



PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS - SEPTEMBER 2020 - JEREMY SALE



MGBs, Richard Navin, Joe Lightfoot...

Wow! This strange season is flying by. We note the passing of Ed Leavens, plus racing at Shannonville and Calabogie, with great photos by Peter Viccary and Rod Windover, plus VIP dates to save! ...



Ian Crerar, Porsche



Loti of Ted Michalos and Ivan Samilla

VARAC 2020 Racing Season UPDATE #8

Don't miss these Fall events

September 18-20, 2020: Late Summer Trophy Races at Canadian Tire Motorsport Park (CTMP) GP Track

Sept 18 Test Day - As in previous years contact the track directly to register for the test day. info@ctmp.com

September 19-20 - Late Summer Trophy Races (Formerly Indian Summer Trophy Races).

- [Registration is OPEN](#)
- The following CASC-OR classes/groups will be included:
 - Pirelli Tire GT Sprints
 - Toyo Tires F1600
 - VARAC Vintage Historic (includes F1200)
 - VARAC Classic
 - Formula Libre/F4/VARAC Formula Classic/Radical Cup
- The 3-hour Enduro will run at the end of the day Saturday
- No spectators
- Price goes up by \$100 after 11:59 PM on Wednesday September 16, 2020

September 25-27, 2020: Fall Classic at Circuit Mont Tremblant

- [Registration is OPEN.](#)
- Friday is a test day
- Grids include:
 - NISSAN MICRA CUP
 - GT CHALLENGE
 - FORMULA LIBRE 1 & 2
 - G70 / G90
 - VINTAGE

October 2-4, 2020: CASC-OR/CTMP Celebration of Motorsports at CTMP

- Registration not open yet!. Stay tuned.

Stay safe and healthy and be respectful of everyone's decisions to race or stay home. We'll get through this together, even while we're apart.

Ted Michalos
VARAC President



Some DATES to Save

It is September already, in what has been a very unusual year of vintage racing. We have three events still on our calendar for those that have decided to race this year:

Late Summer Races at CTMP Sep 19 – 20

Fall Classic at Le Circuit Sept 26 – 27

Celebration of Motorsport at CTMP Oct 3 – 4

In addition, we have set the date for this year's

Annual General Meeting

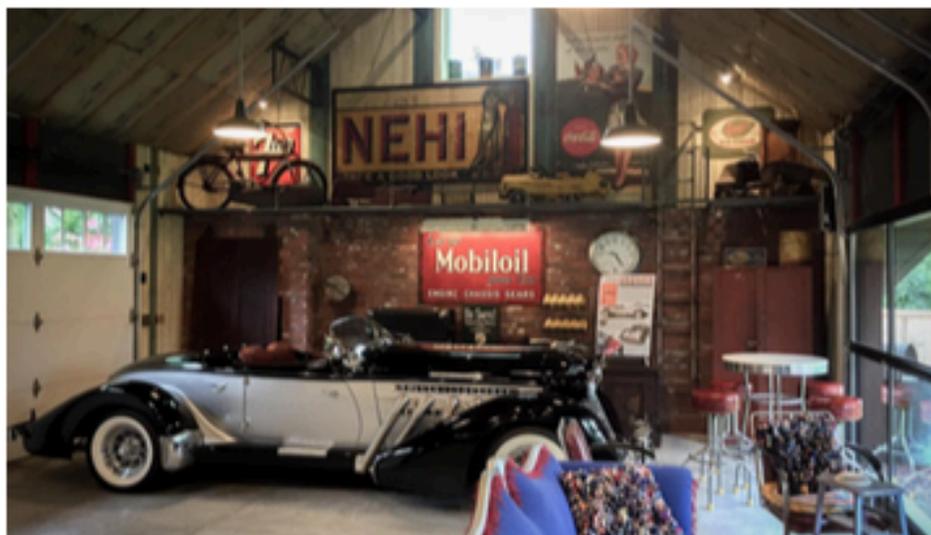
Sunday, Nov 15 at 10 am.

In keeping with Covid protocols, the meeting will be set up as a ZOOM Video Webinar. That means the Board members will log in via a video conference link as presenters, while members may log in as attendees. The links will be live and interactive and all voting will be done using electronic means.

The formal AGM announcements will be coming out soon, but if you have topics you want to discuss or present to the membership I encourage you to write detailed background articles that we may distribute in advance (Jeremy always appreciates content for Pit Signals).

Here's hoping 2021 is "normal", but if it is not, I think we've found safe ways to still enjoy our club and our sport. We shall carry on...

Ted Michalos, President.



VARAC First Annual Virtual Garage Tour



Interested to see what others have cooking in their Garages?

While we might not all be able to get our cars out to the track this year, why not share with our membership the current state of your car and garage? All done safely via videochat!

Details will be published via the Varac chatline, stay tuned!

www.varac.ca

Some Random Notes...

THE BEAST...

