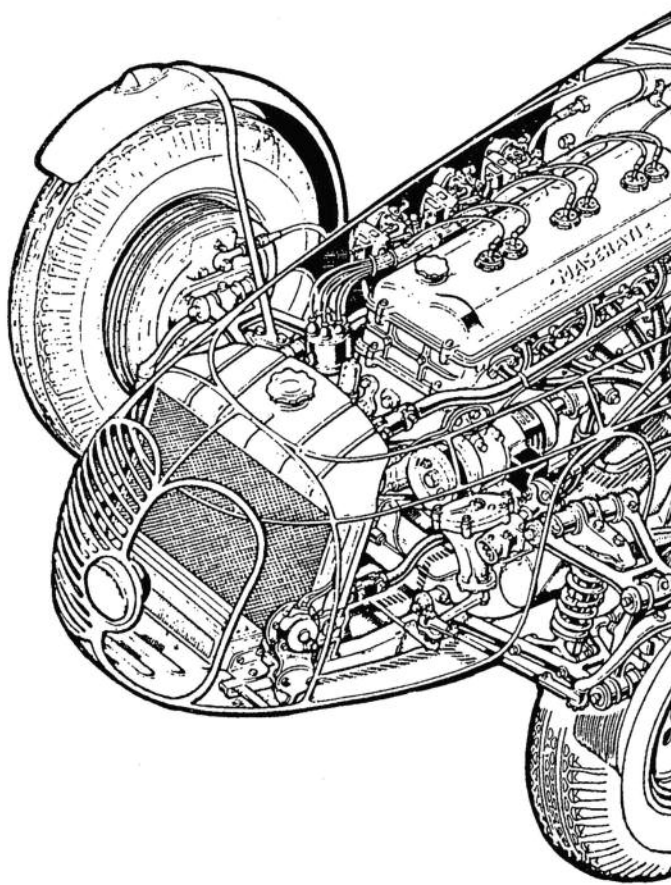
Long time VSCCA enthusiast Gary Ford was for some time the owner of what may have been the largest collection of HRGs ever gathered into one garage in the USA. He campaigned a couple of 1500s, an 1100, the ex-Phil Stiles HRG Aerodynamic, and one of the four HRG Twin Cams that were constructed. He created his Offenhauser-powered HRG as a tribute to the one Peter Iselin ran but with body work closely patterned on the lightweight HRGs that ran at LeMans. Calling it the "Hurgenhauser," he ran it on Mount Equinox, at Pocono, and at the Pittsburgh Vintage GP not that many years ago. His Aerodynamic was last seen at the VSCCA Fall Finale three years ago for some demonstration laps running in company with the Donick 1500. Both cars were at Radnor in 2023.

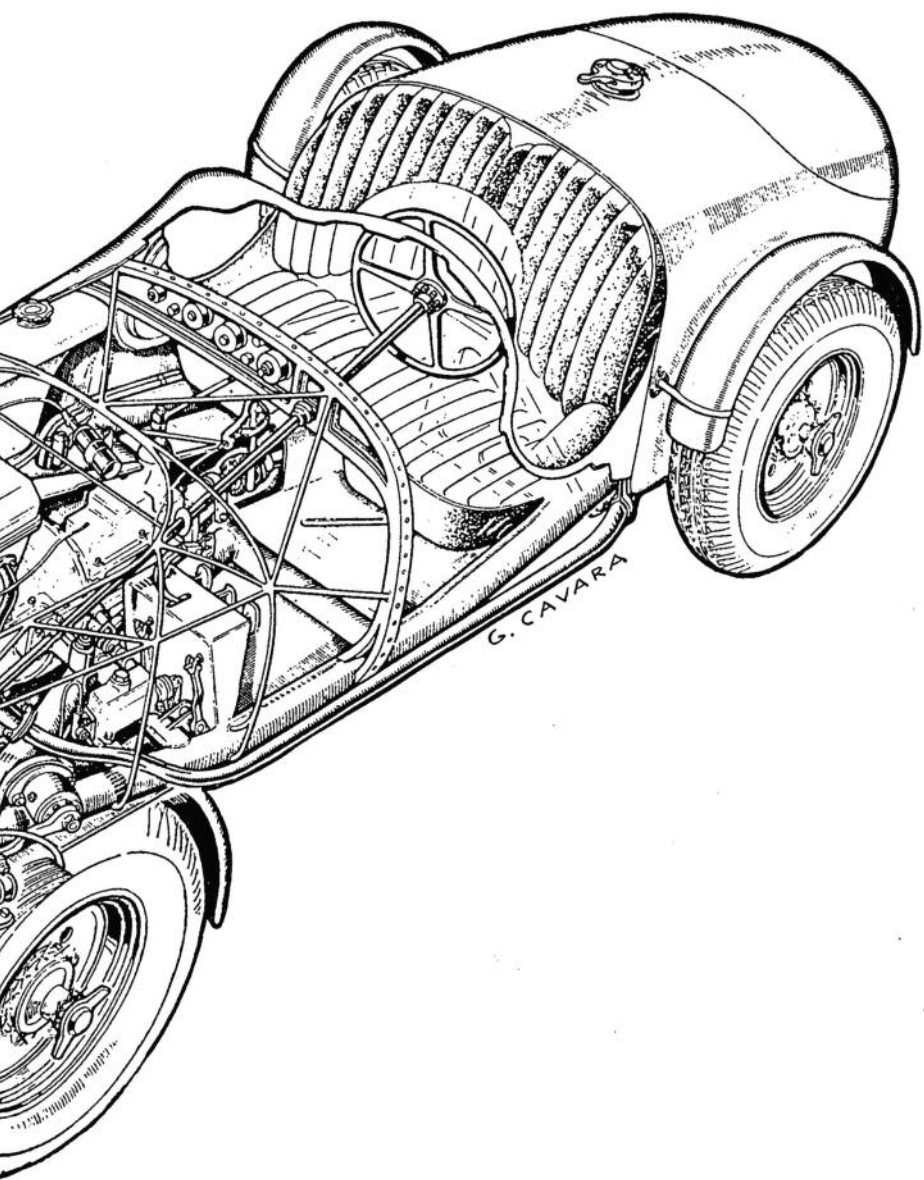
Of late the flag has been carried by the VSCCA editor, Jim Donick, and Scott Fenley; Donick in the 1500 and Fenley in the Hurgenhauser. Latest to the fray is Joe Freeman in an immaculate 1100. As is the case in the UK as well, the HRGs run in the prewar class since they are almost identical to the ones that were constructed in 1939.

