



# PIT SIGNALS



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



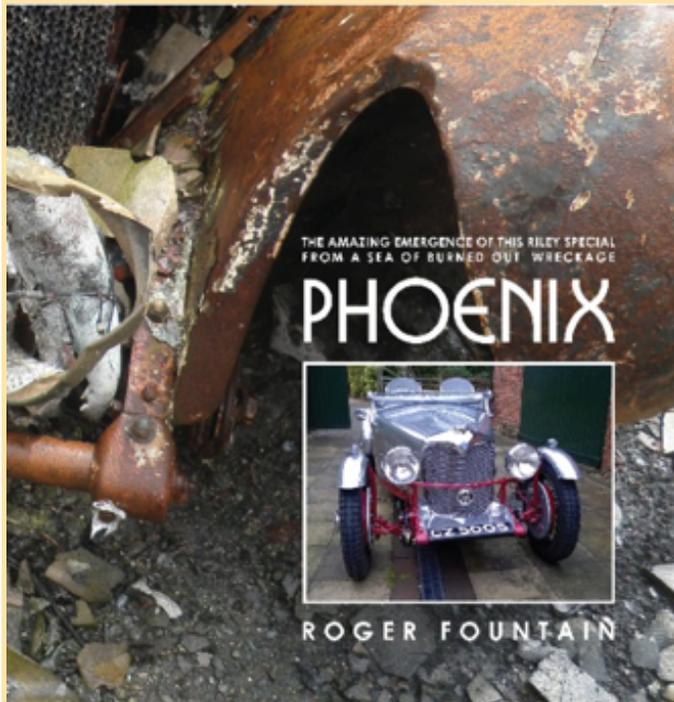
As 2019 draws to a close VARAC looks back on a year of vintage racing that was, as Charles Dickens said, “the best of times, the worst of times”... dependent on whether your car DNF'd or “podiumed” as they now say.

Looking forward to the 2020 season we want to recognize some of VARAC's favourite people; Jack Boxstrom, who turned 83 last September. Phil Lamont, 84 on December 21, John Greenwood, 83 on Christmas Eve, Bill Brack, 84 on Christmas Day.

And if you ever have second thoughts about the cost of racing, just remember these wise words; “I spent a lot of money on booze, birds and fast cars. The rest I just squandered.” George Best.

Remember! VARAC Vintage Grand Prix Early Bird Discount ends December 31! Enter now and save \$100! Credit Card will not be charged until June 1, 2020!!! Don't delay, enter today at [VVGP](#)

# PHOENIX by Roger Fountain



This is an amazing story by a former VARAC member. The book covers the unbelievable transformation of a pile of burnt-out scrap to a beautiful recreation of a 1930s sports car.

'Phoenix' is much more than a technical 'How-to-do-it' manual. Throughout the book there is a strong vein of personal and human interest anecdotes, making this a thoroughly interesting and entertaining read.

It has been a lifelong ambition of Roger's to design and build his own car. A particular dream was to build a car based on the pre-war Riley sports cars, which, in their day, enjoyed frequent successes in racing, rallying and amazing long-distance journeys in virtually unmapped territory. This narrative follows his dream through his initial ideas sketched on a sheet of paper through triumphs, disasters, trials and tribulations until he finally achieved his ambition and now has a beautiful example of pre-war automotive engineering standing in his garage as testimony to his creativity, persistence and determination.

The journey began when Roger was given the phone number of a 1934 Riley owner whose car had been destroyed in a barn fire. After driving the 200 mile trip to inspect the burnt-out car, it was completely burnt out, with nothing remaining of the body, shown at right...



Roger returned with his truck and trailer and loaded up the remains. On arriving home he was able to give the charred and rusting pile a closer examination, and it was obvious that the chassis had escaped most of the damage and would make a sound basis for his new project. Thus work began, sourcing replacement period parts, designing, repairing, refurbishing and fabricating.

First he created a prototype with scrap wood, cardboard, paper and scrap metal to establish the form of his creation incorporating the original chassis, front axle, some brake components and other parts salvaged from the fire and subsequently restored. He was anxious to utilize as many original parts, especially the chassis, to retain, as he put it, the soul of the original car, to maintain its heritage as an example of a golden era of English automotive design.