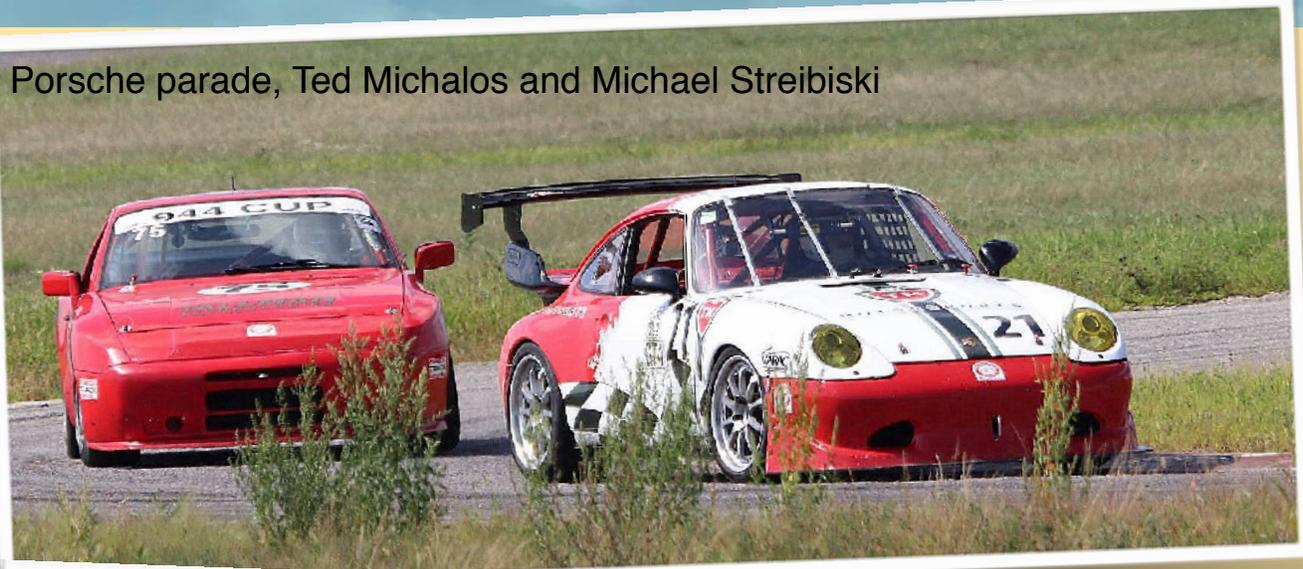
“So basically this is all John Hawkes fault! He supplied me with a copy of the 1987 IMSA GTU rules. I wanted a “Classic” car, but was unwilling to chop up my “real” RX3 to make it competitive in Classic. I really enjoy racing in VARAC; that is what we built this car (right) to do. It’s been a fun build, now we get to get out there and enjoy it!” Russ Bond.



Above: Classic podium at Shannonville
Ian Crerar 1st, Crispin Hudson 2nd and
Ted Michalos 3rd. Photo: Emily Atkins.
At right, Chris “Casey” Rupnik. Story in
this issue.

Shannonville

Porsche parade, Ted Michalos and Michael Streibiski



Del Bruce, Corvette



Porsche of Michael Strelbiski



Shannonville



Yes, it was wet...



Doug Beatty



Shane Viccary

Shannonville

Joe Lightfoot



Dave Good and Loti...



Mixed field led by John Kinnear

Please allow me to introduce myself...

Claude Gagné...



“I have been a fan of Lotus ever since the glory days of Jim Clark. So when I embarked on vintage racing, back in 2003, it was natural that I started with a Lotus. A Lotus Europa in this case. I soon found out that I was too tall (with the helmet) for that car. It so happened that I came across a Lotus Type 61 Formula Ford that had been in storage for 25 years. So while I was restoring it, I raced my 'road' Super Seven for two seasons, and then my FF for about ten seasons.

Racing with big cars like Mustangs and Camaros at Tremblant was less and less comfortable, so I decided to build a racing Lotus Elan with full cage. I have been racing it for four years now and love it, even if I am not very competitive. I am just having fun. And for fun, I also rebuilt a Triumph Spitfire last winter, which had been pretty much destroyed at Watkins Glen some ten years ago, using donor chassis and body. Colin Chapman must be rolling over! To be forgiven, I will prepare a Jensen Healey, with Lotus engine, over next winter. Really looking forward to race that one. When is the last time that we saw a Jensen Healey on the track?

I am fortunate to have my wife Nicole come along at all the events. I like to call her my chief mechanic, I could not do all this without her! Feel free to stop by and say hi next time we cross paths!”

Claude



At Shannonville with Paul Subject

As this was our 1st race of the 2020 season, we spent quite a bit of time on the test day ensuring that the #77 Formula Mazda set up for this particular track. The race car performed beautifully during the test day as a result of careful preparation and the ideal chassis setup. We were using test day tires from the previous 2019 racing season and we were bedding new brake pads, so we weren't really trying to set a race pace. Our best lap for the test day was a 1: 47 flat – pretty respectable lap time on old tires.

