


# CANADIAN HISTORIC GRAND PRIX

JUNE 14 TO 16 • MOSPORT GRAND PRIX CIRCUIT  
CANADIAN TIRE MOTORSPORT PARK, BOWMANVILLE, ONTARIO

**DON'T MISS IT!**


**VARAC**  
VINTAGE AUTOMOBILE RACING  
ASSOCIATION OF CANADA

Information: [www.CanadianHistoricGrandPrix.com](http://www.CanadianHistoricGrandPrix.com)  
Contact - Bob DeShane  
[Bob.DeShane@varac.ca](mailto:Bob.DeShane@varac.ca) • 705-878-5422

- 3 Day Vintage/Historic Racing Event
- Featuring Porsche 944 Cup - Recreating the Rothmans Porsche Racing Series
- Field of Dreams All-Makes Car Show
- Mercedes Benz Club of America Concours
- 6 Race Groups
- Endurance Race
- Checkered Flag Cruise
- Mini Meet North
- Car Rally
- Vendors

VARAC is the Vintage Automobile Racing Association of Canada. VARAC races include cars made in 1989 or earlier. All VARAC members share a desire to preserve, restore and race historically significant cars in a form as close to the original specification as possible. VARAC members agree that Vintage Racing should be enjoyable to participants and spectators with a minimum emphasis on trophies and awards. When you are competing just for the joy of taking part, it really does keep the fun in Vintage Racing - That's the VARAC spirit!



*You are cordially invited to join us for the largest and most exciting Vintage and Historic Racing revival in Canada. Enclosed is your personal registration package. R.S.V.P.*



**2013 CANADIAN HISTORIC  
GRAND PRIX  
Canadian Tire Motorsport Park  
JUNE 14 – 16, 2013**

Sanctioned by  
Canadian Automobile Sports Clubs – Ontario Region  
ASN Canada

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**VARAC** is proud to be hosting this, our 34th Annual Vintage Racing Festival, the  
***2013 CANADIAN HISTORIC GRAND PRIX.***

We hope that you will accept our invitation to spend the weekend with us at our home, the  
***MOSPORT GRAND PRIX CIRCUIT at Canadian Tire Motorsport Park.***

In addition to the race schedule there will be the following activities:

- Optional Driver/Track Orientation on Test Day with coaching available
- PORSCHE 944 Cars as Featured Marque
- One-Hour Enduro for cars under 2.5Litre and 2500lb.
- “Pot Luck” Dinner Buffet & Welcome Party on Friday Evening
- Friday Evening “Checkered Flag Cruise” 6pm (*competition cars encouraged!*)
- Area Scenic Road Rally for non-racers Saturday
- Special Events – Saturday Noon
- Gala Banquet on Saturday Evening
- Racers’ Reunion on Sunday
- “Legends of Mosport Drivers’ Reunion” & meet with fans & media – Sunday in the tent
- “Field of Dreams Classic Car Show” infield Corner 8 – Sunday with parade laps
- Mercedes Benz Club of America “Legends of the Autobahn” Concours, Sunday
- Feature Races and Awards Presentations

We look forward to you joining us a Mosport.

On behalf of the VARAC Board of Directors and the entire Club

*Bob DeShane,*

**Organizer CHGP**

[bob.deshane@varac.ca](mailto:bob.deshane@varac.ca) 705-878-5422

# TECH INSPECTION, TRANSPONDERS, TIRES, FUEL

**Technical Inspection:** All cars must pass a technical inspection before the event. A technical Pass sticker will be issued. The technical inspection station will be in the upper paddock at the CASC trailer. Any car that has a CASC-OR or ASN Canada log book with a current year VARAC/CASC-OR approved Annual Technical Inspection logged into it will be acceptable for racing without further inspection. For these cars, event technical stickers may be obtained at Registration. Remember to bring your Log Book with you when you register.

**Transponders:** We will be using AMB transponders for timing. Rental Transponders will be available, but must be reserved by May 17, 2013

to ensure availability. Please, complete the Transponder Rental line on the Registration Form included in this package.

**Tire Service:** Tire Service will be provided by Vintage Tyres Limited and Britain West Motorsport. Dunlop Tires will be available at the track. Be sure to contact them at least one week in advance of the event to ensure that your tires will be at the track when you need them. The contact telephone number is 519-756-1610. For alternate tire info please contact us.

