



PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS - DECEMBER, 2018 - JEREMY SALE



Drive Safely! Happy Holidays!



Inside: The Spirit of Vintage Racing! VARAC and Open Wheel Racing! The 2019 Drivers Challenge! We say goodbye to John Sambrook, (left and below) as well as BEMC president Bob McCallum and racer and character Reg Hillary.



Plus, 1967 Shell 4000 Cross Canada Rally in a Rambler American. Also "Are You A Vintage Racer?" Ed Luce reports from Mt-Tremblant.

The Spirit of Vintage Racing.

by Ted Michalos



There's racing, then there is vintage racing. What's the difference? It comes down to the driver's attitude towards their car and their competitors and the difference is quite pronounced. A racing driver is out to "win". The car is a tool, besting their competitors is the objective.

A vintage racer is out to run their car in a competitive environment, but preserving their car and the cars of their fellow vintage racers ranks higher than their desire to win. It is often called "gentleman racing" and that more accurately expresses the attitude of vintage racers. It is most definitely door to door racing, but at 8/10ths. The cars are pushed hard, but not to extremes.

Vintage racing is based on the concept of "racing room". That means everyone is entitled to enough room to drive their car around the track. The obligation for a safe pass rests with the passer – the passee is expected to maintain their line and is entitled to enough space on the track to do so. That means high risk/low percentage passes are frowned upon...

The Spirit of Vintage Racing.....

For example, cutting to the inside of a corner without being able to be completely clear of the car you are passing (sometimes called dive bombing) is not permitted. This sort of pass denies the car being passed their normal racing line in the corner and may result in car to car contact (forbidden) or forcing the car being passed to perform some heroic actions to avoid contact. The fault rests with the passing car if there is any sort of incident as a result of their actions.

Another example is a pass to the outside in a high-speed corner. This is another high risk/low percentage activity. If the passing car cannot be completely clear of the car being passed before that car starts to drift out from the apex then the passer is denying the other car adequate racing room to follow their line through the corner. Once again, if there is an incident the passing car will be at fault.

These examples clearly display a driver that doesn't "get it", a driver that doesn't understand the "spirit" of vintage racing.

But what is the "spirit" of vintage racing?

It is a desire to compete, but not at all costs. Victory is being able to run your vintage race car in the manner that it was meant to be driven – to "race it" – with the knowledge that your fellow drivers have the same attitude and approach to the sport. Vintage racers always keep an eye out for the other guy. If a move is too aggressive, or high risk, then a vintage racer should not take it. Enjoy the camaraderie and the cars – it is more important to have fun and be safe than it is to appear on the podium at the end of a session. Racing hard with a competitor you can trust is pure fun. The best result for a vintage racer is to have one or two other cars that they can race close and fast with, knowing that their competitors won't do something with their car that puts any of them at risk. The winner is the driver with the biggest smile at the end of the race...and a car safely back on the trailer.

Race hard, race safe! See you next year! Ted.

2019 VARAC Drivers Challenge

Points from the best 5 of 7 eligible championship events for each division will be accumulated to provide up to three annual championship awards in each VARAC class as well as one overall Vintage-Historic champion, one overall Classic (G70+, G90) champion, one Formula Classic champion, and one overall Club Champion.

Only drivers who have submitted a VARAC Car Eligibility Form will be eligible to accumulate points, and only drivers who have completed a minimum of three events will be eligible for the end of season championship awards. Points will be awarded to drivers rather than to teams or cars.

VARAC Vintage Grand Prix volunteers who cannot participate at the VGP event may choose another event on the North American schedule to replace the VGP event and need to notify the Race Director prior to the VGP event.

All competitors shall self-designate their class before their first event of the season based on the time bracket charts set out below. Competitors may not designate a slower class than the preceding year without the consent of the appropriate Division Director (Vintage-Historic, Classic, or Formula Classic). Competitors that enter a "slower classed" car in a "faster class" will not be eligible for any podiums points for that vehicle. The Division Directors have the right to re-assign competitor classes if they deem it appropriate.

"Break Outs" may occur at any/all championship events, including the VARAC Vintage Grand Prix.

A competitor, who, **during qualifying**, achieves a lap time which is officially timed as faster than the break-out time for the class entered shall be placed at the rear of their class on the grid for the race.

A competitor, who, **during a race**, achieves a lap time which is officially timed as faster than the break-out time for the class entered shall lose one lap for each break-out lap.

Competitors are responsible to self-identify if/when they have a breakout. Failure to do so will result in exclusion from the results for that session.

Competitors who break out at least once on two race weekends during the season will be re-classified for the following event. Competitors that break out in two or more sessions on the same weekend will also be re-classified for the following event.

In the event of a tie in the scoring, the 6th event will be added in, and then the 7th if necessary to break the tie. If a tie remains a coin toss will be used to make the final determination.

Questions or concerns? Please contact the VH, Classic, or Formula Classic Directors for clarification.

2019 TIME BRACKETS:

	CTMP	SMP - Pro	SMP - Long	CMP - East	CMP - Long	Le Circuit
A	Under 1.31	Under 1.14	Under 1.58	Under 1.16	Under 2.17	Under 1.50
1	Under 1.35	Under 1.16	Under 2.01	Under 1.19	Under 2.22	Under 1.55
2	Under 1.40	Under 1.18	Under 2.04	Under 1.21	Under 2.27	Under 2.00
3	Under 1.45	Under 1.20	Under 2.07	Under 1.23	Under 2.32	Under 2.03
4	Under 1.50	Under 1.22	Under 2.10	Under 1.25	Under 2.37	Under 2.07
5	Under 1.55	Under 1.24	Under 2.13	Under 1.27	Under 2.42	Under 2.11
6	1.55+	1.24+	2.13+	1.27+	2.42+	2.11+

POINTS

Participation points:

5 points for starting the race – Saturday race and Sunday afternoon feature race

5 points for finishing the race – Saturday race and Sunday afternoon feature race

Podium points:

3 points for class win – Saturday race and Sunday afternoon feature race

2 points for 2nd in class – Saturday race and Sunday afternoon feature race

1 point for 3rd in class – Saturday race and Sunday afternoon feature race

Points are accumulated on a unique Driver, Car, and Class combination

Competitors re-classified during the season will keep participation points only (no podium) earned to date. Podium points will not be carried forward to the new class.