There has lately been a resurgence of sorts for the marque. A few of the marque's enthusiasts are hoping to improve the HRG profile. There were several at the Grand Ascent at Hershey a couple of years ago and a gathering at Radnor is only the latest - and so far greatest - within the North American vintage motoring world. This event at Radnor was likely the biggest collection of HRGs ever seen in USA to date. The HRG clan is dedicated to keeping these lovely wee beasts active into the future.

*jpd*

# *1947 Maserati A6 G CS 2000*





# **THE MOST SUCCESSFUL MASERATI!**

## **THE O.S.C.A. Mt4**

*by Stanley Nowak*

*Editor's Note: This article is reprinted from "Trident: The Maserati Club Magazine" issue Number 5, Spring of 1974. The author, Stan Nowak, a former president of the VSCCA, was known - rightly - as one of the foremost experts on Maserati Motorcars in the world. Many interesting Maseratis passed through his talented hands. We reprint the text here with great pleasure.*

*jpd*

If pride cometh before a fall, then the pride must be shared equally by Ernesto, Bindo, and Ettore Maserati on the one hand and Adolfo and Omer Orsi on the other. Late in 1937, under the pressure of depression economics, the Maserati brothers sold their company and all rights to the use of the Maserati name to the wealthy Orsi family and stayed on under the terms of a 10 year employment contract. As the 1947 expiration date approached, neither the Orsis nor the Maseratis would bring up the subject and on the date the contract expired, the Maseratis left the Modena factory without a word of discussion on either side.

As quickly as possible, space was obtained in a corner of the original Maserati works in Bologna, where the brothers had started their business in 1926, and they set about designing a new car from a clean sheet of paper. The



*The great Louis Chiron was active after the war in a number of different vehicles. This is one of the O.S.C.A.s that he owned and ran. He thought they were great mounts for endurance racing as they were so pleasant to drive.*

*(Maserati Club)*

new company was christened 'Officine Specializzate Costruzioni Automobili—Fratelli Maserati S.p.A.'. This 'office specializing in the construction of automobiles' created a new car called the O.S.C.A. and it launched the Maserati brothers into their greatest commercial success.

The youngest brother, Ernesto, shared with his oldest brother, Alfieri, a brilliant talent for engine design. When Alfieri died in 1934 Ernesto took on the full responsibility for leading his brothers, and Bindo and Ettore carried on with the supervision of the administrative and production side of the business. Their respect for each other was unquestioned and this enabled them to work together with ease and efficiency.

Their goal was clear; to establish themselves with a winning car in the 1100 cc sports/racing category which was so very popular in Italy. Their design direction was inborn: simplify and lighten!



*Works driver Giulio Cabianca in the "52 Mille Miglia, His first in class ranks as one of the greatest Mille Miglia performances of all time. This car - known forever as the "Cabianca Car," was raced with both 1100 and 1350cc MT4 engines. It came later to USA. (chassis # 1114) (Maserati Club)*

Nothing in their design was controversial or experimental and the most direct, simple economical solutions were always chosen. The same respectful approach was applied to the execution of the design and the very high standard of finish only served to enhance its simplicity. No Bugatti, Ferrari, or post-1947 Maserati was ever made to higher standards!

The O.S.C.A. model was called the Mt4 and over the next 8 years it was developed into the most successful under-1500 cc sports/racing car in the world. The chassis followed the lines of their A6GCS Maserati (the last model they designed before leaving the Maserati factory): a frame of 2" tubes, at the front of which were attached upper and lower A-arms of unequal length with coil springs compressed from the bottom A-arms, a roll bar clamped to each of the top A-arms and telescopic shocks mounted just aft of and parallel to the coil springs. At the rear, half-elliptic leaf springs were slung below the live axle with telescopic shocks mounted vertically at each side.



The first few O.S.C.A. Mt4's were cycle-fendered 2-seaters, utilizing an engine which was a 4-cylinder version of the single overhead camshaft 6-cylinder engine they had designed for the original version of (ho A6GCS Maserati. The bore and stroke was 70mm x 71mm giving a swept volume of 1092 cc and was officially announced as producing 55 hp at 5500 rpm with a compression ratio of 8 to 1. This was most likely a smoke screen and contemporary estimates of 80 hp are certainly more accurate. A 1355 cc version developed 90 hp at 6000 rpm with a bore and stroke of 75mm x 76mm.

In traditional Maserati fashion, the aluminium head was hand lapped to the aluminium block making a gasket totally unnecessary! Driven by chain



*Tony Koshland owned two Mt4s and for a season or two he and Judy Stropus ran them in VSCCA events.*

(VSCCA)

from the crankshaft, the single overhead camshaft was mounted on the right side of the cylinder head and operated the intake valves by means of short rockers; the exhaust valves on the left side were opened via push rods running across the head to short rockers. This ingenious system permitted a hemispherical combustion chamber. The spark plugs were centrally mounted and accessible through tubes sealed by exterior screw caps on the top of the valve cover. These water-tight caps admitted the ignition wires which ran a short distance from the distributor on the side of the block. The armature shaft of the generator powered the water pump and the entire assembly was belt driven from the front of the crankshaft. No fan was fitted. The crankshaft had 5 main bearings and was machined from a solid billet. Every surface was super finished and in company with the unusual machined and drilled flywheel was balanced statically and dynamically.