**Fuel:** Racing fuel will be available at the track. Fuels available include 110 Unleaded, 100 Leaded, 94 Pump gas

## TRAVEL DIRECTIONS

Crossing into Canada and the return trip to the USA is really simple (us Canucks race in the USA frequently) if you follow a few guidelines:

1. Make a list of the race stuff in your trailer or tow vehicle. You don't need to list every socket... but a good overall inventory will help especially if you have any big expensive items: compressors, generators, extra tires and wheels etc.
2. Make sure you have something that proves that you own the race car you're bringing in. - some form of ownership such as the logbook.
3. Leaving USA, stop at U.S. Customs, get your list stamped. The problems that U.S racers have had are not coming into Canada... but returning into the U.S.  
Your list will prove that you didn't buy the race car or tools in Canada.
4. If you have a choice of border crossings, 1000 Island and Sarnia are generally quicker/simpler than Buffalo or Detroit due to smaller traffic volume.
5. **Passport requirements are in place.**
6. The last rule of thumb... don't be a wise guy with either country's Customs. They seem to lack a sense of humour.

### Directions From Toronto:

1. Highway 401 east (approx. 100km / 65 miles) to Waverly Road in Bowmanville (Exit #431).
2. Proceed North on Durham Road #57 for about 18km (12 miles), looking for the Mosport sign.
3. Turn right onto Regional Road #20; continue for about 8km (5 miles).
4. Turn right onto the Mosport access road and proceed to the Pass Gate (Gate #3) to enter the track. You will pass the Registration Office on the right before you reach the gate.

**WARNING Eastbound traffic coming through Toronto on Hwy 401 is always very busy. Eastbound traffic (leaving the City) will become congested, stop and go, after 3 pm. Try to time your trip through Toronto (401) between 9.30 am -2.30 pm, otherwise take the 407 bypass route.**

### Bypassing Toronto: (via back roads, more scenic than the 401)

1. Take Hwy 407 Electronic Toll Route East to Highway 7 East. (407 ends here anyway!)
2. Proceed on Hwy 7 through Kinsale (5km from Kinsale to Brooklin) **VIPI** When you come to the traffic lights at BROOKLIN, Hwy 7 bends to the left!!! (North)
3. Proceed **STRAIGHT ON THROUGH BROOKLIN**; you are now on Winchester Road.
4. Drive like you've never driven before! You are now about 30 minutes from Mosport.
5. Proceed on Durham Road 3 / Winchester Road past: Thickson Road, Simcoe St., Ritson Road, Harmony Road. You will come to a sign pointing left to "The Oshawa Zoo"
6. Follow it! Turn left on Grandview Road.
7. Proceed about 500 yards to 4 way stop sign, then turn right on Durham Road 3 / Columbus Road.
8. Proceed past Oshawa Zoo!!!! Proceed past Enfield Road at stop sign. Follow the road through 4 way stop at Enneskillen. (General



store is open 7 days a week 8 to 9) You will very soon come to stop sign at Hwy 57. STOP!

9. Turn left (North) on 57,
10. Proceed for a few minutes (2 km) until you see the sign on the right for Mosport.
11. Turn right onto Regional Road #20; continue for about 8km (5 miles).
12. Turn right onto the Mosport access road and proceed to the Pass Gate (Gate #3) to enter the track. You will pass the Registration Office on the right before you reach the gate.

### From Montreal/Ottawa:

1. Highway 401 west to Waverly Road in Bowmanville (Exit 431).
2. Proceed North on Durham Road #57 for about 18km (12 miles), looking for the Mosport sign.
3. Turn right onto Regional Road #20; continue for about 8km (5 miles).
4. Turn right onto the Mosport access road and proceed to the Pass Gate (Gate #3) to enter the track. You will pass the Registration Office on the right before you reach the gate.

### From Eastern United States:

1. Interstate 81 to Thousand Islands bridges. Proceed on Hwy 401 west. Follow same directions as coming from Montreal/Ottawa above.

### From Western United States:

1. **Direction Buffalo:** - to International Peace bridge to Canada. Proceed on the Queensway East - follow same directions as coming from Toronto.
2. **Direction Detroit:** - bridge to Windsor to Hwy 401 East. Proceed to Toronto - then same as Toronto above.

