



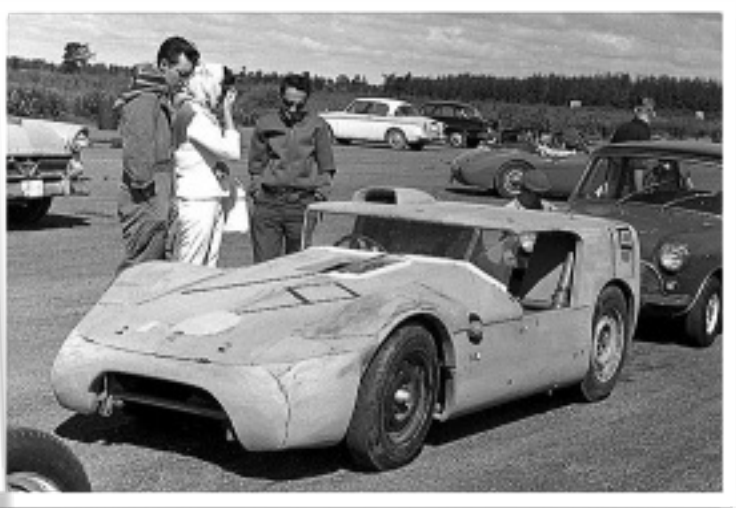
PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS - February, 2019 - JEREMY SALE



Can you identify the car above?
See P.2. At right; "Haggisbasher
and The Chicken Handle", see
inside. Below; Canada Class;
quirky cars, clever ideas and a
cast of genuine characters!



Back In The Day....Rally Style.

Dear Editor,

I have this photograph that I took at the Canadian Winter Rally back in the mid 70's. I am trying to identify the driver/ co-driver (navigator). The image is on-line through Steve McKelvie's site but

the info is not correct (he has it as Doug Leverton , BC) , I called Doug and it is not him. I would appreciate any assistance from the VARAC group!

Thanks, Paul Madder Barrie Ontario seabreeze93@rogers.com



And if you can identify this happy Saab rally driver from the sixties let me know. I took the photo not far from the starting point in Toronto, so you can see they didn't get too far! He told me he'd like a copy of the photo!

Jeremy Sale.

Back In The Day....Mosport, Turn Five.



John Greenwood. "I had driven this Sprite at Harewood and other tracks before the first ever race at Mosport. I continued racing it until I bought my Lotus 7 in 1963. The Sprite had a Derrington aluminum crossflow head fitted, SU intake on wrong side and note the holes cut in the hood for the carb dashpots. Shelton Mansell Motors was distributor of Derrington products in 1960.

The background of this incident was in the first or second year at Mosport. Bugeye Sprites were a competitive car in their early days and ran with the front group in small-bore racing. But we had a nefarious scheme! We tried to "improve" the braking of the Sprite by fitting Austin A40 Farina front brakes. These were about 1" bigger diameter front drums. The brakes worked OK for a couple of races. But then after they wore down a bit, and when they were asked to really work hard, guess what? The bloody brakes failed totally at Corner 5. I spun the steering wheel and the car did two barrel rolls and two end over end rolls. (I forgot to grab the "optional chicken handle" mounted on the floorboards of most race cars in those days.) YEAH RIGHT!!! I took off running up the hill, and there found that you could see corner three from the top of five. I remember being really ticked off as I was leading the pack at that time.

Our team was always very competitive with the team of Bugeyes from Sportscars Unlimited. I drove a number of different 1960's sports cars for Shelton Mansell Racing Partnership, MGA, MGB, Austin-Healey, TVR. Ah, those were good days!



“Shaken and stirred-with ice”, says Bond.

The name’s Bond, Russ Bond. His winter race report follows...

“For never say die racers it seems to be quite a difficult task to make it through the winter months so what can we do? Fortunately in Ontario there’s an ice-racing track in Minden which hosts the CASC Ice Racing championship, sponsored by Minden Subaru. There’s more information at the end of this article but basically there are classes for both snow tires and street studs, as well as classes for front wheel drive, rear wheel drive, and all wheel drive cars. Racing started in mid January and it goes for six consecutive weekends.”

New this year is the LexusSPORT Cup, which is basically a spec car class, for the 2001-2005 Lexus IS300. The LSC runs on a spec Hankook street stud tire and has a claimer rule to keep the costs contained. The LSC is the brainstorm of VARAC racer Russ Bond.