Competitors who have not submitted a VARAC Car Eligibility Form at the time of the event will not receive championship points for that event. Competitors have an opportunity to submit their form before the next event to have points re-calculated for the previous one event. (Prior events to the last event will not be re-calculated.)

Ramblin' Across Canada...Seann Burgess.

This past June we marked the 50th year since our unique car began its interesting life. There are very few cars that can claim being built at the factory as competition cars, but this 1968 Rambler American is one of them. The AMC plant in Brampton got its feet wet in the '67 Shell 4000 Cross Canada Rally with limited success, so for '68 they decided to have another go at it, with a much more serious approach to being better prepared. The plan was to enter three Rambler Americans in the rally, with a quality lineup of drivers and navigators.



To properly come up with a format for building the three racers (all white with black hoods), the factory decided to build a prototype/test mule to put through a rugged series of torture tests to determine any weak points, searching for overall durability and reliability. The test car was Blazer Metallic blue, and the name "Old Blue" was adopted by everyone involved right from the start.

The car was a favourite with several staff members as they were given the keys for the weekend and told to take it and "wring its neck" to see what would break! Many stories came out of these episodes, some can be told...some maybe not. "Old Blue" proved to be quite instrumental in the success of the event, all three cars built in OB's likeness finished 2nd, 3rd, and 5th in the Calgary to Halifax rally, taking home the team award. After the rally, all four cars were sold off to privateers, this car being purchased by a local Ontario racer, who competed at Harewood Acres and Mosport in road race events, as well as doing some winter rallies. Once the car became too tired to race, it was sold to a friend who used it as a tow car to move race cars across Canada. Eventually it was left for dead in the mid '70's at a family farm near Petrolia, where it sat outside for 30 or so years. When it finally ended up at our shop, it was very rough, almost too far gone. It was only because of the history of this special car that I took on restoring it..

...I spent a year documenting everything I could, including talking to many factory personnel, and once satisfied, I tore it apart and spent two years bringing it back to life. Since finishing the resto we've enjoyed sharing the car with many "gear heads", but especially with the folks that were involved with the car when it was new. That brings us to this past summer when we were able to celebrate the 50th

anniversary at Mosport (now Canadian Tire Motorsport Park) with four of the original factory team members, and the last registered owner who turned the ignition key off for what I'm sure he thought would be the last time in 1970 something. Race organizers were onboard for the reunion, and let us do exhibition laps, lunchtime spectator rides and even used the car as the pace car for the GT races. A great time was had by all, especially the original guys from the race team, who still stay in touch after all these years.

I have an extensive collection of documentation for this, and the other 3 cars including handwritten modification details preparing them at the factory for competition. At this time I'm interested in selling the car to the next enthusiastic caretaker. Thanks, Seann Burgess, 519-986-1323.

At right: A post rally shot of Dave Mackenzie waiting in line to make another run at Knox Mountain Hillclimb in '69.



Above: Original team members left to right Ernie Regehr (Team Boss), Hunter Floyd (Driver 3rd place), Walt Mackay (Test and Development Driver), Don Colling (Chief Mechanic)



Old Groaners...

Two vintage racers are playing cards on Saturday evening just as they have done for the past 50 years. Gus, the elder, had been having problems remembering what cards were what, and usually needed help from his wife. At the end of the card game Red said to Gus, "You did very well tonight. You didn't need any help at all. Why is that?"

Gus replied, "Why, ever since my wife sent me to that memory school, I haven't had any problems at all." "Memory school?" says Red, "What memory school?"

Gus thought for a moment, "Oh, what's that flower that's red with thorns? A really pretty flower . . ." "A rose?" asked Red.

"Yeah, that's it!" Gus turned to his wife and says "Hey, Rose! What's the name of that memory school you sent me to?"

A man was driving down a gravel road in Ontario dairy farm country when his MGA spluttered and stalled. Annoyed, he got out and raised the hood to see if he could find out what was wrong. As he was looking under the hood a brown and white cow slowly lumbered from the field she had been grazing in over to the car and stuck her head under the hood beside him. The man looked at the cow rather surprised. After a moment the cow looked at the man and said, "Looks like a bad carburetor to me." Then she walked slowly back into the field and began grazing again.

Flabbergasted, the man hurried back to the farmhouse he had just passed, where he met the farmer. "Hey, mister, is that your cow in the field?" he asked. The farmer replied, "The brown and white one? Yep, that's old Bessie."

The man then said, "Well my car's broken down, and she just said, 'Looks like a bad carburetor to me.'"

The farmer looked at him disgusted, shook his head and said, "Don't mind old Bessie, son. She don't know squat about British cars."

ARE YOU A VINTAGE RACER?

If you ever even talked about adding castor oil to your race gas you are a vintage racer.

If you simply refuse to ditch your hockey puck race tires you might be a vintage racer.

If you refuse to throw away your race tires because the cords don't show through everywhere, you might be a Scottish vintage racer.

If someone mentions carbs and you think Webers, you might be a vintage racer.

If you're sometimes relieved to see the LL sign when you round turn 10 you're probably a vintage racer.