## WHERE TO STAY

\*The Quality Inn, Oshawa has set out a special rate for CHGP Racers at \$89 dollars per night. Email: [Katie@sunraygroup.ca](mailto:Katie@sunraygroup.ca) or call 877-398-9252

website: <http://www.qualityhoteloshawa.com/>

For a complete listing of area accommodations, please visit the Mosport website by following this link for hotels:

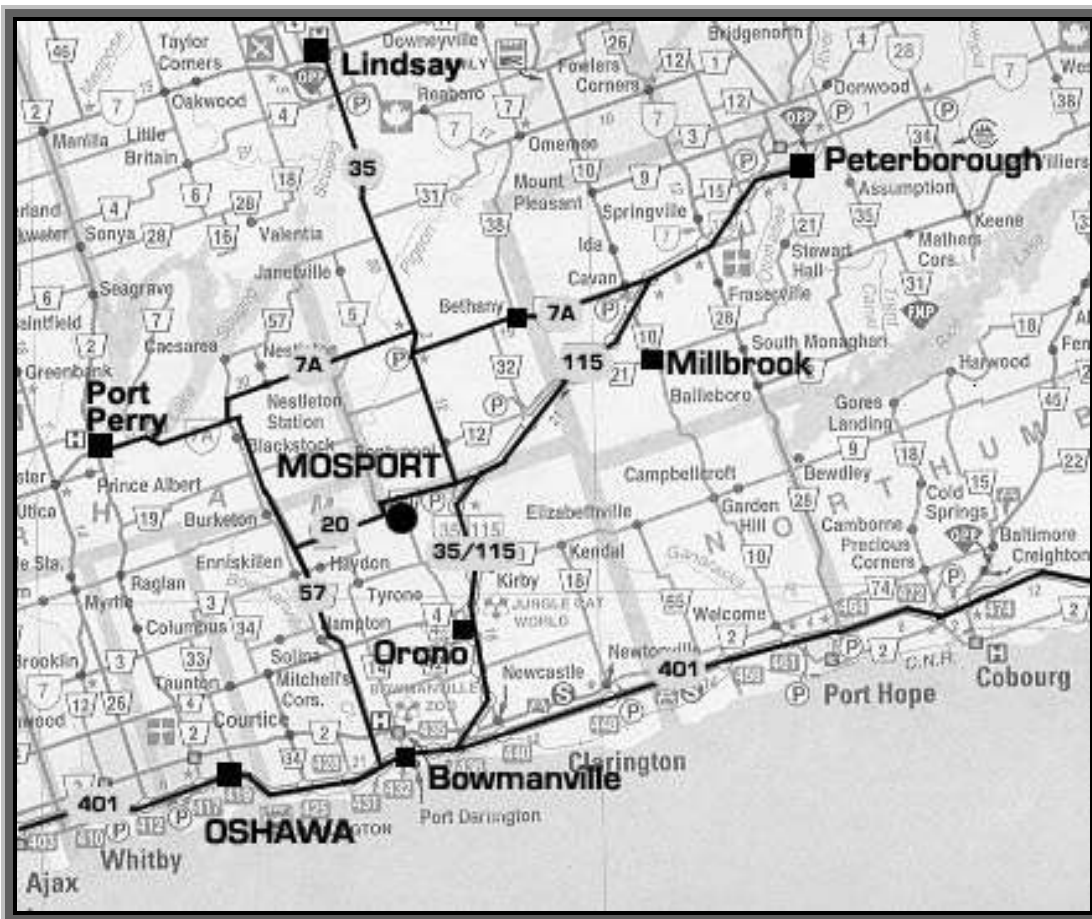
<http://www.mosport.com/visitor-info/hotels>

and for Bed & Breakfast locations:

<http://www.mosport.com/visitor-info/babs>

and for Camping:

<http://www.mosport.com/visitor-info/camping>



## 1. CAR ELIGIBILITY

All competing cars must be prepared to meet eligibility standards of the driver's VMC club affiliation (e.g. VRG, SVRA, VSCCA etc.) or possess appropriate ASN/FIA credentials (which may include a vehicle log book) to meet minimum safety standards set out below. Canadian domiciled cars must be prepared to VARAC standards and rules.