Oil was fed at high pressure - over 125 lbs. per square inch -and the beautifully finned magnesium sump was the only attempt at cooling the oil. The dry sump, scavenge pump, oil radiator, and oil tank of the A6GCS Maserati were discarded as unnecessary weight. Oil breathers were nowhere in sight; two vertical rectangular passages cast into the crankcase allowed oil vapours to escape downwards through the sump. Two downdraft Weber carburettors fed four intake ports and exhaust gases passed out through four individual pipes.



*Fagioli in the twin cam 1100cc O.S.C.A at Monza. This chassis carried him to his second class win in the 1951 Mille Miglia. (chassis # 1112)  
(Maserati Club)*

From the tight fitting driver's seat of curved aluminium covered in multi-pleated leather, the view was enchanting. Instrumentation was minimal: one 8" 10,000 rpm tachometer, one water temperature gauge almost as large as the tachometer, and one small oil pressure gauge. The 4-spoke steering wheel was circled in wood and in the centre a small O.S.C.A. emblem was set into the horn button. The starter was a masterpiece of artful simplicity. One simply pulled on a lever, under the instrument panel, connected to a wire attached to the starter motor!

Over it all was an unadorned aluminium body just wide enough to admit an Italian driver and his mechanic. The wheels were barely covered by FIA-dimensioned cycle fenders. The grill was almost circular and it established the shape that was to identify all racing O.S.C.A.s for the next 7 years.

The new Mt4 first appeared at Pescara on August 15th, 1948 in the hands of Franco Cornacchia. Its second and third appearances established it as a winner. On September 19th, 1948 Gigi Villorosi removed the cycle-fenders and finished first overall in the Formula II Grand Prix of Naples soundly beating all the Ferraris in the process! Dorino Serafini repeated the win at the Circuit of Garda on October 24th, 1948 again making light of the 2-litre Ferraris. A new Marque had been established and the Maserati brothers began filling orders.

In 1949 a double overhead camshaft head was put into production. The camshafts operate the valves via finger followers. This head was fitted to both the 1100 cc and 1300 cc versions. At the same time the rear suspension was altered and trailing 1/4 elliptic springs replaced the 1/2 elliptics, thereby improving the roadholding.

By 1953 a 78mm x 70mm 1453 cc version was introduced offering 110 hp at 6200) rpm. A year later the final version of the Mt4 was introduced: this featured a twin ignition cylinder head with a special Marelli distributor driven off the idler gear between the two camshafts at the front of the head. A bore and stroke of 78mm x 78mm brought the engine size to 1490 cc with an announced horsepower of 110 (?) hp at 6300 rpm. All of these horsepower figures are conservative. The Maserati brothers always preferred to understate their power claims, letting the cars performance speak for itself. For example, the 1490 cc twin ignition engines produced as much as 135 hp and this model frequently beat the 170 hp A6GCS Maserati!

By the end of 1951 Giulio Cabianca, Felice Bonnetto, and Luigi Fagioli had established the O.S.C.A. as the best sports/racing car in the world under 1500 cc. Fagioli won the 1100 cc class in both the 1950 and 1951 Mille Miglia. This cycle-fendered car was later sold to Rees Maklin of Chicago, Illinois and was the first O.S.C.A. to arrive in the US In its first race, the 1500



*Luigi Fagioli making a quick stop at the Bologna Control in the 1950 Mille Miglia. This remarkable 1100cc O.S.C.A. carried him to a first in class and an amazing 7th overall.*

cc event at Bridgehampton in 1952, it won overall and defeated Max Hoffman's 1500 cc Glockler-Porsche. And all this with only 1100 cc!

In 1950 Bonetto finished first overall at the 1100 cc Gran Criterium. In 1951 Cabianca won the same event where other O.S.C.A.s finished second, third, and fifth. Early in 1952 Cabianca entered the same car (with full width coachwork), in the great Targa Florio and led this gruelling race against all opposition for seven laps out of the total ten before he was forced out with rear axle trouble, Later in 1952 this car was sold to American enthusiast Al Garthwaite. In 1953 it was sold to a suburban Philadelphia car dealer, Otto Linton, who campaigned it successfully until 1957! In 1954 he won Brynfan



*Briggs Cunningham had two O.S.C.A.s. He took at least one to Sebring in '54 for Stirling Moss and Bill Lloyd to drive to victory. He also brought the cars out throughout the north-east. Here at Thompson*

*one of them is parked behind the well known Cunningham Ferrari. The man in the black shirt walking toward the camera is Mr. Cunningham, himself.*

*(bill leith)*

Tyddyn and finished 5th overall at Sebring. The overall winners were Stirling Moss and Bill Lloyd in Briggs Cunningham's 1453 cc O.S.C.A. which was long exhibited at Cunningham's fine museum in Costa Mesa, California.

On the West Coast, writer Al Coppel bought Randy MacDougall's 1100 cc O.S.C.A. in 1953 and proceeded to engage in a series of races with Ken Miles in his famous MG Special. Bill David bought Bill Spear's O.S.C.A. and the two gave the amazing Miles a very tough time. By vastly superior driving Miles barely won at Pebble Beach and March Air Force Base.