After much research and many phone calls, he assembled the components he needed and the long process of the build began. At a point when the car had an identity, Roger decided it was now an appropriate time to re-register it on a 'Sorn' ticket with DVLA. It was a shock to be informed that according to their records the vehicle had been classified as a Category A write-off and no longer existed. Furthermore, any surviving parts had to be destroyed and be registered as being so. By now Roger had invested many thousands of pounds in the project and almost three years work, and was not about to admit defeat. During the next ten months he had many communiqués with DVLA, and then with the insurance company that had written off the car. After an inspection by an independent engineer, requested by the insurance company, finally he was successful in reinstating the Riley on DVLA's books and as a bonus was allowed to retain the original registration.



Roger and Penny returned to England and now live in Lincolnshire. He spends his time restoring sports cars and racing cars from the fifties and sixties. He has been deeply involved in

motorsport for many decades, and has competed in rallies and races up to an international level for more than thirty years, racing in Europe, America, Canada and the UK. He retired from active competition in 2005.

Roger has also enjoyed several architectural restoration projects. The largest, and he says the last, is the conversion and restoration of a derelict Georgian stable and coach house into a residence, in which he and his wife now live.

Although he has written several articles for magazines, *Phoenix* is his first book. The forward to the book is written by Jack Boxstrom. Says Roger. "I had some great years with VARAC in the 80s, racing at different times my 750 Zagato Abarth, my Cooper FJ, and my Lotus Elite. The Abarth is now in California, after spending a few years in England where it was used for some serious Classic rallies, and was looked after professionally. The Cooper I sold to a doctor in New Jersey who owned a series of nursing homes, and the Elite is still racing here in the UK, and still winning. It is also being run professionally. It's nice to know my old 'family' is being looked after properly!"

BTW, this book is published by Roger Fountain Publishing in conjunction with **WRITERSWORLD**, and is produced entirely in the UK. It is available to order from most bookshops in the United Kingdom, and is also globally available via UK-based Internet book retailers as well as on Amazon.

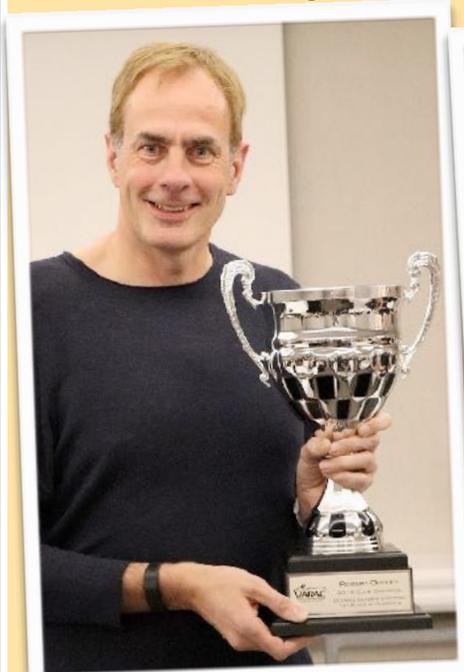
## VARAC Champions at 2019 AGM!

At right president Ted Michalos presents Ed Luce with the **The Jim McGregor Spirit of Sportsmanship Award**...*“Given annually to the individual who in the opinion of the racing members of VARAC best exemplifies the spirit of and dedication to vintage automobile racing in Canada.”*

*Ed; “My deep thanks to the racing members of VARAC for giving me the Jim McGregor Award this year. To see my name on an award below the names of some of the very founders of vintage racing in Canada, people like Ollie Clubine and Phil Lamont, along with the names of all of the other previous winners of the 'Spirit of Sportsmanship' award is quite moving. If I possess the spirit of and dedication to vintage automobile racing in Canada it is, at least in part, due to the fine examples set by those previous honourees and many of my other fellow competitors.”*



Robert Offley (below left) was 1<sup>st</sup> in Classic A, First overall in Classic, and Club Champion with a score of 130 (perfect). Del Bruce (centre) was Vintage/Historic champion and Phil Wang, (below right) was our Formula Classic Champion. Congratulations all!



## More 2019 VARAC Club Champions...

### **Formula Classic**

FC2: 1st, Ross Smith

FC3: 1st, Ed Luce

FC4: 1st, Ted Michalos

F1200: 1st, Phil Wang, 2nd, Jeremy Steinhausen, 3rd, Sid Nye.

F1200 Masters: 1st, Bob Patterson, 2nd, Mike Franza.