Cars will be subjected to technical and eligibility inspection.

Any questions regarding safety should be directed to VARAC- CHGP Race Director Del Bruce, Email: [delb@rogers.com](mailto:delb@rogers.com)  
Telephone #: 905-686-2690.

Any questions regarding eligibility should be directed to VARAC Eligibility Chairman Joe Lightfoot, Tel. 613-476-5881, Email [eligchair@kos.net](mailto:eligchair@kos.net)

**Seat Belts** must be no older than five years, as shown by an SFI approval date tag or FIA approval expiry tag.

All closed cars and open cars with roll cages require **Window Nets**. If the VMC club to which the car is affiliated allows substitution of a window net with an arm restraint, the driver may use such.

**Fuel Cells** are mandatory and have to meet FIA standards with the exception of certain G70+ cars (refer to the VARAC rulebook at [www.varac.ca](http://www.varac.ca))

**Battery**, solenoid, and other "hot" terminals shall be covered by rubber boots or covered by silicone or other non-conductive material wrap. All cars must be equipped with a master electrical cut out switch, located so as to be easily accessible from outside the car.

All **lighting glass**, front and rear, shall be securely taped to the satisfaction of the scrutineers. Taping of rear lights must not obscure brake light function.

"**Slick**" type racing tires will only be allowed on purpose-built racing cars that originally used this type of tire, some F70 Monoposto, G70+, and post-Historic Trans-Am cars.

**Roll Bars** must meet VARAC standards; refer to the VARAC rulebook at [www.varac.ca](http://www.varac.ca). Other roll bar designs MAY be acceptable and VARAC has arranged to pre-clear such designs before the event. Drivers are urged to send photos of such designs that do not meet VARAC standards for review prior to entering the event.

**Catch Tanks** are required for all oil and water breathers. The use of antifreeze (glycol) is not permitted.

## 2. DRIVER QUALIFICATIONS

All Canadian drivers (Canadian residents) must hold a current ASN or ASN regional affiliate license (ie CASC, FSAQ, etc). Non-Canadian drivers must, at minimum, hold a current VMC license or be members of a recognized Vintage Race Club outside Canada. An SCCA, FIA Race or Vintage license is acceptable for international drivers.

VARAC reserves the right to refuse any driver who cannot show evidence of proper qualifications, for driving or medical fitness. All drivers MUST participate in the official practice sessions.

## 3. DRIVER SAFETY EQUIPMENT

The use of the following Driver safety equipment is mandatory during all Competition.

### Driver Suits and Underwear

One-piece driver suits that effectively cover the body from the neck to the wrists and ankles, manufactured of material approved herein, shall be worn.

Underwear manufactured of material approved herein shall be worn where specified herein.

Driver suits and underwear shall be clean and in good condition with no excessive oil stains, holes or frayed edges.

### Gloves

Gloves made of material approved herein shall be worn. This material shall be worn next to the skin. Gloves shall have no holes or perforations and shall be fitted at the wrist, and shall cover the cuff of the driver suit. Any other material, e.g. leather, may be applied to the exterior only.

### Socks

Socks made of material approved herein shall be worn.

### Shoes

Shoes made of material approved herein and/or of leather shall be worn.

### Balaclavas

Balaclavas or helmet skirts of material approved herein shall be worn. Hair protruding from beneath helmets shall be completely covered.

### Helmets

Helmets as specified herein shall be worn.

### Approved Materials

All fire resistant material approved by ASN Canada, FIA, SCCA and SF1 is acceptable.

### Driver Suits/Underwear

The following Driver suit/underwear systems are approved:

- A. Suits of two layers of approved material worn with approved underwear.
- B. Suits of three layers of approved material.
- C. Suits carrying an SF13-2A/3 rating worn with approved underwear.
- D. Suits carrying an SF13-2A/5 or higher rating.
- E. Multilayer suits carrying an FIA Homologation.
- F. Suits, which the manufacturer states in writing meet or exceed the standards stated herein, may be substituted for that standard.

While competing, Drivers should not wear any clothing composed in whole or in part of Nylon.

In the case of doubt concerning the composition of a suit/underwear system, the Driver shall be able to present adequate evidence that it conforms to one of the above standards.