If you overhear someone mention, "lap times" and you head to your trailer because you heard, "nap time", you might be a vintage racer.

You are not a vintage racer if you play follow-my-leader just to pass the car in front on the last lap.

If you have even considered making non-period modifications to your vintage race car just to go faster, then you might not be a vintage racer.

If you call blocking a faster car "defensive driving" then you are not a vintage racer.

If a car that you are following moves over to let a faster car past, and you tuck in behind that faster car to squeeze past too, then you might not be a vintage racer. (*NONSENSE! Ed.*)

If you're still following a car that you could have passed three laps ago because you like to watch it in the corners, you are definitely a vintage racer.

If you wave at the track workers and then realize that they aren't waving back because it's not the cool-down lap, you are a vintage racer.

You are definitely a vintage racer if you are told you have to start from the back and you think "Great!"

VARAC AND OPEN WHEEL RACING

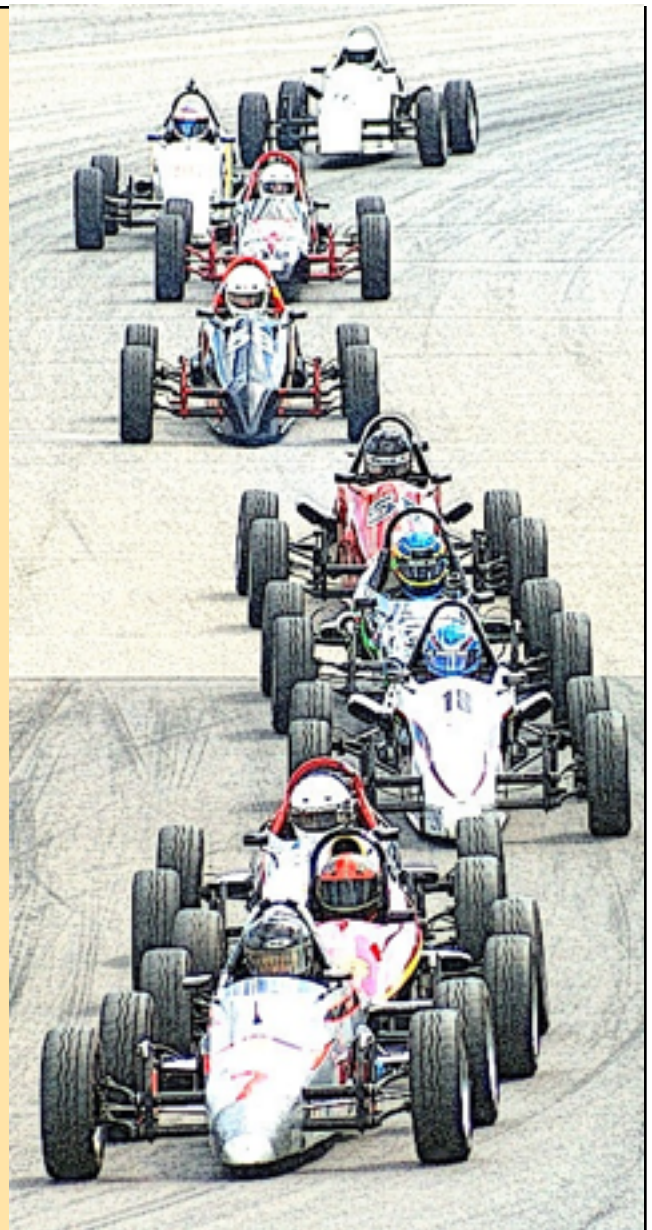
by Peter Viccary

At the November 4, 2018 VARAC AGM, two motions were presented, debated, and approved almost unanimously by the attending membership. The motions were submitted by Ted Michalos and I was the second.

1. That current F1200 cars, as defined by the CASC, should be allowed to participate on the Vintage/Historic grid and
2. That Club Fords, as defined by Monoposto, should be allowed to compete on the V/H grid.

The mission is to create a safe, fun, competitive environment for F1200s and Club Fords and stimulate growth in both of these classes. The objective is to grow a VARAC friendly open wheel class which will be able to stand alone at three or four selected events each year and race at other events with V/H. This class would consist of Vintage FV, F1200, Historic and Club FF, Formula Junior, and other period correct open wheel cars.

Ten odd years ago, when my son Shane and his partners started an arrive and drive program, F1200 attracted at least 15, and sometimes more than 20 cars to a regional weekend. For personal reasons, our business became unsustainable and in the years since F1200 has been in steady decline in Ontario. We went after kids graduating from GoKarting, teenagers, with



parents who would support them (cash), looking for the next rung to Indycar racing. But F1200 isn't sexy enough and as the current of kids left there were none to replace them. Older drivers could be intimidated by the youngsters, because, quite frankly, sometimes it could be dangerous, and started to stay away.

F1200 could not keep its own grid and morphed into a Formula Libre class. F1200 drivers became concerned about the speed differentials, particularly when sharing the track with Radicals (bless their hearts). Then, an excellent series for F1200s started in New York with races in the USA and Canada. They attracted a core group of Ontario F1200s. This year they had one Canadian event, in May at CTMP, was excellent, and attracted about 25 cars. Next year they are not planning any races in Canada. Finally, at the Celebration, four F1200s showed up, took a look at their run group, and decided to go home.

There must be dozens of F1200s sitting in garages around Ontario. They have the same performance and are about the same size as the majority of our V/H cars. F1200s lap CTMP in the low to high 1:40s. We are not trying to attract kids looking for a professional racing career, but mature drivers, of all ages, who have the Vintage spirit. Help us help F1200 grow. If you know someone with a F1200, contact them, or contact me, so we can let them know what we are doing.