In the east Briggs Cunningham won the 6 Hour Race at MacDill Air Force Base and Bob Said took first in George Moffett's O.S.C.A. at Bergstrom Air Force Base after wrecking the car in practice. Later in 1953 Said took another O.S.C.A. to Europe and won the first victory for an American in



*A better shot of Cunningham's darker O.S.C.A. the same day at Thompson.*

*(bill leith)*



*The white coloured O.S.C.A. of the Cunningham equipe. This is the one that Stirling Moss and Bill Lloyd took to victory at Sebring in 1954.  
(bill leith)*

Europe since Jimmy Murphy took a Duesenberg to France in the 1920s. Phil Walters won the last race on Bridgehampton public roads beating Jim Pauley's Bandini and John von Neumann's Glockler-Porsche. At Le Mans Damonte's unique Vignale bodied coupe won the 1100 cc class. O.S.C.A.s also won at Thompson, Sowega and Reno. 1953 was quite a year for the Maserati brothers.

The O.S.C.A.s continued to dominate American 1500 cc sports car racing in 1954. They won at MacDill and Hunter Air Force Bases, Pebble Beach, Golden Gate, Westover, Lockbourne, and Offutt Air Force Bases, Watkins Glen, Seafair, March Air Force Base and Akron. But the handwriting was on the wall when Bob Davies in a Porsche 550 Spyder defeated Briggs Cunningham in his favourite O.S.C.A. at Ft. Pierce.



*The same car, reunited with Moss at Lime Rock Park for the historic in 2012, doing a few demonstration laps with himself and the wheel accompanied by his lovely bride, Suzie. (hyman)*





*There are still Mt4s active with the VSCCA. This is Mitch Eitel's example at Lime Rock just a couple of years ago.*

*(hyman)*

Driven reasonably, with a rev limit of 6500 rpm, the O.S.C.A.s were good for up to 10 long races a year before an overhaul was required. Little was done between races except change oil and spark plugs, inspect the cams for wear and adjust the brakes. Tyre wear was minimal due to the car's low overall weight: 1650 lbs. ready to race. Amazingly tractable, they could even be driven to and from races on the road provided hotter plugs were used and the revs kept below 5000 rpm. Without a doubt the Mt4 O.S.C.A.s were the most successful under 1500 cc sports/racing cars ever built!

Within the past two years (*this is written in the early 70's jpd*) collectors have begun to buy and restore these delightful Mt4 O.S.C.A.s and they have learned that the workmanship throughout is superior to that found in Ferraris and Maseratis of the same era. Five Mt4s, a JN (1500 cc), and a 187N (750 cc), are currently being raced in Vintage sports Car Club of America events in the North East. They are surprisingly fast and have frequently beaten or equalled the times of much larger cars. My own 1490 cc twin ignition car has been timed in the standing start 1 mile at 16.0 seconds!

About 70 Mt4s were built and at least 20 were brought to the US Only 12 have been located and very few are for sale. If you can find an Mt4 for sale, buy it. A large supply of new and used Mt4 parts has been put together in the North East and this will allow these fine cars to be run competitively for many years to come. I can assure you that the purchase of an Mt4 O.S.C.A. will be the best and most enjoyable investment you ever made.



*MGs, celebrating their centennial, were a major presence at this year's Historic Festival.*  
(hyman)

## **Lime Rock Historics #41**

### **Labor Day Weekend 2023 Lime Rock Park Connecticut**

The Lime Rock Park (LRP) Historics event celebrated its 41st iteration on the first weekend of September. Celebrating 100 years since MGs first graced the roads as well as a major focus on Chrysler products that included amazing support from the manufacturer. The event was an outstanding success. The MG centennial assured a record entry of MG racers resulting in the largest racing entry the event has ever experienced. For North American lovers of the MG marque it proved to be a once-in-a-lifetime opportunity.

The four day event kicked off on Thursday evening with a tour through the local back roads to a street festival in nearby Falls Village. Race cars, concours cars and even local enthusiasts lined up a broad range of motorcars to depart the track for what most resembled a parade over the miles through various roads and byways to a welcome on the streets of Falls Village. Proper licenses for the cars were not checked carefully so the sight of sports racers as well as production cars was enough to warm the cockles of the hearts of bystanders. The affair in Falls Village included food, music, and a warm welcome to all.



*The parade to Falls Village brought out an exceptional collection of motorcars.*

(hyman)

*The legendary  
Rutherford  
Special motor-  
ing through the*



*One doubts that it has been exercised (more or less legally anyway) on the public roads in many years - - if ever.*

*(hyman)*



*The party in Falls Village is memorable for all concerned. These may be some of the tallest young women we've ever seen or they are enjoying stilt walking.*

*(hyman)*



*Just enjoying  
the parade.*

*(hyman)*

# MG'S: ALL SHAPES & SIZES



(jpd)



(hyman)



(hyman)





*(hyman)*



*(hyman)*



*(jpd)*



The next two days, Friday and Saturday, were taken up with racing. Racing at Lime Rock on Sunday is not permitted so Sunday is the magnificent Sunday in the Park car show. Racing resumed and concluded on Monday.

The record number of race entries were divided into nine mostly logical groupings. MGs were spread into two or three of the groups and played a major role in each. The race groups were particularly exceptional, with drivers representing 29 states and three countries driving cars from nine different countries ranging from the early 1910s to the early 2000s.