“The Lexus IS300 wasn’t a competitive car in the rwd class, as it was too heavy, but it is a fun car to drive. It comes standard with a limited slip differential, climate control and seat heaters. Now I’m older, I appreciate these luxuries much more. And it turns out the Lexus IS competitive, in fact, a winning car, well, when it’s racing against another Lexus!” Bond quipped. *(This gives us a good look into how the mind of the only rotary powered GT car racer in VARAC really works!)*



The class opened up this year with 15 entries and so far it looks like it is going well. The other classes that are popular are the awd- featuring mostly, wait for it, Subarus in various forms. For some reason the fwd rubber class is also heavily populated with a variety of small, compact fwd cars.

The cost of ice racing is fractional compared to summer racing. Plus it really makes the winter months go by fast! Other

VARAC racers included Tony Cove, Emily Atkins and Andrew Atkins. If you're interested in coming out, visit [About Ice Racing!](#)



If there's a Lexus in your future see: [Lexus Sport Cup](#)

Take a ride in a Lexus here: [Lexus Sport Cup Race](#)

The Facebook page is here: [Facebook](#)

Adventures at the 2015 Pittsburgh Vintage Grand Prix

By Alain Raymond

(This story from 2015 ran recently in Veloce Today. For those who didn't see it there, Alain has kindly give us permission to run it in Pit Signals. I think it's particularly interesting as it gives a great perspective on PVGP and especially, the lengths that vintage racers go to in order to help a fellow competitor keep racing! Merci, Alain!)



Vintage car racing: for some, it's all about winning. For most, it's the atmosphere, the camaraderie, the joy of driving old – very old – machinery on a race track. Here's the story of one such delightful adventure in 2015!

We are all packed and ready to travel the 12-hour road taking us from Quebec to the "Steel City". One hefty Ram pickup pulling the even heftier "Chateau Bachand" enclosed trailer carrying the mighty MG Midget and some stuff. A lot of stuff, from spare tires to a fully equipped camping kitchen. In contrast, the Dodge minivan pulling the tiny red trailer carrying "Little Monster" looks like a lightweight.

On board the Ram, Amyot "Kid Midget" Bachand with pit crew, the famous Yvon "Mr. Plumber" Lepinay. In the Minivan, yours truly, the No-Name vintage racer known to drool profusely on anything Italian.

We arrive our Airbnb abode, a large multi-room house near downtown Pittsburgh. Tourism is now on the agenda. We make the most of Pittsburgh Vintage Grand Prix activities, including the car show on delightful Walnut Street. Thursday morning, we pick up both race cars and trailers from Fowler's and drive to Schenley Park and set up in the freshly paved "paddock" on Prospect Drive. With time on our hands, and despite the rather warm weather, we decide to walk the famous Schenley Park "track" while crews are converting it from a quiet park road to a raging race track. With its many camber changes, manholes and close walls, Schenley is, to say the least, a challenging course that does not tolerate any errors. Walking it is a great way to closely examine its many challenges.

Friday morning, following breakfast, we head again to Schenley Park for registration, tech inspection and the usual chit-chat with old and new friends alike. On the Italian side, Fiats, Abarths and Alfa Romeos are grouped together to honor the Cars of Italy theme of the 33rd PVGP.

Disaster Strikes... Twice



Saturday starts off with practice sessions followed in the afternoon with qualifying and the British Heritage Race during which Amyot's Midget (left) blows a head gasket. Convinced that his week-end was over, Amyot was firmly advised by Maestro Salvatore that he will race again, provided he can find a replacement head gasket. This is where young Andrew Moore (Austin Healey Sprite) saves the day by providing the

required gasket. Vintage racing solidarity at its best! Seconded by Yvon Lepinay and Carl Lapointe, under Amyot's anxious eyes, the Italian Maestro starts his magic on the stricken tiny British roadster.

Meanwhile, yours truly heads to the Qualifying grid for the 1 Litre Class. The Abarth is singing like a true Pavarotti when I suddenly hear a sinister “crack” on the last turn before the Start-Finish straight. Back in the paddock on a flat-bed, the verdict is clear: broken front spindle! Is my week-end over?