Formula Ford is the fastest growing segment of Historic racing in North America. Growth has been stimulated by 2019 being the 50th Anniversary of Formula Ford. Birthday parties are being planned across the United States...





VARAC is joining the fun by promoting a Can-Am Formula Ford Challenge Series. The 2019 events will be part of the VARAC VGP at CTMP and with VRG's event October 12-14 at Watkins Glen. Please check out the details at the VARAC or VRG websites or on Apex Speed or feel free to contact me at pdsrs@rogers.com.

We currently include Historic Fords, those built before 1972, on our V/H grid. Club Fords are extended to 1981 and although there are ten years of technological advances, the rules changed very little in that time. A Club Ford will turn low to mid 1:30s at CTMP and generally be 2-3 seconds per lap faster than an Historic Ford. Our goal is to attract Historic and Club Fords and offer a racing environment that is less competitive than the Toyo Tires F1600 series. Some drivers who are more adventurous may wish to have a go at both, or may graduate to the F1600 series. So, if you have an Open Wheel race car that fits any of VARAC's criteria and have been hesitating to get started, make 2019 your year. As they say, 'we have the place to race'. If you have any questions, please don't hesitate to contact me, Peter Viccary, at pdsrs@rogers.com.

2019 VARAC Schedule and Driver's Championship

Date	Name	Track	Run Groups	Points
May 11-12	Spring Trophy Races	CTMP	VH, CL	VH, CL, FC
May 24-26	Spring Classic	Le Circuit	VH, CL	VH, CL, FC
Jun 13-16	VARAC VGP	CTMP	VH, CL, FC	VH, CL, FC, FF Can-Am
Jul 12-14	PVGP Historics	Pitt-Race	VH	
Jul 20-21	Schenley Park Races	Schenley	VH	
Jul 26-28	Summer Classic	Le Circuit	VH	VH, FC
Jul 27-28	Canadian Touring Races	CTMP	CL	CL
Jul 27-28	WHRRRI Vintage Races	Waterford	VH	
Aug 17	VARAC 40 th Anniversary	SMP	VH, CL, FC	DOUBLE POINTS
Sep 14-15	Indian Summer Races	CTMP	VH, CL	VH, CL, FC
Sep 27-29	Fall Classic	Le Circuit	VH, CL	
Oct 5-6	Celebration	CTMP	VH, CL, FC?	VH, CL, FC
Oct 11-13	VRG at the Glen	Watkins Glen	VH	FF Can-Am

Ed Luce, Canadian GP 50th anniversary re-enactment...

In 1968, the Canadian Grand Prix was held 20 September at 'Le Circuit' in St. Jovite, or as we know it now Circuit Mt-Tremblant. My family was living in the town of Hawkesbury, Ontario at the time, and Dad had maintained his ties to the Lower Canada Motorsports Club (LCMC) based in Montreal (where he had finished school). He had a gig with his LCMC pals that weekend working as a marshal at the Grand Prix, and for whatever reason he decided to poison the minds of his two young sons with the experience of attending an International Motorcar Racing Event and brought us along. (BTW, my brother came through this unscathed - he doesn't even own a car. But look what happened to me!)



That's Dad's Mercedes-Benz 190c on the left, me in the middle, and my younger brother Charles on the right. No, I am not leaning casually on my father's freshly re-painted car! Yes, my stylin' shirt is festooned with marque logos (some of which are upside down for some reason).

I don't recall whether or not my brother Charles and I actually attended the race, but we did get to play all around the track during practice the day before. (During the race I think we played on the chair-lifts at the base of the ski hill!) I blame this formative weekend for my life-long fixation with the aesthetic of the time being what a real race car ought to look like. Possibly one of the reasons that it ought to be built by Lotus as well.

Also present that weekend in 1968 was our VARAC friend and colleague Bill Bovenizer, who was there driving his 1968 Lotus 51A in a support race for the Big Show. This would have been one of the earliest appearances of the new Formula Ford cars in North America, as the Yanks apparently didn't pick up on things until 1969. Bill wrote of his time with the Lotus in the Feb 2014 edition of 'Pit Signals'.

Back in the day (heck, as recently as the 1990's) the paddock at Le Circuit was unpaved, and there was little to keep the unwise from straying (or parking their helicopter) too close to the racetrack.

Fast forward 50 years, and I thought that it would be neat to stage a family / Lotus FF racing 50th anniversary re-enactment. My brother and father came up to the track to crew for the weekend and I ran my 1968 Lotus 51A in the September 'Classic' in Bill's honour. I'm on the left, Charles in the centre, and that's my father on the right. Yes, I might be leaning casually on that trailer. And only one marque logo graces my stylin' suit!

Try as I might, I could not figure out where Bill Bovenizer had his picture taken at the track back in '68. Of course the dirt surface and fencing would all have changed, but I couldn't find a line of sight where that ridgeline in the background made sense. So, I had this commemorative picture taken in the upper paddock inside the final turn on the racecourse.

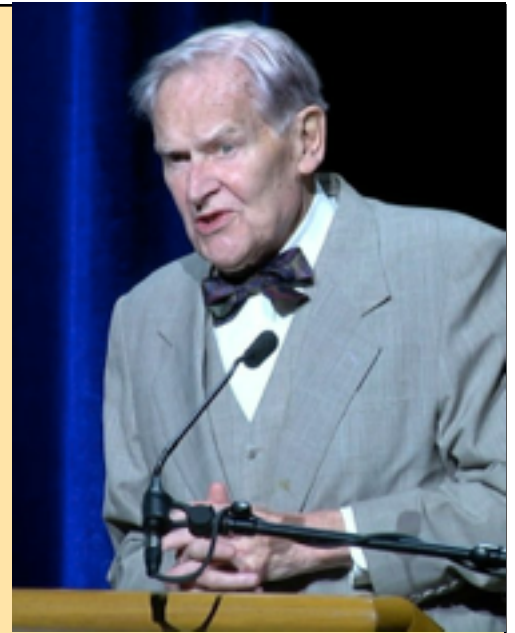
Well, the hairs may have grown shorter and the roll-over bar may have grown taller, but at least the car still looks the way a race car should!