*Overall Champion Phil Wang*

### **Classic**

Classic A: First place Robert Offley

CL 1: 1st Del Bruce, 2nd: Ian Crerar, 3rd: Crispen Hudson

CL 2: 1st Mike Strelbisky, 2nd: Andrew Atkins, 3rd: Emily Atkins

CL 3: 1st Perry Mason, 2nd: Tim Cusimano, 3rd: Paul Ferreria

CL 4: 1st Bob Kosloski

*Overall Classic Champion Robert Offley*

### **Vintage Historic**

VH2 1st John Hawkes, 2nd Ted Michalos.

# Just in time for Christmas...



The story of Ford versus Ferrari is as compelling as any in motor racing history, and the much anticipated 20<sup>th</sup> Century Fox movie immortalizing it, and starring Matt Damon and Christian Bale, hit UK screens this in November. Aptly entitled “Le Mans ‘66” (*it’s called Ford v Ferrari this side of the pond*) it reputedly involved no less than 423 vehicles of multiple makes and origins, but the key cars, the GT40s and Cobras, are exact evocations of the now priceless originals. They were produced by Superformance – the only company licensed to build genuine continuation examples complete with Shelby chassis numbers – and identical versions are available to order right now, courtesy of the sole UK importer Le Mans Coupes Ltd.

Built in South Africa by Hi-Tech Automotive, they are accurate to the finest detail and were spared no quarter in the making of this macho movie. The GT40 MKII that won the 1966 Le Mans race is worth many millions of dollars now, while the MKI model that was victorious in France in both 1968 and 1969 is said to be insured for a staggering \$100 million. All of which makes the Superformance GT40s...



*Wouldn't this be nice in Comstock livery?*

...incredible value for money. With prices starting from just £162,000, (*about a quarter million in Canuck dollars*) it's small wonder that some 50 examples have already found homes in the UK.

Said Le Mans Coupes Managing Director Oliver Hulme: "The unrivalled pedigree of the Superformance cars has made them increasingly popular over the last few years – they are the perfect antidote to the anodyne vehicles of today. Unsurprisingly, interest in them has risen still higher since details of the landmark film were announced, and I can imagine our phones will be ringing long after general cinema goers have moved on to other topics, as "Le Mans '66" will be introducing these matchless motorcars to a whole new era of enthusiasts."

For full details of the evocation GT40s, Cobra Roadsters, Cobra Daytona Coupe and Corvette Grand Sport available from Le Mans Coupes Ltd, see [www.lemanscoupes.com](http://www.lemanscoupes.com). (*Don't tell Ted.*)

# Canadian Motorsport Hall of Fame Announces New Inductees.

*By Jeremy Sale*

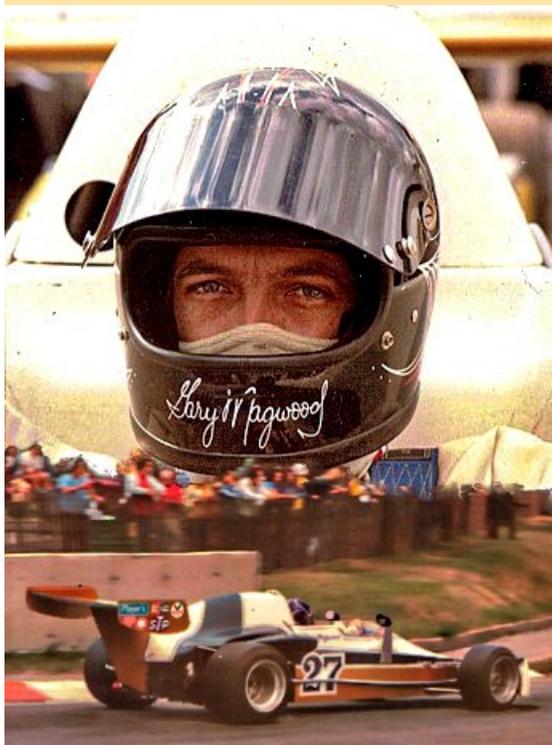
Among the new inductees to be honoured February 15<sup>th</sup>, 2020 is Gary Magwood. Magwood has done it all in racing, as a driver, manager, owner of Magwood's RaceEquip, selling Merlyn Formula Fords, creating the original race school at Mosport with Harvey Hudes, racing Formula B and Formula Atlantic, the list goes on.