Words of Maestro Salvatore, with an impressive history of many European endurance races, including Le Mans: never give up! The hunt for a 1960’s front Fiat upright starts right away. First stop: Dan Fowler, who cleverly suggests checking with another Maestro, Jim Boffo, ex-Fiat dealer. Mike is busy replacing the head gasket on Mike Zappa’s beautiful black MGB but he takes the time to inform me that he has two Fiat 850 parts cars in the backyard of his garage. Within a few minutes, arrangements are made to head to Boffo Motors, a 50-minute drive from Pittsburgh, accompanied by Mick, Jim Boffo’s assistant.

The once-pretty Fiat 850 Spiders look so sad, half-buried in the ground. Salvaging anything looks to me like mission-impossible, but Salvatore asks Mick for a cutting torch and tells me to find a long bar... to lift up the Fiat from the ground. “Transplant Operation” starts with cutting up the Fiat front suspension. When finally the red-hot metal gives up, Salvatore lifts the whole assembly and with a victorious smile says in French: “Nothing can resist Salvatore!” Both Mick and I admire the man’s stamina and determination. Then comes Phase 2: dismantling the assembly to liberate the required upright... without destroying it. With hammer, torch and a lot of arm force, off comes the remains of the suspension arms, the leaf spring, the rusted-out brake disk and caliper. Now Phase 3: loosening the jammed steering knuckle with heavy dose to penetrating oil and hundreds of back and forth movements. After what seemed like an eternity, the knuckle is sufficiently loose for us to head back to Pittsburgh.



Back on Track

Early next morning, the boys at the house tell us about finishing off the head gasket installation on the Midget and we head back to Schenley Park to install the “new” suspension upright on the Abarth. We even get a new brake disc from Andrew “Green Fiat” Celovsky (Fiat 124) who seems to carry everything Fiat in his trailer. By 9 am, the Abarth is back on all four and after a brief test in the paddock, I can confidently claim: it works! A few minutes later, I am lined up for the scheduled warm-up session. The Abarth and the Midget dance again around Schenley. We are back in business! At noon, the highlight of my week-end: the Italian Mark of the Year Race. Starting 7th on the grid, I jump a couple of places before the Turn 1, as you can see on the video. *****The Abarth runs flawlessly, finishes 4th and collects another Workers’ Choice Award. Salvatore was right: never give up!



The Final Straw

Mid-afternoon, back on the grid for the 1 Litre class feature race. I’m in 5th position. Amyot starts in last place since he did not complete qualifying on Saturday. After few laps, the Abarth is leading and, not seeing a contender in the mirror, I decide lift off. Still, I keep watching the mirror for the presence of a white Midget. Sure enough, the Midget shows up and is closing quickly, some 2 seconds per lap. Soon, Amyot is challenging and passes in a nice move at the Westinghouse Fountain. Second looks good enough with the thought of two Canadians from Quebec on the podium... I had barely finished the thought in my mind that I detect a slight wobble of the rear end. Oh no, not again!

The slight wobble becomes a major one and I grind to a halt at the Serpentine. The rear wheel has a strange camber to it and the hub nut is missing! Good bye podium. Hello flatbed!

Amyot wins the race in great style and celebrates with a live interview, thanking all, including the track workers. Back in the paddock, Salvatore greets me with a somber face. In spite of all our efforts, the Abarth still decided to play prima donna. Still, it was all worth it and in retrospect, PVGP 2015 will rank among the best time I have had in nearly 15 years of vintage car racing. The racing, the ambiance, the camaraderie, the generous assistance of all and the precious friendship of Amyot, Carl, Yvon and, of course, Salvatore. That's what it's all about.

As for the Abarth, we were on non-speaking terms for a while and I let her to languish on her trailer for a couple of weeks. Then, my weak heart gave in and I fixed her broken "leg" and sent her off to the showroom of a Fiat Alfa Romeo Studio in Montreal so she can be a star again. A quiet one this time. Hope she doesn't leak too much on their nice shiny floor.



The joy of vintage racing: cars of character and camaraderie! Yvon, Amyot, Alain, Salvatore, Carl.





Michael Barstow's 1956 MG TD and the 1964 Fiat Abarth 1000 TC, at rest after a memorable duel, To watch... [Click here!](#)

Italian Mark of the Year Race at Schenley Park, as viewed from the Alfa Romeo Sprint of Santo Spadaro

https://m.youtube.com/watch?v=1Ru7Ucs_Ahk

From Last to First:

<https://www.youtube.com/watch?v=ChTLIFqbB34>



ClearWater Design's Ian Crerar competes in Europe with 911 built in the back of a kayak shop.