John Sambrook

As many of you know, John Sambrook passed away December 10th, not long after being inducted into the Canadian Motorsport Hall of Fame, at right.

Bob DeShane was responsible for this well-deserved honour so I asked him for a few words on our friend John. JS.



Bob DeShane: "Many, if not most VARAC members will know John Sambrook. However, they may not know that John's life-long association with motorsport in Canada is actually very extensive and it bears witness to a most impressive record of enthusiastic and skilled support that John assembled as a key volunteer, administrator, track designer, builder, professional series developer and more. One would not normally find such a combination or record of accomplishment in the case files of the mostly professional drivers that have received the honour of induction into the Canadian Motorsport Hall of Fame through the years. When attending the 2016 CMHF Induction Ceremony with my friend Bill Brack, I learned that the CMHF Board would be "opening up" to receive nominations for key contributors to Canadian motorsport who were not prominent drivers or sponsors. At that moment, I realized that John's life-long record of contributions to the development of Canadian Motorsport should qualify him. My friendship with John and my desire to see him honoured by "The Hall" was truly the focus of and driving force behind the nomination effort. John raced from 1959-1974 in Regional, National and FIA races in 11 different cars, achieving many podiums at numerous different circuits in Eastern Canada and one in the USA. In addition he was a winner in sprint racing with National Class Championships in 1970-1974 and he raced in enduros with a variety of co-drivers. However, his racing seat time was often limited due to his commitments to administrative duties. In 1995 John joined VARAC as a driver and team owner, racing with a Ginetta G15 at 11 different tracks in the USA and in Canada at Mosport, Mt-Tremblant, Calabogie and Shannonville. He also competed in the Ginetta series in UK at Oulton Park, Snetterton and Thruxton. Some of John's accomplishments are listed on the next page."

JOHN'S CONTRIBUTIONS TO MOTOR RACING



DRIVER DEVELOPMENT:

He personally introduced/sponsored 8 drivers. From 1962 to 1970, Race Driving Instructor - Quebec Region. From 1964 – 1970 Chief Driving Instructor. Introduced techniques learned at Motor Racing Stable Finmere, UK. It was estimated that 250 race students graduated from this system in eight years.

CLUB EXECUTIVE:

1961 MMGCC Race Committee Member. From 1963 – 1970 Competition Director MMGCC/MMRC. In 1973 Competition Director JOA. 1974 President, JOA.

QUEBEC REGION CASC

1962 – 1968 Competition Chairman (Racing, Rally, Driver Skill). 1969 – Negotiated franchise for Jim Russell School at Mt. Tremblant. 1971 – 1972 Professional Race Director Molson Championship.

NATIONAL EXECUTIVE CASC

1968 – 1972 National Race Director.
1968 Negotiated multi-year deal with Alitalia to send Quebec Champions to Taruffi School. 1971 – 1973 Professional Race Director - Players Challenge Series and Molson Quebec Championship. 1973 – Retired from racing involvement.

CASC STEWARD

1970 – 1972 International Events - Mosport and Mt. Tremblant.

CLERK OF THE COURSE

Mt. Tremblant - Regional, National and one FIA event. 1972 Sanair Trans Am Event and 1967 Trois Rivieres.

RACE TRACK DESIGN & LAYOUT.

1963 Le Circuit Mt. Tremblant Development Committee – responsible for drawings and models. 1966 & 1967 Trois Rivieres. 1970 Supervised design & development of Circuit St. Croix. In 2004 Inducted into Trois Rivieres GP Hall of Fame 2004.

IN JOHN'S OWN WORDS...

“My urge to drive a race car was motivated by Dick Hamilton and Norm Namerow. This was personal. I could do it. I realized it took money to win. If I could not buy my way to the top, I could work to create a path for others. I



concentrated efforts on driver training and school awards, and development of race tracks suited to both club and pro racing.

In the late 60's, I was given the opportunity to employ my administrative training to circulate clear and simple rules, organize logistics and run the operations which stimulated a rapid growth of road racing in Quebec.

I joined the CASC National Board with the goal of uniting the conflicting factions in Quebec and Ontario to benefit racing in Eastern Canada. This fell at a time when circuits sought to align with major sponsored international races. The breaking point came in 1972 when the CASC lost control of the sport and thus its own destiny. At that point I left the sport.

In 1995 I returned to racing with VARAC and was able to race much the same way as I had in the sixties. I continue to introduce and develop new drivers and crew members and I am able to provide counsel to the VARAC Board from time to time.” *John Sambrook, March 2017*

[John's speech at CMHF induction](#)

Bob McCallum

We asked Bob's good friends Roger and Penny Fountain to send us a few words on Bob's passing.

"Bob was a good friend, and a sad loss to us and to many people. He was always ready to offer help whenever anyone looked in need of it, which to Bob was quite frequently!

Penny and I were partners in the Race Shop at Ferrier Street in Markham, which we had for nine years. It was home to about a dozen Formula Fords, and Jeremy Hill's Atlantic car, which later was adapted to a 2 litre Can-Am spec racer. It was also the birthplace of many projects, trailers and major repairs to cars over the years. Bob built a complete chassis for my Cooper T39 Bobtail, a new trailer for me, (so he could keep his) and also designed and helped build a new garage for me at our house downtown on Merton Street. (More accurately, I helped him build my garage). He also, after he hung up his own helmet, was a leading figure in BEMC with his wife Anne at their race meetings. A true motorsport enthusiast. A measure of his generosity was the loan of his truck and trailer at very short notice to collect the Cooper Bobtail. From Florida! I gave him about three minutes notice, and he merely said, 'I'd better get my coat out of the truck then, and check the tires.' That was a Tuesday night, and I had the truck back to him by Friday evening with three thousand more miles on the clock. That was the level of his generosity.