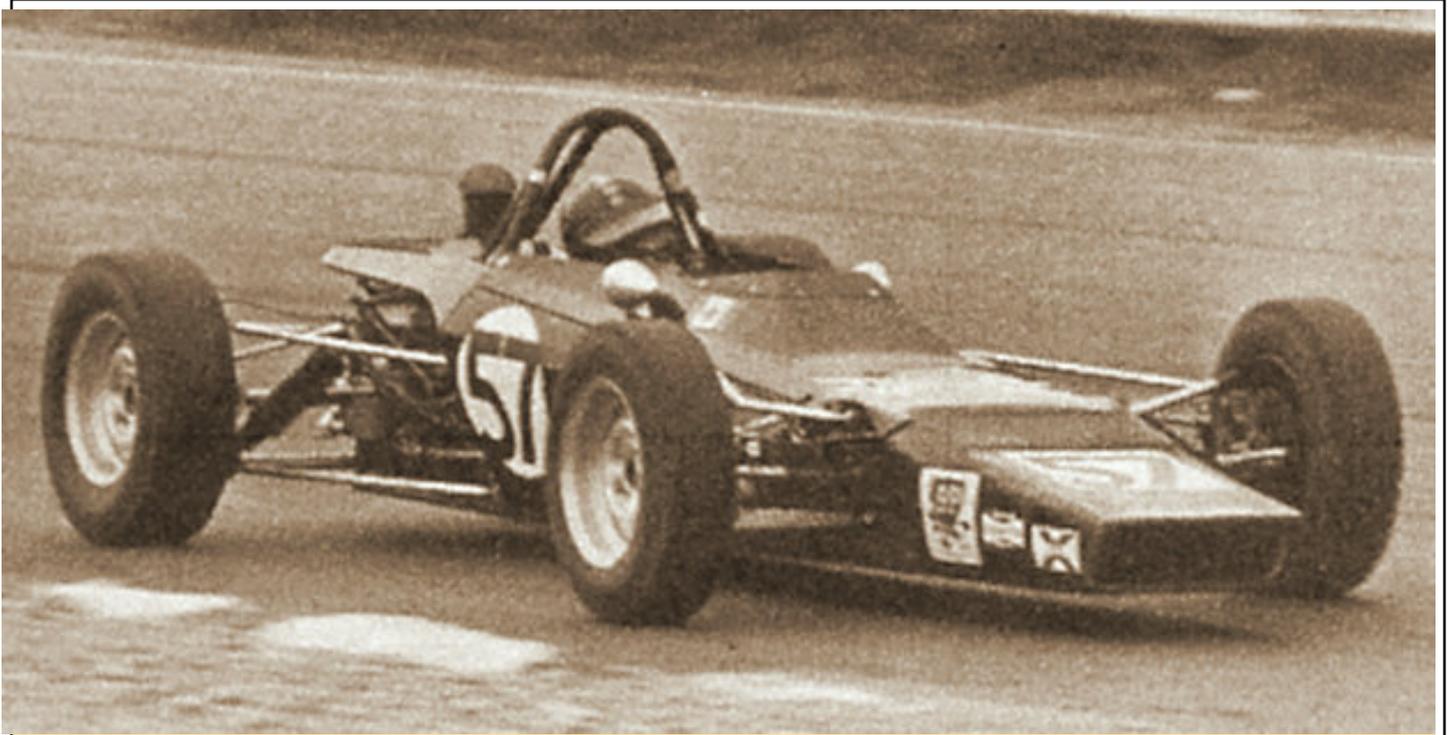
His first racing venture was in a "real s\*\*\*box" Canada Class Yachuk Special that spent much of its track time "puking out its engine." (Below) The car was later restored by Mike Rosen and known as the V.A.Y. Special. It's still raced in the U.S.

"I raced the VAY for two years" said Magwood, "the first year with the original Alta overhead conversion for the flat head Morris Minor engine and body configuration; the second year with a 998cc Sprite engine and tranny in my "flying shingle" design. It was a very stable and fun car to drive, but by the time I had the new engine and bodywork, Canada Class designers/builders had realized that single seaters could be built to the CC specs. That made all the two seaters obsolete in short order and needless to say, earning any points in CC races was now a pipe dream. " It is shown here with lights mounted to enter the Six Hour Sundown Grand Prix at Mosport in 1965.