PICTON, ONTARIO (February 1, 2019) — In performance rally it's supposed to be the stage roads that deliver the rollercoaster thrills. But for the Canadian privateer team competing in the 2019 Rallye Monte Carlo from January 23rd to 27th it was the road to the starting line that provided the challenges and bumps.



After successes in the World Rally Championship (WRC) at Corsica and Monte Carlo in 2016 and 2017 with rented racecars, Ian Crerar and his Clearwater Design Racing team acquired a 300,000-km 2006 Porsche 911 and transformed it into an R-GT class performance rally car. They built the car in the back of ClearWater Design's kayak manufacturing shop in Prince Edward County, Ontario.

Then they had to get the car through numerous technical inspections to get permission in race in Europe. And that's where the challenges began.

From the safety cage to special foam designed to absorb impacts to the doors, to the engine, brakes and more, the team had many details to attend to before the race began. And with the car already in Europe in the care of Chazel Technologie Course, the race shop that supported the Canadian effort, the hurdles expanded to include time zone differences and language barriers.

At the final technical inspection, the day before the race, the car required a couple additional welds to the cage, which the team's two Canadian technicians, Nick Boucher and Eric Vlasic had to effect in a borrowed shop in Gap, France where the race begins. It was right down to the wire, with the privateer car being the last one to clear the tech inspection.

As the race was about to begin Crerar was emotional about making it to the start line. "I absolutely can't believe it after a year worth of work and six months of worrying and re-doing things we have in fact passed tech and we have a car ready to run Monte Carlo," he said.

The team made it to the start line and Crerar and co-driver Christina Kroner fought through a rally beset with cancelled stages and icy roads only to suffer a minor off that left the car with a damaged radiator and not enough time to fix it. ([Video of the off can be seen here at the 1:50 mark](#))

But in spite of the setback, Crerar is thrilled with the team's success. "It is quite a thing to have put together a car, be competing in a World Championship, completely self-funded, and with a car built in the back of a kayak shop," he said.

The car will be repaired and ready for the next R-GT event, which runs at the WRC Rallye du France, held in Corsica in March. The team plans to compete in the full 2019 R-GT Cup championship season with races throughout the year. These are high-speed performance rally events, run on tarmac on the most challenging roads in Europe.

The FIA R-GT Cup was created in 2015. It takes place in conjunction with tarmac rallies that are part of the European Rally Championship (ERC) and the World Rally Championship (WRC).



Oh, Canada Class!

It was "unique", it was "quirky" it was.....well, better just read on!



Toronto, Ontario,
August 22, 1955.

Gentlemen:

Enclosed please find proposed specifications for a new class of racing for this country. These specifications are the result of considerable discussion between ourselves and the "Leading Lights" of motor sport in the Toronto area.

A copy is being sent to all C.A.S.C. officers and delegates in order that you may have an opportunity to discuss this proposal amongst yourselves and prepare notes and comments for discussion at the next C.A.S.C. meeting when "Canada" class racing will be on the agenda.

Yours truly,

I. Sword

P. Dillnutt.

Canada Class

by Jeremy Sale

Although it is distant history now the concept of the Canada Class car is still fascinating. To me, anyway! Ask most racers today if they would be interested in an inexpensive, creative, cost-contained form of racing and the answer would be a great big YES!



VW powered car built by Cec Simmons

My thanks to Ron Kielbiski and John Wright for photos.

In the summer of 1955, a pair of Canadian racers by the names of Ian Sword and Peter Dillnutt laid the groundwork for a new category of racing that they would eventually call "Canada Class." Sword was formerly part of the group that started Formula III after the war. Dillnut was a sports car fan and well-known racer. Sports Cars Illustrated (1959) said that both "believed that production racing diminished the incentive for special building, discouraging mechanical initiative. Also that sports car racing was too expensive for those of average means" and could lead to its eventual demise. Canada Class was intended to provide cheap, exciting and creative racing. However they said, "it was not intended to be a class for cheap, junky cars, but for good appearing, well-built specials at a reasonable total cost." *Of course beauty is in the eye of the beholder and although some CC cars were "good appearing and well-built" some could charitably be called quirky at the least.*

Right:
Don
Roger's
"Dead
Horse
Special".