He, with Rob Kuer, also designed and built two Tsunami Formula Fords which incorporated many innovative features and were very successful."

Roger and Penny Fountain.





Reg Hillary

Reg's obituary read as follows: "Died by mistake on December 4th, 2018 at the age of 98 – was supposed to be 120! He is survived by one son, Clive and his wife Anne. He has 2 granddaughters, Lisa and Lucy who each have 2 children. His surviving family lives in the U.K. Three wives Mary, Muriel and Shirley predeceased Reg."

Yes, you can tell from the above that Reg was a real character! After coming to Canada from Great Britain in 1957, Hillary raced Triumphs, Daimlers, and an Austin-Healey Sprite as well as winning the first cross-Canada road rally in 1961 with co-driver Jack Young driving a factory sponsored Studebaker. Driving their V8-equipped, four-door Lark, Hillary and Young bested 107 other teams in the six-day ordeal, which started in Montreal on April 29, 1961 and finished in Vancouver. One of Reg's race cars featured a faucet welded to the roll bar. Reg claimed that because he was British it might be needed to make tea.



Reg was also an Aeronautical Engineer, Electronic Engineer, President of the Canadian Fence Industry Association, Governor of the International Fence Industry

Association, President of R. F. Hillary & Co. Ltd. England and Canada, Canadian Race Car Champion C.12 International Rally Driver, winner of Shell 4000, Speedway Rider, England Master Mason - Mason for 60 years Bronze Medalist, International Ballroom Dancing, Achieved Yellow Belt in Judo and at one time was considered to be one of Canada's top Toastmasters.

40th Anniversary of the 1st VGP

1 DAY – MEMBERS ONLY EVENT

FIRST ANNUAL VINTAGE FESTIVAL

SHANNONVILLE

MOTORSPORT PARK

VINTAGE & HISTORIC AUTOMOBILE & MOTORCYCLE RACES



ORGANIZED BY THE VINTAGE AUTOMOBILE RACING ASSOCIATION
OF CANADA & THE BRITISH AUTOMOBILE RACING CLUB
(ONTARIO CENTRE)

AUGUST 18 & 19 1979

A family "GOOD OLD DAYS" amateur racing weekend featuring exciting wheel to wheel competition in 9 different classes, free camping and firewood and a variety of antique and classic vehicle displays -- something for everyone. Don't forget to bring your camera!

SATURDAY: QUALIFYING STARTS 9 AM.
RACING STARTS 1 PM.

SUNDAY: RACING STARTS 12 NOON

ADMISSION \$3.00 WITH CAR
OR CYCLE CLUB MEMBERSHIP
CARD \$4.00 GENERAL.
(Children under 12 admitted free
if accompanied by an adult)

SHANNONVILLE
MOTORSPORT PARK



EASTERN CANADA'S FAVORITE CAR & CYCLE CLUB RACING CIRCUIT

August 17, 2019 – entry fee \$100

Double Points for the Drivers' Championship

Boots 'n Bonnets Car Club Show

Lunch included for everyone at the event

Check varac.ca for more details

40TH YEAR



VINTAGE GRAND PRIX
CANADIAN TIRE MOTORSPORT PARK
JUNE 13-16, 2019



RACE GROUPS FOR:

- VINTAGE - PRE 1962
- HISTORIC - PRE 1973
- CLASSIC - PRE 1999
- MONOPOSTO - HISTORIC SINGLE SEAT RACE CARS



DON'T MISS IT! GET THE INFO: **VARAC.CA**

L's for Vintage
70 aspect ratio

M's for newer cars
60 aspect ratio

Slicks for Radical, GT,
Formula, & Prototypes

Our contemporary racing slicks are being manufactured at Dunlop plants in Germany and Luxembourg. Meanwhile, treaded bias-ply Vintage race tyre production is improving at the factory in Portugal.

All our product lines offer Dunlop's superior construction and compounds — providing excellent, consistent performance over their life.

Many racers say Dunlop's consistent performance delivers a lower cost of operation than some lower priced tires, that "drop off" before they are worn out.

As always we value our customers input and comments — our people can offer guidance on the set-up and use of Dunlop race tyres.

Avoid disappointment - please let your dealer know your needs well in advance.

They're back!

After many requests, Dunlop's popular vintage race tires for *Formula Vee* and *Formula Ford* are now available!

KEEP CALM
WE
HAVE
ARRIVED



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Tel: (902) 228-2335

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The distributor of Dunlop Racing Tires in North America & agent for Dunlop Classic Road Tires, MWS Wire Wheels, Weller and Panasport Racing Wheels.

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ROGER KRAUS RACING
2896 Grove Way, Castro Valley, CA 94546 • Tel: (800) 510-7223 Fax: (510) 886-5605

Four Toyo Proxess 888R 165/13.

New this spring, mounted once, never run, stored properly. \$650.00 Tires are in Kitchener-Waterloo. Delivery, pick-up or shipping. Paul at pdavock@wlu.ca

Berkeley Parts Wanted!

Engine and transmission for a Berkeley. (circa 1958-59) 2 cylinder or three cylinder Excelsior with transmission preferred. Or an earlier Anzani.

Project car for wheelchair bound skiing enthusiast.