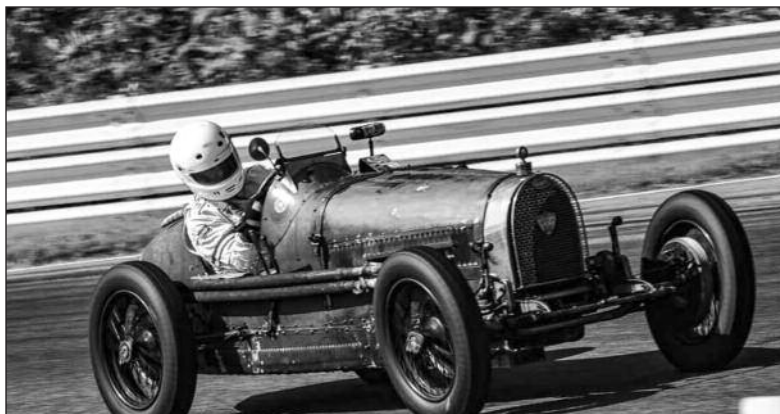
Group 1, the Jim Haynes Formula Junior Memorial, saw one of the largest gatherings of Formula Juniors, both front and rear engined, that the country has seen in many years. We counted at least ten Lotus 18s, and there were rumours that the number was actually a dozen. The front engined juniors included Elvas, OSCA, and Stanguellini, among others. The class winner when the weekend was over was Nick Grewal in his 1960 Elva 300.

Group 2 was Sports 2000 and produced a field of nearly thirty of these very popular sports racers. Racing in the group was close for the entire weekend but by the time the dust had settled the award for the group went to John Thompson with his quick Lola T91/90.

Group 3 was called "war era." Looking at the entry it is difficult to determine which war was referred to but we could make a case that it stretched from the time between World Wars One and Two, through the Korean Police Action, and up to the early days of the Vietnam Conflict. That may explain the use of the term "era." The entry for this class, eclectic though it may have been, was marvelous. There were Bugattis, Stutzes, a couple of early fifties Indy Cars, an H-mod or two, a whole gaggle of MGs, both prewar and early post war, and ended with a '64 MG 1100 saloon. Other examples included prewar sprinters, a Morgan or two, an Austin A-35 Atlantic, and a '65 NSU Prinz. The racing was entertaining and clean. While any number of the entries in this class deserved special mention, the final award winner of the class was Nial McCabe in a beautifully presented Austin A-35.

Group 4: The Tin Tops / IMSA RS / Under 2.5 Liter class offered a delightful mixture of coupes, hot hatchbacks, and a few BMW sport sedans. Seeing the Alfa contingent along with the various BMWs working their way through the esses looked like poetry in motion. Winner of the class award here was the beautifully driven Volkswagen GTI of Josh Brown.

Group 5 proved one of the great highlights of the weekend, being the MG Feature. 34 MGs were entered plus one MG-powered TVR. The competition was hot and close. The enthusiasm was of an even higher order - a race none will ever forget. The final award for the class went to Heather Richards in an MG Midget.



*Sandy Leith gave the Scrambling Egg a good workout.*

*(hyman)*



*The Holman's Stutz team never disappoints. This is George Holman, jr. at the helm of the 1930 example.*

*(hyman)*



*Neidell's '33 Plymouth Speedster was a welcome visitor to our favourite racing circuit.*

*(hyman)*

# TIN TOPS:



*Nial McCabe moving briskly in his Austin A35.*

*(hyman)*



*This mini pickup truck didn't make the early entry list but we suspect it to be Roger Garnett, but it could be nearly anybody.*

*(hyman)*



*Tom Walko giving his '65 NSU Prinz a bit of a run.*

*(hyman)*

## ACTION ON THE CIRCUIT:



*Rick Neves looking to have a mirror full of Aston Martin as he tosses the Healey through Big Bend.*  
(hyman)



*Clemens' Jabro acquitting itself honorably.*

(hyman)



*Rick McCurdy's TR3 going down the chute toward the left hander.*

(hyman)





*The post war race saw some great action. Here Jim Stein is taking the inside line while John Greller holds on from the outside.*

*(hyman)*



*Ben Bragg must have more racing miles on the Old Grey Mare than any of her previous drivers.*

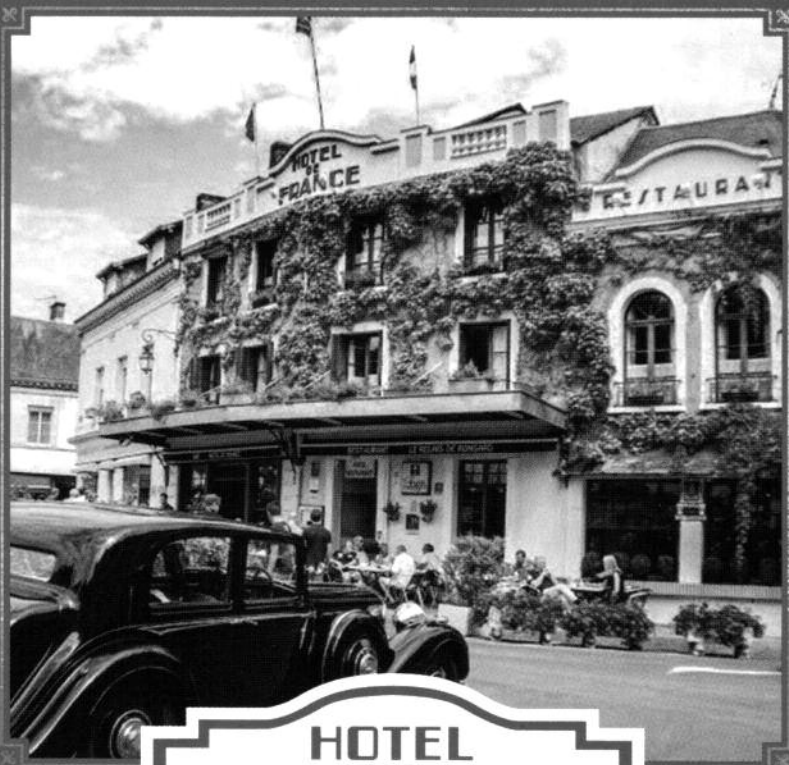
*(hyman)*



*Aston Action in Big Bend.*

*(hyman)*





# HOTEL DE FRANCE

LA CHARTRE-SUR-LE-LOIR, SARTHE

*Bien plus qu'un hôtel*

EMAIL Them at [bienvenue@lhoteldefrance.fr](mailto:bienvenue@lhoteldefrance.fr)

Group 6 provided Mid-Century GT/Sportscars of 2 Liter. (or less, one assumes). This crowd included the Lotus 7s, Elva roadsters, Turners, Triumphs, some of the later Alfas, and a sports racers. The group was nearly forty cars when the weekend began, a large and diverse crowd. At the end of the weekend the call award was handed to Joe Colasacco for his drive in a breath taking Alfa Romeo TZ.