Magwood really made his name in open-wheel cars, first in a Kelly Formula Vee, then a Merlyn Formula Ford. But after a test drive of David Lazenby's then-new Hawke DL-2A Magwood ordered one and went on to win 16 races and the 1970 Canadian Formula Ford championship. He also raced Formula B and Formula Atlantic with great success. After stepping away for various other ventures, Magwood returned to the driver's seat in 1998, teaming with Martin Chenhall to run in the Firestone Firehawk Series in an Oldsmobile Cutlass. The next year, his last as a full-time racer, Magwood paired with Terry DiFrancesco in a "super-competitive" Toyota MR-2 in the Firehawk Series. Magwood's contributions to the sport were recognized in 2015 when he was the Grand Marshal for that year's VARAC Vintage Grand Prix.

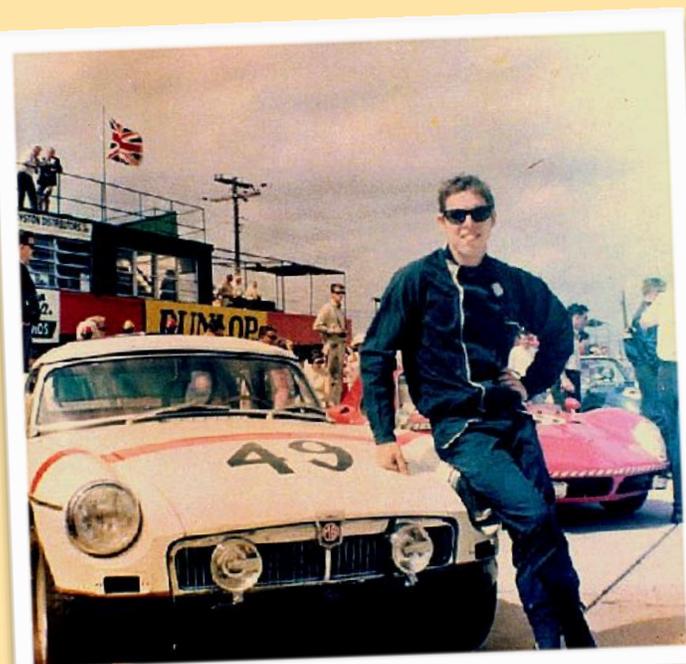




*In 1970 Magwood won 16 races and the Canadian Formula Ford championship.*

Gary launched the Labatt Road Scholarship in 1988. For eight years he worked with and trained many of Canada's top racing and rally drivers to teach collision avoidance skills to thousands of drivers of all ages, across Canada. He is also a co-founder of The Canadian Motorsport Hall of Fame and continues to speak out on driving and traffic issues.

Most recently he has been enjoying life as a farmer near Tweed, ON, and has even made a run for elected office. VARAC congratulates Gary Magwood on his induction to the Canadian Motorsport Hall of Fame!



## 1967 Sebring 12 Hour Race

The list of entrants for that year's Sebring race included such names as Jim Hall, Bruce McLaren, Mario Andretti, Phil Hill, ...well you get the idea. A less well known name was that of young Gary Magwood, at left with his MGB. Gary's Centennial Adventure began April first in Sebring Florida. See next page...



## GARY MAGWOOD'S 1967 SEBRING RECOLLECTIONS

“OK, it was 50 plus years ago but much of the trip to Sebring in 1967 is still quite clear. Getting an entry wasn't too hard, so I loaded up My RedeX MGB and a few spares and set off for warmer climes in my converted bread truck camper. Registration was very exciting, as I realize I'm standing next to Jo Siffert and other big stars of the endurance world; it felt like I was joining an exclusive club.”

“I spotted the BMC (British Motor Corporation) compound: two brand new, very shiny Bs in BRG, to be driven by Paddy Hopkirk, Andrew Hedges and a couple of other well known Brit rally racers. I casually approach, introduce myself and take a look around. Greeted by blank stares with a hint of disdain, I retreated back to the bread truck.”

“Practice and qualifying was, to put it in racing terms: f....g scary. I’m out there pounding around with MK IV Fords, Chaparrals, phalanxes of Porsches and gaggles of production cars. I’d be starting to brake for the infamous hairpin only to have two Ford GTs go screaming by, *still on the gas*, followed by a Chaparral and a couple of Porsches. If I thought this was scary in daylight, the experience in the dark was doubly terrifying. The dark amplifies the speed differential, believe me! “



*“I would be braking as the Ford GT’s came screaming by, still on the gas...”*

“Raymond Gray, my co-driver and I managed to qualify very well; as a matter of fact we split the BMC factory team! So after qualifying, a squad of coveralled BMC mechanics appeared at our pit, offering technical help and parts including a stack of tires (or were they tyres!). Ray and I were in the big time!”