Call Gord 416 727 0441



PIT SIGNALS

CLASSIFIED



Fresh (never started) Formula Ford engine for sale **\$6000**

- Upgraded engine, 711 block, no sleeves
- Ivey prepared cast iron head. 12pt ARP heavy duty head bolts.
- New fuel pump with intake and carburetor prepared for racing.
- Block dipped, magnafluxed, new freeze plugs, oil gallery ends drilled and tapped, inlet hole enlarged and tapped for 4-port dry sump pump, new cam bearings, line honed, new timing chain.



- Crankshaft (original) magnafluxed, shot peened, 0.010 under rods and mains, Vandervel bearings, reconditioned rods shot peened with new bushings, 12pt ARP heavy duty rod bolts, Ivey prepped pistons with rings, toothed belt pulley, rotating mass balanced.
 - Also Motorcraft distributor, used four-port Webster dry sump pump, camshaft verified, toothed water pump pulley.
 - Flywheel included if you want it, but it needs to be lightened and balanced.
 - Engine stand can be included.
- Engine in Ottawa, I can ship at buyer's cost or deliver at Tremblant in May or Mosport in June.

Claude Gagné, 613-443-0998 or lotusgagne@rogers.com



GOLDRUSH TRAILER

1993 "GOLDRUSH" 33' dual axle, all-aluminum enclosed trailer. (The best money can buy). Interior alloy-removable ramps, folding work bench/vice, 20' awning. Recent new Michelin 10-ply 16" tires (5), brakes and wheel brgs, Holds two smaller cars - i.e. Lotus and Sadler or one large car and a golf cart, A-1 condition.

Cost \$ 30,000 USD. BO over \$ 12,000.
(613) 476-5000 or JBoxstrom@rmsothebys.com

1958 Bugeye Sprite for Sale!

This car has run with VARAC since 1985 when my father, Colin Gibson, first built and raced it as #123. Has CASC logbook. It was sold to Brian Hunt and raced very successfully by him, looked after by John DeMaria from 1988 to 2017. I bought the car back in December 2017 as we had some "unfinished business" with it. It was totally mechanically rebuilt over the past winter, cosmetically left alone to preserve its "been raced patina". Car went to 4



events this year, the engine was rebuilt before Festival . Ran 147.5 @ Mosport and 124.1 @ Waterford. With some more seat time those numbers could be better. Over the winter it got new single hoop roll bar, new Kirkey seat, new belts, new Longacre wide view mirror, built collapsible steering column, with up and down, side to side adjustability at driver. Wheel is removable and adapter made to use stock wheel. New clutch master and slave, braided line, new rotors, drums, wheel cyls, rebuilt masters, dual bias set up, new front and rear wheel bearings and seals, wheel studs, new diff input seal, 1500 cc midget 1/2 shafts, close ratio gearbox, new output seal, upgraded rubber lip input seal, new u-joints, new front suspension bushes top and bottom, new aluminum rear suspension links and heim joints, Speedwell style Panhard rod, new fuel tank bladder, custom cell in factory location, completely rewired new gauges, new tail light lenses, CASC rain light, fresh re-cored 3 row rad, all new rubber hoses, oil and fuel, set of Hoosiers on Minators, at least 3 more weekends left in them or more, set of Toyo R888's for rain, scrubbed in, brand new on aluminum wheels, set of street tires on Vega steel wheels for storage (when it's not on stands) Everything that goes up and down or round and round has been replaced, rebuilt or improved! This is a proven car and the combination of the parts used and the way it's built makes it is as reliable as a BMC A series can be. (Steel crank). My father's and my "business" with it is finished, LOL. I know you have all read it before but... it IS ready for the track just add 100 octane AV gas and go racing. Truly push the button and go. Asking \$15,000, much more into it than that, but we all know how that goes with any car, let alone a "Vintage Race Car"...

Call me at 519 277 3010. Sean Gibson



Hayman SR2 CanAm

History : 1966 Hayman SR2 Can-Am, USSRRC. Built by Canadian Roy Hayman. Hand formed Aluminum body, Chrome Moly Spaceframe. Rare TRACO-OLDS aluminum V8 with 4X Webers. ZF-DS25- GT40 gearbox, Aluminum Girling brakes, magnesium wheels, Hayman Race Components, On. Canada , Roy was designer and engineer for AVRO aircraft and designed the AvroCF-105 Arrow delta-wing fighter. The SR2 was built for Russell Murray of Montreal, The car ran Mosport, St. Jovite, Mont Tremblant. Later raced by Hugh Dixon as " Miss Contessa Cigarette" sponsor. Best finish LeCircuit Mont Tremblant. Car was bought back by Roy and he held onto it until 2008. Car has not been raced since 1969, Never wrecked Hidden Treasure. Fresh Motor, Suspension, Trans, Etc. Valued at \$150-175K, Sale \$120K or interesting street trades. Let's take her back to Canada.

Call Walt at 720 883 7874 EVGELK@AOL.COM

1969 Ford Mustang Boss 302



I am considering selling a 1969 Ford Boss 302, which was originally purchased through a Ford dealership in Quebec. It was purchased, owned, and raced by Roger Briere in 1969 - 1971. It has all original VIN tags, door tag, and engine bay build tag. I am a vintage race driver and hoping to return it to a Canadian driver who will understand its significance and continue its appearance in racing. Over the last 2-3 years, I have updated and kept period correct nearly all systems on it, as well as keeping all original parts. At the same time, I have acquired more insights and information on the race car, including contact with Roger Briere's son. He has provided photographs of the 1969 Boss 302 as street car, and racing on circuits, even photos with his father in pits and next to car. Mark Larsen (860) 537-9183

larsenms2003@comcast.net

Race Gear

For Sale



(Hans device sold)

OMP Tecnica Light Race Suit.