According to the "Canada Class Courier" the purpose was simply to "supply an outlet for enthusiasts who wish to build and race their own vehicles and match their engineering ingenuity against others with similar interests." Modifications were allowed as long as the "displacement remained within the capacity limits. No supercharging was allowed. Maximum engine capacities were O.H.C. 800cc, O.H.V. 1,000cc, two stroke 1,000 cc, and side valve 1,250 cc. " The body work could be single seater or two seater "and must be workmanlike in appearance."

The transmission could be from a domestic or imported car retailing for under \$2,500.

Overall weight was not to be less than 750 pounds. Roll bars were to be fitted and the cars "must be amateur built." Since almost all of the cars eligible for the class were of approximately the same dimensions "parts could be scrambled according to the ingenuity of the builder".

We think this may be a Morris special, run by Gerald Dodds at Mosport in 1962.

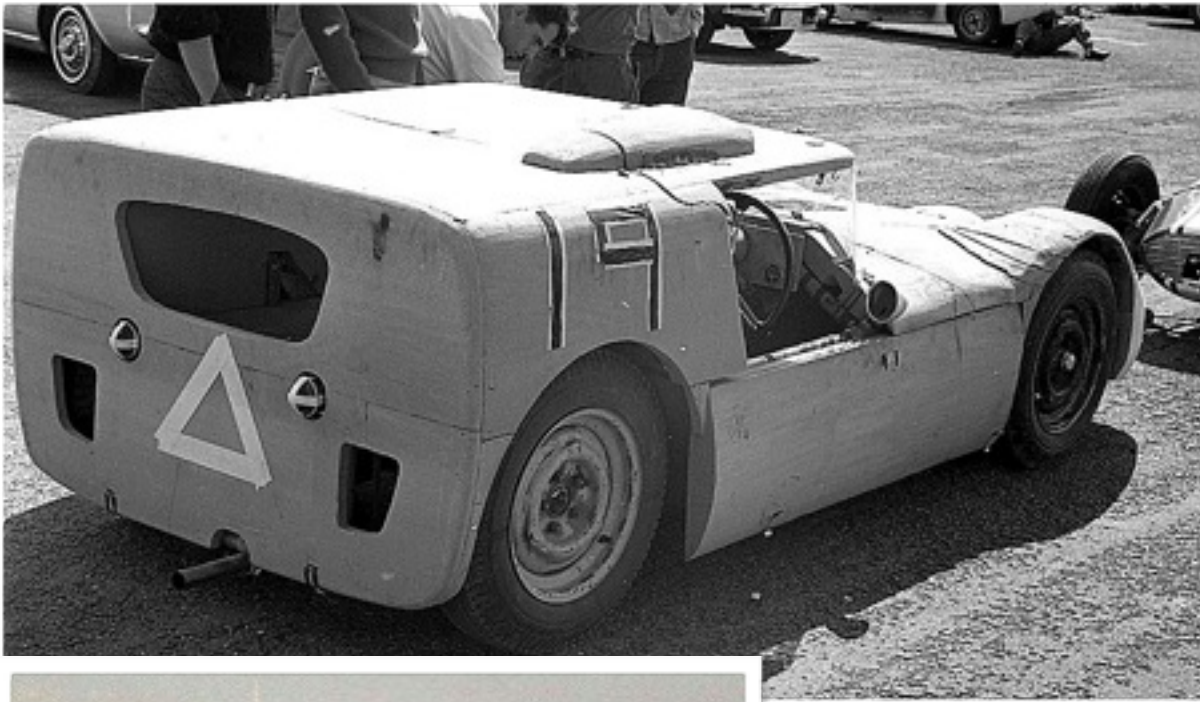


The Canada Class “Alligator Special”.



(I take no responsibility for this story. John Wright swears it's true and Phil Lamont says he "recalls the story...." J.S.)

“Many of you, if not all of you have heard of the late Al Souter and Souter’s Auto Recycling on Highway 6 just outside of Hamilton near Clappison’s Corners. Al raced a variety of cars and one became known as the Alligator Special, so named because of an incident at the old Green Acres track. Al did not have time to build a sheet metal or aluminum body for the car and so he built a paper mâché body. (You could not make this up...) How he got the car through scrutineering goodness knows. At any rate, so the story goes, it began to rain and Al’s special began to shed its body. Stan Williams told me that an American driver pulled into the pits and said, “You’ve got to do something! There’s an alligator on the track and I just ran over it!” Al showed up with a proper body at the next race... The car had a DKW engine and when Frank Salem and Fred Wilken acquired the car, they had to spend a great deal of time figuring out the exhaust because as we know, the secret to getting the Deek to run properly is the exhaust. In this photo, we see Barry McGill, Bob Mercer, and Fred Wilken.” ***Cheers! John Wright.***



The "Alligator" special was not the only Canada Class car with "exotic" bodywork. The car at top was clearly not designed by Pininfarina or Zagato, and was tastefully bodied in styrofoam...