“The race was a bit anti-climatic ...the famous Le Mans start: run across the track, leap into the car, fasten the seat belt while cranking the starter, try to merge with 60+ other adrenaline powered drivers. We settled into two-hour stints behind the wheel. Then, around the four-hour mark, no B coming by the pits..... turned out a sheered front hub had brought our adventure to an end.”

“It wasn’t more than five minutes or so later that a squad of BMC guys silently removed all their gear and tires from our pit! So much for fame and fortune in the world of international endurance racing! *“Gary Magwood*

[Sebring In The Sixties](#)

# 2020 VARAC Racing Schedule – as at Dec 5/19

Dates	Event	Track	VH	CL	FC
May 9-10	Spring Trophy Races	CTMP	XM	X	XM
May 22-24	Spring Classic	Le Circuit	X	X	
Jun 18-21	VARAC Vintage Grand Prix	CTMP	X	X	X
Jul 24-26	Canadian Touring Trophy Races	CTMP		X	X
Jul 24-26	Summer Classic	Le Circuit	G	G	
July 24-26	Waterford Hills Vintage Races	Waterford	G		
Aug 14-16	Grattan Vintage Grand Prix	Grattan	G	G	G
Aug 15-16	CASC Regional Event	Shannonville	XM	X	XM
Au g 22- 23	Grand Bend Festival of Speed	Gr an d Be nd	G		G
Aug 28-30	Calabogie Cup Race Weekend	Calabogie	XM		XM
Sep 19-20	Indian Summer Trophy Races	CTMP	XM	X	XM
Sep 25-27	Fall Classic	Le Circuit	G	G	
Oct 3-4	Celebration of Motorsport	CTMP	X	X	X

X – denotes a point race for the championship. XM – denotes a mixed run group for points with the VH and FC at this event. G – denotes a non-points run group at the event



# 2020 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 driver-car combinations that 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.

Formula Classic drivers and cars will be classified based on the vehicle classes listed below. The time bracket based classes are not being used by the Formula Classic Division.

All VH and Classic 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 VH or Classic Division Director. 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.

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.

A competitor, who, **during qualifying or a practice session**, achieves a lap time which is officially timed as faster than the break-out time for the class entered must decide if they will voluntarily be moved to the faster time bracket, or remain in their current bracket. Grid position remains unchanged, but the break-out counts towards the 2 break-out automatic reclassification.

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.

In the event of a tie in the scoring, the 6<sup>th</sup> event will be added in, and then the 7<sup>th</sup> 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.

## Rule Changes...some notes from Chris Rupnik.

While some might enjoy passing the long winter months reading the VARAC ruleset (maybe in preparations for a long winter nap!); Ted thought it might be a good idea to offer a highlight of the rules changes that will affect us for the 2020 season. At the VARAC AGM - several items were discussed and voted on. The next iteration of our ruleset will carry the following changes.

Affecting all classes - we have added a clear guideline for issues around non-compliance with the our rules. If there is an compliance issue with the ruleset, it will be determined by the VARAC race director on the appropriate penalty.

For the Classic grid:

- G90 eligibility limits the newest cars to the 1999 model year. The next review of eligibility will be 2025.
- Classic cars that have an engine changed must have an engine not newer than 5 years from the car chassis. The example provided is a 1990 Ford Mustang can only be replaced with an engine up to a 1995.
- Afraid its time to park any trucks trying to enter the fold - the motion to exclude trucks from our grids was carried.

We also added two rules covering Formula Classic:

- Club Fords and Formula Vees raced by VARAC members will be allowed to join the Formula Classic grids at CASC regional events.
- Formula Classic cars will not be classed according to time brackets; instead using the following 5 classes:
  - Club Formula Ford
  - Historic/Vintage Formula Ford
  - Formula Junior
  - Historic Formula Vee
  - Formula 1200

As for Vintage Historic - only one notable change. We have added the Falken Azenis to the list of eligible non-symmetrical tires.

## Formula Classic and the AGM *by Peter Viccary*

As Chris Rupnik has already alluded to on the previous page, two motions were passed at the AGM which affect VARAC's Formula Classic. Both motions were passed almost unanimously.