Black with silver. Size 58.
(I'm 6'2" @ 185 pounds,
suit fits great)

Leaf racing boots. Size
9.5 & 12.5

OMP black and silver gloves. Leaf black and white gloves. Size
Medium. OMP Balaclava. Nomex Socks. Leaf Raceware Nomex
Undergarments. Size Large. G-Force arm restraints. Red.

2010 HJC AR-10 SA 2010. Size Large

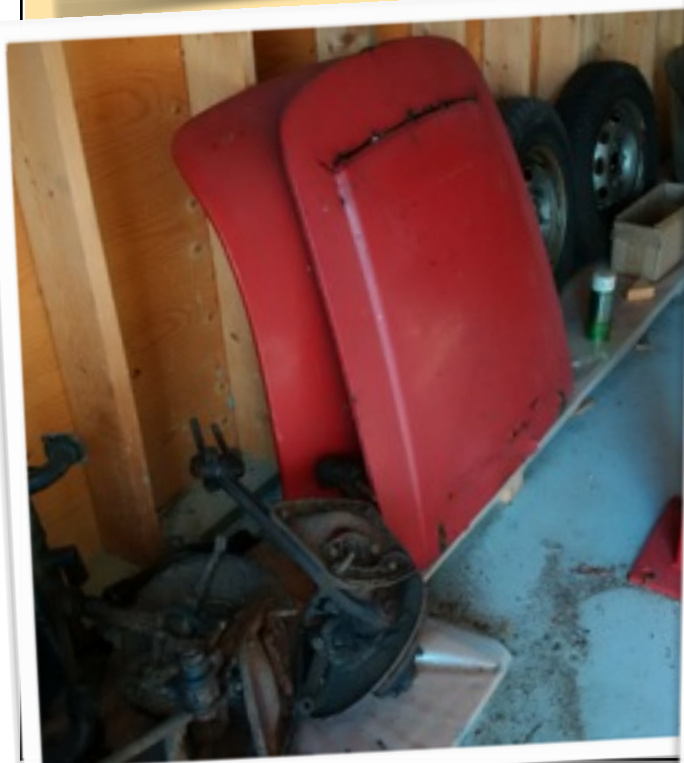
\$700 takes the lot!

More photos available.andre@gt6.ca

Various Alfa bits

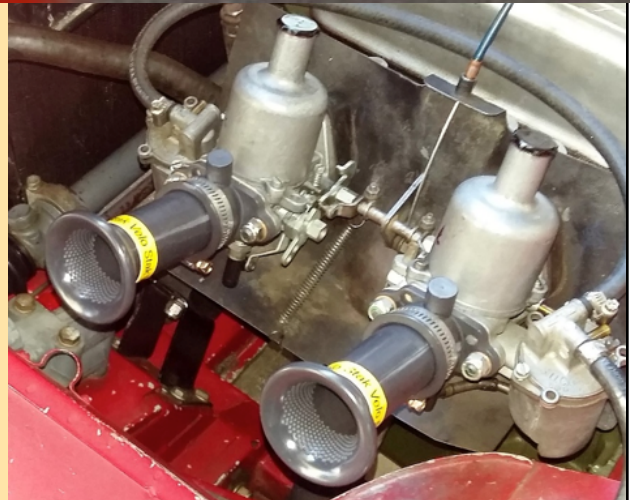
Alfa stuff is from a '64 or '65 Giulia Spider.

Russ Bond Mj@xplornet.ca



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Velo Stak is a revolutionary, new way of thinking in the design and manufacture of velocity stacks. Building on decades of proven technology, Velo Stak propels the concept into the future of power optimization. By utilizing high temperature, high yield mouldable material, combined with a variable length inlet stack and a radical new surface treatment, Velo Stak represents the next generation in air induction technology for performance motorsports applications. Velo Stak has revolutionized the technology of engine air intake, resulting in:

- Improved throttle response and improved horsepower
- The option of variable stack length (To both maximize engine torque and fit almost any engine compartment configuration. Cutting jig included.)
- Dimpled air entry for enhanced air boundary layer characteristics
- A fully transitioned outer lip to allow air to enter the carburetor more efficiently
- Your choice of straight or 30-degree offset mounts

See more at custompolycast.com

1962 Lotus 22



1962 Lotus 22 for sale, older FIA papers. Freshened for Mosport round of Formula Junior World Tour 2017. Winner of both Saturday and Sunday races. 1 weekend on Britain West built 1098cc all steel engine. Head updated and seats installed January 2017 by Mark Balinski. 1 weekend on Dunlop L section tires. 6 weekends on new Koni Dampers. 5 speed Hewland Mk6 gearbox, with recent CWP. Spare set of Lotus Wobbly Web wheels with older Dunlop L section tires. Includes most of a full set of suspension spares including dampers. New uninstalled Peter Denty Roll Hoop included. Same ownership for the past 31 years, with numerous race wins and Monoposto Series Championships in that time. Spare Mk8 Hewland Gearbox fresh, tail mold and all parts for upright engine installation available by separate negotiation.

David Clubine

519-756-1610

davidwclubine@gmail.com



1982 Porsche 911 SC race car

Steel wide body, 3.2 L full race engine, PMO 50 mm carbs, twin plugs, new pistons/cylinders 2016, 915 5 spd custom Guard gearing, Wevo shifter etc, custom suspension with Bilstein shocks, 1979 Turbo brakes, 4 sets CCW wheels, new Hoosier R7, rains, etc, fiberglass body panels on doors, hood, deck, full cage, cell 27 US gal, maintained by Response Engineering, ready to race ! Now offered at \$47,500 USD.

Call Gary Allen 647 405 4048 or email gtdallen@gmail.com