Above: This front engined Stebro seen at Harewood is shown at right awaiting restoration in Kitchener....



Canada Class rules were translated by various designers into what might generously be termed “unique” vehicles. Budding Canadian race car designers/racers were inspired into some unique automotive exercises in competitive strategy. Single seaters, two seaters, front engined, rear engined, some quite extraordinary body shapes, well imagination ran riot and the resultant race cars were inimitable. From the Dreossi, constructed from the belly tank of a Sabre jet to a papier-mâché bodied car which fell apart in the rain, the cars were certainly creative. Canada Class was a great concept, an idea that sparked cars that would never be seen again, perhaps mercifully in some cases.



The car in the photo above was built by Cec Simmons and raced as a front engine special with a VW engine in a front wheel drive configuration.

*Below: Reg Forth's Mini engined Canada Class racer. Reg formed the aluminium body work by rolling it over the bannister in his Brampton home...As the Mini engine was in the back I have no idea why the long snout. Of course, if the finish was a matter of inches it **would** help...*





photo by Jeff Bloxham

Fortunately some Canada Class cars have been saved and restored. Above; the famous Dreossi Special shown driven by Doug Elcomb at Goodwood. It has also been raced at Spa, Brands Hatch, Australia and more!
Below; When Al Fergusson isn't at the wheel of his 1962 E-Type Jaguar he races this Mk 1 Ferret Canada Class inspired by the shark nose Ferrari.





Above; Howie Freeman's Sadler was restored by John Dodd. The CC car at left is a bit of a mystery, found on VARAC's classified listings, in Michigan. Below; Jeff Bateman's beautiful Buckler Autosport Special.



Some last comments on Canada Class...

“Canada Class was conceived in 1955, well before Formula Junior. We had a few F3 cars, and some rebodied street cars. The creators understood the need for an entry-level class for home built cars. Incidentally, It appeared that initial cars were two seaters, though there was no reason a single seater couldn't be built. Enter 1957 and Formula Junior. Now you had the choice. Build a car that can run in either. By 1963, Formula Junior was dead, but Canada Class lived on until 1968.”

Mike Nilson.

“It's a wonder that many of them got through scrutineering, even in those days. But that's how things grow. Thankfully very few of them got hurt or killed!”

Ross de St. Croix.



“Some of the home-builds were not all that safe and it took some injuries to convince would be racers that perhaps a Lotus, Elva, or Lola Formula Ford was safer. Then, there was preparation. All too often time at the track was taken up with getting the homebuilt to run the way the creator wanted it to run. When Formula Vee got started and then not long after that, Formula Ford, it didn't take long for racers to realize that they could purchase a car where someone else did all the engineering and took the guess work out of creating a race car. Then there was cost and time and safety...”

John Wright

“True, John, but the successful Canada Class cars were built by people who really enjoyed the design/build aspect. I recall some really good CC cars such as all Price and Green cars, Ron Steiss built Asturs, Fred Wilkin and later Alec Purdy built Ferrets. I can't remember them all, but they were as motivated as Colin Chapman, the Coopers - father and son, Frank Nichols and so on, enjoying the design and engineering element. Of course it was “easier” to buy a finished racecar but that misses a major point of Canada Class!”

Phil Lamont.

2018 TURKEY BOWL

Ivan Samila: Definition of Turkey Bowl 2018.

Bloody cold-bloody wet-bloody slippery-bloody ice on the track-bloody ponds in the apexes-bloody good fun to be had by those that braved the elements!

As tradition has it, the Turkey Bowl is a fun race weekend, no timing or grid placement, just a last chance before the darkness of winter close in to go out and have some friendly on track competition. As a result, it is a low-key weekend for racers who either don't watch football, or need a break from turkey and in-laws.