Club Fords and F1200s will be allowed to run on Vintage / Historic mixed grids. This makes "indefinitely permanent" a rule that was put into effect at last year's AGM. In post AGM discussion, it seems that many members would like to have a split start for the F1200s, so that each group has a chance to sort themselves out before any serious passing is done.

The second motion calls for the elimination of bracket racing for Formula Classic. There will be no more break-out penalties for monoposto cars. The Formula Classic categories eligible to run in a V/H mixed grid are: FJr, VFV, Vint.FF, Club F, in compliance with the Monoposto Racing rules & regs, and F1200, in compliance with the current CASC F1200 rules.

Ultimately, we would like to build these classes to a size where they could have their own race group at specific CASC regionals. At that time, we could open the group up to include more classifications of Formula Classic cars.

Post AGM discussion suggests that we will have three categories on the Formula Classic grid at the Vintage Grand Prix next summer: Formula Historic for all cars built prior to 1973, Formula 70 for cars built between 1973 and the end of 1989, and Formula 90 for cars built between 1990 and the end of 1999. Any drivers running for the VARAC Drivers' Championship don't need to worry; we can pull their classes out and assign points after the event.

If any one is interested in trying out a F1200 car, or knows of any one who is, please contact me and I will pass them on to the appropriate individuals.

I am currently recruiting a Formula Classic eligibility committee. If anyone is interested, please contact me: Peter Viccary: [pdsrs@rogers.com](mailto:pdsrs@rogers.com)



## Conduct Committee

**Chair: Brian Thomas. Deputy: Gord Ballantine.**

The purpose of the Conduct Committee is to monitor participant conduct at designated VARAC supported events and where appropriate, to issue warnings and/or suspensions of entry privileges to such events in the future.

As a member of the Vintage Motor Council (VMC), VARAC endorses and follows the concept of the “spirit of vintage racing”. The primary directive of the club is to promote the preservation of these great old cars in a racing format which emphasizes the fun factor, camaraderie, driver safety and etiquette. The sport is intended to provide a format for friendly wheel-to-wheel competition with vehicles faithfully prepared to their original era.

All motorsport is dangerous and only the proper attitude of the driver and the careful preparation of the cars will diminish the danger and enhance our appreciation for this sport.

In addition to the “spirit of vintage racing”, all VARAC on track activities are based on a strict application of the “no contact” rule. Disciplinary action, if required follows the 13/13 format set out below.

### **VARAC Conduct Procedures**

The Chair of the Conduct Committee, or their designated substitute, will act as the contact person with the Race Stewards and/or Clerks for each event that VARAC attends. The name of the contact person will be widely announced to all VARAC members prior to the event.

1. A reportable incident is any on-track activity that results in 4 wheels off, a spin, contact with an object, or contact with one or more vehicles. Off-track incidents involving inappropriate behaviour or unsportsmanlike conduct may also be subject to penalties
2. All competitors involved in a reportable incident are required to report to the Event Conduct Committee Chair (EC) immediately following the completion of the session, and in all cases no later than the end of the day on which the incident occurred, unless unable to report for medical reasons. Under no circumstances may the car or driver participate in another on-track session until the driver has reported to the Conduct Committee.
3. Failure to report as required in point 2 may result in a 13-month probation, or if already on probation, a suspension of driving privileges.
4. The CC will determine if additional investigation is warranted, including contacting the Race Stewards and/or Clerk for additional information.
5. The EC may appoint one or more Committee members to investigate the incident for VARAC, the intention being that incidents will be investigated by drivers that did not participate in the session.



## Conduct Committee

6. Based on the investigation, the Committee members will determine with the Committee Chair if further action is to be taken.
7. In the case of an incident with a Corner Workers Report, the Committee Chair will ask for an interview with the drivers and the Stewards, and will discuss with the Stewards what sanctions, if any, will apply to be applied by the Stewards.
8. In the case of an incident without a Corner Workers Report, the Committee Chair will report the Conduct Committee's findings to the Race Stewards to discuss if further actions should be taken by the Stewards.
9. All incidents, whether reported to the Race Stewards or not, will be logged into the VARAC Conduct Log for future reference.