Group 7 was for GT/Sportscars Over two liters. Another pretty eclectic grouping, these folks included a Costin-bodied Lister at the very fast end, a couple of Aston Martins, a small handful of Ginettas, several Porsches, a Mazda Miata or two, the Philson Falcon Special, and even a couple of Healey 100s. The class award went to the 911 Porsche of Ted Goneos.

Group 8 was named for Big Bore & Air-Cooled Porsches. This gave us the heavy weight ground pounders, Corvettes, Mustangs, Camaros, and such as well as the Jag E-types, a couple of 240-Z Datsuns, and more versions of the ubiquitous Porsche 911 than one might imagine. Award winner for the class was the 911 S/T of James Hamblin

Group 9 was the final grouping and was called "Wings & Slicks/Formula Ford." One of the smaller racing groups of the weekend, this group was almost a catalog of some of the most popular Formula Fords of the late seventies and early eighties. Graham Adelman in a Chevron B36 led all three of their races and was first across the line in the Monday finale.



*Santo Spadaro coming to grips with the PBX Special*

*(hyman)*



*Formula JRs lined up for the Concours.*

*(hyman)*



*Marc Evans and his friend Toni came out in a delicious little 3-wheeled Moggie.*

*(jpd)*



*Some later Formula JRs.*

*(hyman)*



*The well deserved winner of Best Racing Car was Santo Spadaro and the recently restored PBX Special.* (hyman)

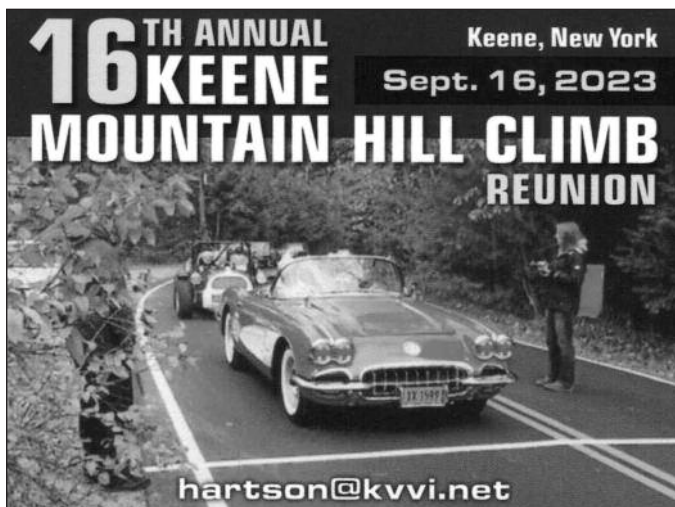
The Sunday in the Park car show boasted nearly a thousand cars on the grounds (including some interesting spectator cars) with two hundred being carefully judged on the main straight and with a "gathering of the marques" lining the rest of the entire circuit.

The Lime Rock Concours was once again headed by an esteemed panel of judges that evaluated more than 200 cars, selecting 17 for drive-up awards. The Best in Show d'Elegance was awarded to Paul Gould's 1954 Desoto Adventurer II while Santo Spadaro's 1953 PBX H modified took Best in Show Sport.

A special moment happened on the Concours as Sam Posey was reunited with his 1971 Ferrari 512 M that he drove with Peter Revson and Swede Savage in two of America's biggest races: the Daytona 24 Hour and Sebring 12 Hour. The car was part of Lawrence Auriana's collection of 17 rare cars and motorcycles featured in the Concours and at the circuit for the entire weekend..

At the heart of the Concours were the 11 Chrysler Concept cars that included the 1960 Plymouth XNR to the 1963 Chrysler Turbine Car. Seeing the Turbine run was memorable, particularly for those too young to remember when it made so much news at the New York Worlds Fair of '64 and '65.

This annual event seems to be getting better every year. Congratulations for a superb weekend are in order for all who worked so hard to make it happen.



### **Keene Hillclimb 2023:**

**Another most pleasant weekend in the High Peaks.**

Sixteen years ago Mike Hartson decided that the memory of the historic Keene Hillclimb should be kept alive. He wanted to do it before everyone who had actually competed passed away. We've lost most of them in the intervening years. The memorial to Jim Haynes in the last issue brings that home ever more so.



*The Meyer Special with Jack Meyer, himself, at the wheel prior to a run. In the early fifties this event attracted every hillclimb enthusiast within the better part of a thousand miles.*

*(hartson collection)*





*This Cadillac belonged to the Pastor of the Roman Catholic Church in Saranac Lake, Fr. Ward. He didn't drive it up the hill, he left that to a parishioner, who managed to wheel it up in the top five. We have always suspected that Father Ward's automotive enthusiasm may have made him a bit of a hero for his Altar Boys.* (hartson collection)

*These four ladies were all competitors.*

*Joan Perkins on the far left drove the Triumph TR-4 that they are leaning on. She and her husband, Bill lived on the Plattsburgh Air Force Base. They both drove the Triumph. It had Weber Carbs.*



*Second from the left is Gail LeBrun. She and her husband Chuck, also from Plattsburgh Air Force Base, co-drove Corvettes. First in 1965 a 1964 Corvette and in 1966, a 1966 427 cu. in. coupe. Chuck placed second behind Jack Paveling's Cobra and Gail won the ladies class. In 1965 she set a new woman's record of 1:27:04, which still stands, with their small block 1964 Corvette*