### Helmets

The following standards are approved: (1) Snell Foundation (USA) 2005SA or newer, (2) FIA approved helmets with documentation.

Helmets shall be in good condition; a repaired helmet may be approved provided that written proof of a satisfactory repair by the helmet manufacturer is presented.

Full-face helmets and shields shall be worn by Drivers of open cars.

#### 4. PIT AND PADDOCK RULES

Consumption of alcoholic beverages by any participant is expressly prohibited until all competitions are concluded for the day.

Parents and guardians will be responsible for the safety of children. All dogs must be on a leash.

During the start of a race, no person except the Pit Marshals will be permitted in the hot pit lane.

Only people immediately connected with the race in progress will be permitted in the hot pit lane.

During a pit stop, a maximum of three persons, including the driver, will be permitted in the hot pit lane.

Following any pit stop, the driver must obey the Pit Marshall's signals before exiting the pit lane and re-entering the course.

When leaving the pits, drivers must stay to the right of the blend line. Drivers on track must stay to the left of the blend line. Touching or crossing the blend line at any time is an infraction and may result in a Black Flag.

Smoking is absolutely prohibited in the pits or pit area.

Any person in the pits must be wearing shirts and long pants.

Pit/paddock support vehicles such as motorcycles, mini-bikes, ATVs and similar, driven by licensed drivers only, are allowed in the paddock area at the organiser's discretion and privileges may be revoked at any time. Minors are prohibited from their use.

#### 5. DRIVER CONDUCT

VARAC strictly adheres to VMC conduct rules and enforces non-contact racing. Non-compliant drivers will be penalized. Any driver not obeying yellow flag rules will receive a penalty.

Any driver who is judged by race officials as "out of line", "jumping the start" will be penalised. Various Judges of Fact will monitor such infractions as well as blendline crossing, exceeding pit lane speed limit etc.

#### 6. VARAC Energy "CAP"

VARAC is pioneering a safety policy of not running heavy/fast Vintage/Historic cars on the same grid as smaller V/H cars. There is a major increase in risk if big and fast "American Iron" cars run with smaller European cars on the same grid.

The decision of whether a heavy/fast car can run on the V/H grid is by calculating the energy potential of the car, based on its top speed and weight. This allows us to find a car's energy potential in Joules. We then apply an "energy cap" of 2.1 million Joules for cars running on a V/H grid –if your energy potential is more than 2.1 mJ, then we will run your car on the G70+ grid, although you will stay in your original class.

What does this cap of 2.1mJ mean? Here are some simple examples:

- If your car weighs 2,000 lbs, top speed should be below 152 m.p.h.
- If your car weighs 2,500 lbs, top speed should be below 136 m.p.h.
- If your car weighs 3,000 lbs, top speed should be below 124 m.p.h.

We therefore reserve the right to make changes to the schedule, including reclassification of cars and re-assignment of classes to race groups, and we reserve the right to refuse any entry at our sole discretion.

## One- Hour Enduro Race for All Closed Wheel Cars Under 2.5 Litres and 2500 lbs.

A 60 minute **Enduro Race** will be run on Saturday afternoon. The Enduro will be a "handicap race". There will be a "Race within a Race" for the Classic Motorsport - Small Bore Challenge.

The Enduro may be contested by either:

1. A one car "team" with one driver, or
3. A one car team with two drivers.

**Note: Refueling of cars is not allowed, either in the pits or the paddock.** If your car can't run an hour, form a 2-car team!

**Handicap: The handicap will be calculated in order to theoretically have all cars finish on the same lap. The slowest car (as determined by qualifying times) will stop for a three-minute pit stop. For all other cars, the duration of the pit stop will be calculated in order to achieve the goal of having all cars finish on the same lap. Pit stop durations will be calculated and assigned.**

**Procedure for One Car / One Driver:** The driver has to enter the hot pit lane between the 20th and 25th minute of the race and park for 3 minutes (engine off) before resuming the race.

**Procedure for One Car / Two Drivers:** Same as above, including driver change.

The winner is the car or team "first over the finish line" wins.

**IMPORTANT:** There is a **mandatory** drivers **and crew** meeting prior to the Enduro. Refer to the schedule for time and place. Only participants of the drivers meeting will receive a "pass" sticker for the car(s)

above or Tel: 705-878-5422 email: bob.deshane@varac.ca