### **Possible sanctions available to the VARAC Conduct Committee**

The Committee has four alternatives: a warning, exclusion from results, probation, and/or a suspension of driving privileges. It should be noted that a warning and probation are designed to remind the competitors of the "spirit of vintage racing" before the more serious sanction of a suspension is applied.

1. Warning – most often issued verbally, to be used for only the most minor reportable incidents. For example: four wheels off due to poor weather conditions
2. Exclusion from results – the competitor will not receive any Drivers' Challenge points for the session(s).
3. Probation – from one month to 13 months in length depending on the severity of the incident and the competitor's history of conduct issues. For example: a driver who was "hit" by another competitor on track might receive a 1-month probation, while the "at fault" driver might be given a 13-month probation, depending on the facts.
4. Suspension – up to 13 months depending on the facts and the prior history of the competitor.

### **Appeals Process**

1. When sanctions are imposed by the CASC-OR or some other sanctioning body, the appeal process for the sanctioning body will be followed.
2. When sanctions are imposed by VARAC, the affected driver has the right to appeal the decision to the VARAC Board of Directors by requesting an interview at the next regularly scheduled meeting of the Board. Any such request must be made within 48 hours of receiving notification of the sanction by the Conduct Committee.



# PIT SIGNALS CLASSIFIED



## 1990 Chevy Camaro

Currently competing in VARAC Classic G70+ and CASC Sprint Series.

Car runs 1:40/41 at Canadian Tire Motorsports Park on 5 year old Continental slick take offs. This car is built to dominate T5/GT5, or Classic 3. (4 wins and 5 podiums July 27-28th weekend) Car is driven and maintained by a professional tuning shop. Has a CASC log book, and spares. Car had new fluids spring of this year. New valve springs, carb rebuild, diff refresh, new pads and rotors, amongst other service. Willing to deliver.

Asking \$8,000

Available now! Call Victor at (416) 876-6542

Schmitt Tuning



# PIT SIGNALS CLASSIFIED



## 1963 Porsche 356C

Fully race prepared. A racing car since 1995 and I have owned and raced it since 2009 on the West Coast. A well known, fast and reliable car with all the right stuff to put it at the front of any small bore grid. Fresh (one race weekend) ACE356 1620cc motor with 145hp, race prepared Skirmants gearbox (2A,3E,3B, 4A) with GT limited slip. Imported from the US 10 years ago with all import duty and taxes paid. Exceptional body and paint and no on track "incidents" in my care. Car is in British Columbia. Many more details on request.

Email: [tpickstone@gmail.com](mailto:tpickstone@gmail.com)

**\$US60K**

# Race Suit For Sale

Leaf Race Suit, 2XL, Tall. Used, in good condition. Purchased a number of years ago but never used by myself. \$100 Bob Seneshen [rmscdn@icloud.com](mailto:rmscdn@icloud.com)  
(519) 859-5413



At left:

*"And then, after you turn right at one, you go up the hill to turn two...remember?"*

*"...Um..I forgot my hemet..."*



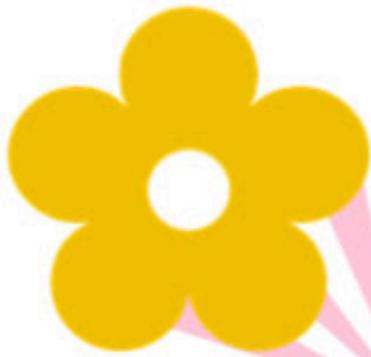


## 2002 Combination Car Hauler- Travel Trailer

32 feet long with 16 feet of space for race car. Comes with 4000 watt Onan generator that can be lowered down by winch for servicing.

Generator runs off a built in 50L gas tank (with gas gauge). Comes with fridge/freezer which works great. Microwave, 3 burner stove and oven. It has furnace and air conditioning. Bathroom with Shower/tub and outdoor shower. Bedroom over the 5th wheel. 3 Scissor couch beds that fold down off the walls. 2 Propane tanks (3yrs old). Chassis is extra heavy duty (11,830 lb GVWR). Extra large tires on aftermarket 8 bolt Aluminum rims, including the spare. Full winter cover.

**\$15,000 Joe Lightfoot: 613 813 5401**



# That 70s Race

VINTAGE GRAND PRIX  
CANADIAN TIRE MOTORSPORT PARK  
JUNE 18-21, 2020



## RACE GROUPS FOR:

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



DON'T MISS IT!

GET THE INFO: [VARAC.CA](http://VARAC.CA)