*The third from the left is Nancy Barnard who drove an MGA for many years.*

*The last lady is June Mani. She and her husband, George co-drove a few Corvettes over the years, ending with their 1964.*

(hartson collection)



*Several of the early climbs took place with snow on the ground. This is the 1950 lineup. That was the first hillclimb.*

(hartson collection)

*The hillclimb always finished at the Mountain House. Recent reenactments have done so as well. The editorial Allard J2 looked perfectly at home there a few years ago.*

*(jpd)*



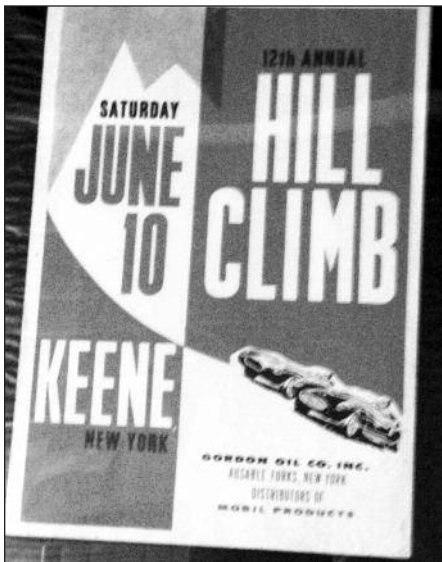
*Some of the reunion gatherings have brought some delicious motorcars. This XK-120 was a regular.*

*(jpd)*

*A Cobra set the fastest time of day that stands even now. This one is local to the mountain and joins the party every year. The owner/driver is George Jaques.*

*(jpd)*





*The noise tends to be less  
and the driving a bit more sedate  
but the reunion gatherings have  
still managed to put some mar-  
velous motorcars on the hill.*

*(jpd)*





*The reason the reunions have been so successful is the enthusiasm of Mike and Ann Hartson. Mike usually brings out one of his Corvettes for himself and another for his wife to drive.*

*(jpd)*

*For the 2023 gathering the editor didn't bring a really suitable mount and so had to borrow something. Mike Hartson graciously loaned him a wartime (ok just a little bit post war) Jeep. The little Willys four banger in the front made as much power as it could and the low geared transmission limited top speed anyway. As a result we were nearly timed with a calendar. That being said - it was great fun!*



*Allards were always a presence in the early days of the hill-climb. Fred Nemith, a car dealer from south of Keene, brought this one a couple of times in the early fifties. (hartson collection)*





*The fastest Allard ever to take to the mountain was "Big Jake." This ex-Erwin Goldschmidt Allard JR won several years in a row for it's driver, Bob Bucher.*  
*(hartson collection)*

The event ran for 17 years and nearly anybody who was anybody in the sporty car world took part at one time or another.

This year's event, reunion #16 was a joy but the turnout of enthusiasts was lighter than it had been over the years. It's a one day affair, including a display of cars and an exhibit of hillclimb memorabilia in the Keene Arts Center. We offer here a few photos of the gathering along with a few historic ones from the memorabilia exhibit.

Next year will be the 17th and Mike and Ann Hartson have decided it's a perfect time to pause the event for awhile. The hillclimb ran for 17 years and, next year, the reunion will have matched that record. Date is 21 September, 2024.

They hope that the 17th will be memorable and a suitable ending to their great event. It is hoped that a larger number of enthusiasts will come out. The exhibit of the history of the hillclimb will be enlarged and maybe have various videos to be seen. Demonstration tours of the old course will take place. Additionally, there is talk of a barbecue near the car display.

An early autumn weekend in the High Peaks of the Adirondacks can be a glorious affair. It is well worth the trip and will be the last opportunity to commemorate this iconic event for a possibly long time. It's not necessary to bring a sports or racing car, though they are appreciated. Any vehicle for the drive to the mountains is simply FINE.

We certainly will be there and will bring a suitable vehicle. Join us!

*jpd*



# MOTOR CLASSIC & COMPETITION



**Specializing in Vintage Sports, Racing and GT Cars since 1979**



1951 Ferrari 212 Inter:  
Fully sorted driving machine  
Mille Miglia participant – 1952, 1954.



1974 Alfa Romeo Tipo 33-3/Flat 12: Rare,  
fantastic race record, Ickx, Stommelen,  
Reutemann, Monza, Nurburgring, Imola. All  
orig., fresh rebuild, race ready.



2004 Porsche GT3: Arctic Silver, 36k  
miles, 2 owners, carefully maintained;  
looks, runs & drives like new.



1965 Porsche 356SC Cabriolet: Matching  
#s, 1 of 533. 3-owner, full docs, COA.  
67k miles. One repaint. Euro version.  
Outstanding original throughout.



1958 AC Aceca: Matching #s.  
Comprehensive frame-up restoration,  
RHD, Rally proven.



1960 Mercedes Benz 190SL: Matching  
numbers, Concours quality restoration.  
Ready for show or rally circuit.



1958 MGA Twin Cam:  
Rare, frame-up, show quality  
restoration on an iconic  
sports car.

**WE WILL BUY AND CONSIGN ALL FERRARI AND ALL VINTAGE  
SPORTS RACING & GT CARS • FINANCING AVAILABLE**

**WWW.MOTORCLASSICCORP.COM**

350 ADAMS STREET, BEDFORD HILLS NEW YORK 10507

914-997-9133 • SALES@MOTORCLASSICCORP.COM



## **EDP Enterprises**

*Complete Automotive Fabrication*

Dedicated To The Proper Restoration and Conservation  
of Vintage Road and Race Cars

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

**Eno dePasquale**

PO Box 42, Walpole, NH 03608

603 313 8625

**GMT Racing**  
Since 1995  
Time For Fun

Prewar  
Vintage  
Historic  
Modern

**WORLDWIDE EXPERIENCE**

**race prep,  
track support,  
parts & service**  
203-270-8441  
[www.GMTRacing.com](http://www.GMTRacing.com)

The advertisement features a black and white photograph of two vintage open-wheel race cars. One car is in the foreground, angled towards the left, with the number '31' visible on its side. Another car is behind it, also angled. A person is crouched next to the rear of the second car, possibly working on it. In the background, there are other vehicles and a building under a cloudy sky. The text is overlaid on the image in various fonts and sizes, including a large 'GMT Racing' logo and a banner that reads 'WORLDWIDE EXPERIENCE'.