The Canadian contingent consisted of Dave Good, John Hawkes and Colleen and myself. Unfortunately Dave Good had to call it quits early due to engine issues, but not before he put in some quick laps in the Friday sessions. John and his Merlyn performed well once starting issues were rectified. John came away winning prettiest car and driver of the weekend by the track workers and (right) received a hand knitted Turkey Bowl trophy hat. *Ivan.*



John Hawkes:

Arrived at the hotel about 6 p.m. to find Dave Good and his MG team who had put on a spread in the lobby for dinner. Between the four of them they seem to own about a full years worth of production of MGs. So lots of good chats about “which is the best year MG to buy and when did Nick Pratt put in that 1700 cc motor!” Practice and racing were marked by considerable amounts of rain and ice, which unfortunately dropped the number of attending entrants to about 50 and then further on Sunday to about 30. Lots of fun though, and probably on the calendar for the Jefferson, May 16 to 19. It’s their 50th anniversary.

Nice to get the driver of the event and prettiest car award, or was that the other way round! Also nice was Colleens new coffee machine in the Sprinter RV. Not so nice was the snow all the way from Washington to Buffalo on the highway coming back on Monday. Roll on 2019 season! *John.*

Colleen Samila: "In my head all I kept hearing on the drive down was John Denver's song, "*Country roads take me home....*" Both Ivan and I thought heading a little further south from Toronto would give some nice warm weather. But alas, we were wrong. The drive with our new little RV pulling the car trailer was, I must say, easier than pulling the trailer with our truck! As a maiden voyage goes, it was a great one! We went through sun, snow, ice, high winds and storms; if we had known about the conditions we would encounter before setting out, we may have thought twice about going.

Finally get to the track, all was good on Friday- a tad chilly by normal race standards, note that the Seven took possession of my warm blanket, (right) and thanks to Dave Good supplying a magnetic warmer (we have since purchased our own) she eventually started up and Ivan was able to race. I sure felt bad for the open cars, so darn cold, and I'm sure some of the sedans, if not all, had

their heaters going to keep warm!

Saturday was a bust with the torrential rainstorm all day, which brought to mind, not another song but the movie "*A River Runs Through It*" - as the paddock now featured a small river, flowing from the clubhouse down to the entrance gate, where the large grates in the road collected the water.

Fortunately Ivan and I have ditched sleeping in the trailer and upgraded to the RV, both for warmth, rain cover and a TV with DVDs. I do believe it was the first time in either of our lives we have ever sat on a couch as we binge watched 8 of 10 episodes of *The Pacific*.

Sunday morning we awoke to the most beautiful sunrise over Summit Point. The day was beautiful and back to seasonal temperatures. The race was on, although the track still had some excessive water on it, as did the roads on the way home. But all in all a wonderful experience, so happy with our new travel arrangements that I posted a new calendar in the garage laying out our travel plans and race schedule for 2019. *Colleen Samila*





Go Canada!

The UK-based Racing Point F1 Team isn't technically a Canadian team but it's the closest we've come since Walter Wolf in the late 70's. I took the photo at left when the "Canadian" Wolf won at Mosport in 1977. Below is the team's 2019 season launch at the Canadian International AutoShow. J.S.



Photo by Harry Sale

The new team traces its history from way back with Jordan through to when Force India's assets were bought out last year by a group including the Canadian billionaire businessman Lawrence Stroll, owner of Mt-Tremblant race track. Drivers will be Sergio Perez and Lance Stroll. Stroll raced the last two years with Williams, scoring one podium finish. Force India operated on one of the smallest budgets in the pit lane and still managed to punch well above their weight, so it will be interesting to see how they do with a decent budget and a new factory in the works. (Stroll senior is promising to be "very hands on"...) This year could reveal Lance Stroll's true potential. Here's betting he will show better than he did at Williams; their 2018 car was not favourably reviewed by their new driver Robert Kubica, who said "It's very difficult to drive..."

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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

1963 MGB For Sale!



Immaculate MGB with John Dodd built engine. The gearbox is brand new, custom built in England, a 4-speed synchro with close ratio straight cut gears (not installed). The car was in perfect running order and raced last year 'till the old box lost its teeth, so the only thing that has to be done is changing the gearbox (which cost me \$5000) plus the new aluminum adapter plate. Also with the car are two extra diffs. The car comes with three sets of wheels; a set of Panasports with old tires, a set of VTOs with little used Hoosiers and a set of VTOs with Toyo rains that have never been mounted on the car. The fuel cell was new last year.



The car is in great shape and reasonably priced at \$19,000.