# Ryall Sheridan Carroll Architects



ryall  
sheridan  
carroll.  
com

Ultra Efficient  
Net Zero  
Passive House  
Sustainable Design



STRUCTURAL  
ENGINEERING  
SERVICES

SERVING THE  
TRI STATE AREA  
SINCE 2009



a degree of freedom  
structural engineer, PLLC

WWW. A DEGREE OF FREEDOM.COM  
212.495.9370

Restoration • Repair  
Race Prep • Track Support  
Pre & Post war cars  
Vintage/Club Formula Ford



Sports Racers • Formula junior specialists

**OVER 150 YEARS OF RACING EXPERIENCE  
UNDER ONE ROOF!**



20 Henry Street  
Bethel, CT 06801  
Cell# 203-788-6152

## Abingdon Spares



*Since 1968 • Knowledgeable staff  
Same day shipping • Best prices!*



Quality New & Used Parts  
for MG T-Types and MGB



**Everything you need  
to keep your MG on the road**

**800-225-0251  
[www.abingdonspares.com](http://www.abingdonspares.com)**

# DOMENICK'S EUROPEAN CAR REPAIR

HOME OF THE RACING GIULIETTA'S

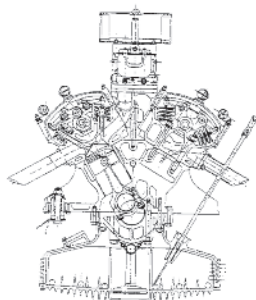
At your service is  
Domenico Spadaro  
Frank Spadaro  
Santo Spadaro



## SPECIALIZING IN:

- CAR RESTORATIONS
- VINTAGE RACE CAR PREPARATION
- COMPLETE ENGINE REBUILDS

Since 1960, family-owned business,  
European trained mechanics, expert repairs on all...  
From Alfa to Ferrari,  
Audi to Mercedes,  
Jaguar to Range Rover,  
Saab to Volvo.



148 FERRIS AVENUE  
WHITE PLAINS, NEW YORK 10603

Phone 914 949 0103

Fax 914 949 0618

E-mail [sds1750@aol.com](mailto:sds1750@aol.com)

Ask for references from our satisfied customers in  
Westchester County, Fairfield County and Long Island.



**VT** ***VeloceToday.com*** EXCLUSIVE ARTICLES ABOUT  
EXTRAORDINARY AUTOMOBILES

*Now share the passion of photographer/writer Sean Smith*





Collinsville, CT 06019  
Phoenixville, PA 19460

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

### **1939 Cadillac V16 Imperial Limousine:**

Concours restoration by Hibernia of N.J. / Turnquist and extremely well maintained since. Done in its original antoinette blue, with leather top & working intercom. A very smooth, strong 16 cyl. Asking \$119,500 USD.



### **1949 Bentley Mark VI drophead coupe by H.J. Mulliner**

1 of 5 disappearing top examples built, now 1 of 3 remaining, with full history from new. Superbly maintained, having received multiple best in class awards. A stunning coachbuilt example, that is an absolute delight to drive! Priced Reduced: Asking \$265,000 USD.

### **1958 Morgan +4 Race Car:**

Professionally built & maintained by GMT Racing, and Morgan Spares of New England. BRG over black wings, approx. 174hp, running Minilite wheels and Avon road approved race tires. In the right hands, this Mog will do 1.06s all day at LRP all day long. Road registered. Asking \$39,999 USD.





Collinsville, CT 06019  
Phoenixville, PA 19460

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

### **1959 Triumph TR3A:**

Enjoyed by its faithful owner for over 20 years, with over \$10,000 in service receipts. Recently having a \$2,762.55 service, this TR3 now runs and drives beautifully. The engine pulls strong, making 50 mph effortless. It starts easily and has excellent oil pressure (50 psi) even on the hottest days. A fun driver. Asking \$17,250 ORO.



### **1966 Alfa Romeo Duetto 105 Spider 1600:**

A stunning two owner example, originally delivered in Europe before being shipped to the U.S. with its original owner. A new clutch installed in the last 500 miles, and excellent fabric top installed at a great expense. Extensive original documentation & paperwork. Asking \$55,000 ORO.



**1967 Lancia Fulvia:** A stunning example, having undergone a no expense spared \$70+k restoration. Excellent dark blue paint, with a fully dialed in mechanicals. Sold new through Algar, and an absolute joy to drive! Asking \$35,500 ORO.



**THE VINTAGE AND HISTORIC RACING NEWS MAGAZINE**

*The Vintage Racer's Favorite  
Since 1986*

**Every Month:**

Vintage Race Reports  
News • Feature Articles  
Car and Driver Tech  
Auction Reports  
Schedules • Resources

Now online at **victorylane.com**

in flipbook format

*Free to VSCCA members,  
no password required*

*We welcome your Driver & Car story  
and Letters to the Editor:*

**Dan Davis, Publisher**

(650) 321-1411

editor@victorylane.com





**VINTAGE SPORTS CAR CLUB OF AMERICA INC.**