Contact Philip Soden at 705 277 1134 or ultra.precision@sympatico.ca



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

Shell 4000 Prototype Rambler American For Sale

Very unique factory built test mule for the 1968 Shell 4000 Rally that ran from Calgary to Halifax. The factory planned to enter 3 cars in the rally but before building them, they wanted to be sure they would be competitive, so they built this blue car to torture. The test period was extensive, and the results were very positive. The 3 rally cars built with what was learned on the blue car, finished 2nd, 3rd and 5th, taking the team award and just missed winning overall. The options include a special blueprinted 290 V8, T-10 4 speed, TwinGrip rear end, 390 (AMX) intake, 4 piston calipers, bigger rear drums, custom f & r springs, 16:1 steering box, electric wipers and improved lighting. All mods were done during assembly by



enthusiastic factory employees. I spent a year documenting the history of this car, that included receiving many factory printed materials on all 4 cars from Ernie Regehr (team manager). I then spent 2 years rebuilding the entire original drivetrain. The only mechanical change from original was to go to headers and duals, not permitted by the rulebook in '68. I obtained a rust free unibody from Florida to help with the restoration.

All the original unused body parts

are included in the sale, in a somewhat unique package. Since the rebuild, I've logged 6000 trouble free miles. This car is turnkey ready for fun rallies or with some more serious prep could be vintage raced. The car has a roll bar that Sid Crump installed so he could compete at Harewood, but it's not something you'd want to be upside down with these days. Not many cars can claim 1 of 1 status when it comes to production numbers. Over the last 10 years I have rescued, documented, restored, shared and enjoyed this special Canadian car. We celebrated the Rally's 50th anniversary this past summer at a couple of club races. At VARAC we were joined by 4 original team members. There is one more 50th coming up in 2019 if someone wants to take the car to Kelowna for the Knox Mountain Hillclimb. Dave Mackenzie bought the car from Sid, put a trailer hitch on it and used it to tow his Lotus and Bobsy around the country. That makes me the 3rd owner in 50 years...who wants to be the 4th? RM Auction estimate \$50-\$75,000.

\$50,000 firm Cdn includes all original documentation, historic rally material, restoration photos and the 900 lb "garage art" table. Seann Burgess

seann-signcraft@bmts.com

[519-986-1323](tel:519-986-1323)

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, USRRC. 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

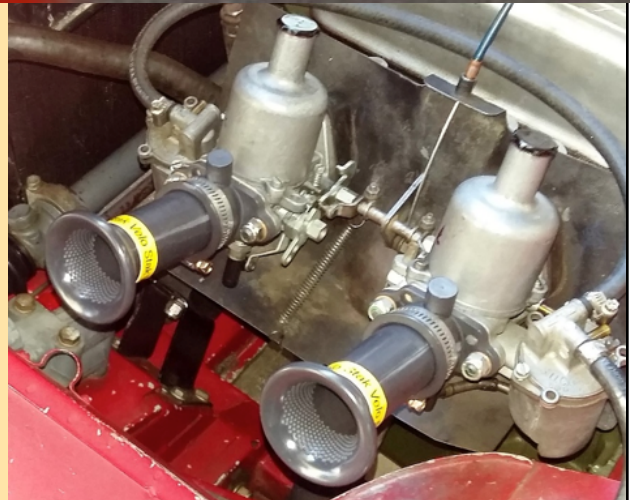


I am considering selling a 1969 Ford Boss 302, which was originally purchased through a Ford dealership in Quebec. It was purchased, owned, and raced by Roger Briere in 1969 - 1971. It has all original VIN tags, door tag, and engine bay build tag. I am a vintage race driver and hoping to return it to 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

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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

March Formula Atlantic

1974 March 74B Formula Atlantic for sale.

Restoration Project.

Tub with Chassis plate, Roll hoop, fuel cells and rear sub frame.

Steering Rack, steering rack, column and pedals.

4 complete uprights.

4 brake calipers and discs

FT200 with adapter plate, and March rear suspension mounts
complete set of front wishbones

Koni Shocks

4 March Wheels

Gear Linkage

Some engine parts included (block, crank, Cosworth rods, head).

Missing parts include rear links (Marches have no rear wishbones in that era, all straight links, dimensions provided), exhaust, rad and support, bodywork and misc engine parts

\$17,000.00 OBO.

David Clubine

davidwclubine@gmail.com

519-756-1610



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