Saturday morning the forecast for the day was expected to be warm and sunny so we put on the new race tires that we would be using for the balance of the race weekend. The racing during Saturday would be carried out on the long track at SMP (this track is 4.03 km long with a total of 14 turns). During practice, we scuffed in the new tires (not really being concerned with setting a race pace lap speed) setting a best lap time of 1: 52.732. During qualifying, we set the P1 lap time of 1: 45.977, 1.33 seconds ahead of the car in P2. In Race 1, we battled with 2 of the Formula 4 race cars, having a protracted battle with Jim Morton, whose car is blazingly fast. In the end, we prevailed over Jim and finished in P1 and 1st in class with a best lap time of 1: 45.279, 0.617 seconds ahead of Jim's car.



At Shannonville with Paul Subject

Sunday morning brought the threat of rain at some point before noon. Additionally, racing on Sunday would be carried out on the Pro track at SMP (this track is 2.47 km long with a total of 9 turns). As it happened, we ended up with a 1 hour rain delay during the late morning. By the time we were supposed to be on track for Race 2, the track was fully wet without a lot of standing water. We elected to stay with slicks as the aggressive nature of our rain tires required lots of standing water on the racetrack. During Race 2, we were outclassed on the track by Doug Beatty in an F1600 Formula Ford with treaded tires – we finished in P2, 2nd in class with the best lap time of 1:29.142.



For Race 3, the weather improved substantially with mild temperatures and a sunny day. Jim Morton managed to develop a sizable lead during the course of the race. We finished P2, 1st in class with the best lap time of 1:08.846 – in the end, our tire choice coupled with the challenging racing surface at SMP was our biggest challenge. Overall, an awesome race weekend and a terrific showing for the #77 Formula Mazda Team

for our 1st race of the shortened 2020 race season.

Our race car performed beautifully during the entire event - a very big thank you to Bill & Shirley Vallis of Vallis Motor Sport for their superb trackside support.

A very big thank you to Shannonville Motorsport Park for hosting such a great event!! And last, but certainly not least, we want to thank our long suffering family which allows us to continue to race.....

**SAVE
THE
DATE**

41ST YEAR



VARAC

VINTAGE GRAND PRIX

CANADIAN TIRE MOTORSPORT PARK

JUNE 17-20, 2021 [Registration To Open Soon](#)



THANK YOU TO ALL FRONTLINE WORKERS!

Volunteers, Officials, Workers and Track Operators ...
who are finding ways for us to race during these challenging times.



DON'T MISS IT!

GET THE INFO: VARAC.ON.CA

Calabogie

by Peter Viccary

Click here for more photos by [Peter Viccary](#) and [Rod Windover](#)



With 19 attendees (plus two more on Sunday), the VARAC Sportsman class was easily the largest at the Calabogie Race Weekend on August 29 and 30. With no brackets and no classes, the competitors could just settle in to finding their pace and a racing partner or partners.

Saturday dawned overcast and very wet and would remain so for the day. The rain never stopped long enough for the track to dry. The drivers' meeting was scheduled for 8:30 am at the base of the Race Control Building. The rain stopped a few minutes earlier, but as the meeting got underway a monsoon opened up, resulting in one of the shortest drivers' meetings in recorded history. For the record, Sunday was a sunny, pleasantly warm day, Calabogie Chamber-of-Commerce stuff.

Calabogie

by Peter Viccary

Bob Eagleson, nice and dry in his MGB GT, set the pace in practice at 3:05.7. Just by way of comparison, his best time on Sunday was 2:35.7, a full 30 seconds faster. Bob had an excellent weekend: 3rd fastest

qualifier, 2nd in race 1, and 4th and 7th on Sunday, as the more powerful cars got to grips with the track. Bob was always the V/H pacesetter.



Shane Viccary (at right with son Ayden) dominated the point all weekend; fastest in qualifying and three race wins in his Club Ford Citation Zink Z16. The right rear brake got spongy towards the end of each session, but bleeding the brakes after each race provided a temporary cure.



Calabogie

by Peter Viccary

The railbirds thought **Russ Bond's** brand new G90 Mazda RX3 (below) might give Shane a run on Sunday afternoon, but Russ's car suffered from new car issues, and although he quickly moved into 2nd, he continued to lose a couple of seconds a lap to the leader. Russ was most entertaining on Saturday. Despite only having slick tires, Russ went out for qualifying and race one. Painted primer grey, weighing just north of 1600 pounds and pushing out 350 hp, his Mazda was one scary beast on a grey, wet day. Watching the car slither and slide through the Quarry section made the hair on the back of my neck stand up. Credit to Russ that he actually kept it on the island and finished race 1 in 10th place. Benoit LaFlamme and Phil Abrami were the leading Classic cars



on the weekend. Benoit moved forward all weekend in his Triumph TR8, to a 3rd place finish on Sunday afternoon. Phil, BMW M3, was second for a while on Saturday, but faded to 5th. On Sunday, he had a 3rd and another 5th.

Calabogie

by Peter Viccary



Ed Luce, Lotus 51, (here with Dorothy Agnew) had a busy race weekend. He qualified 4th and finished in the same position in race one. On Sunday he played chase the big guy, first Phil Abrami's BMW M3, who he eventually snuck by to a 2nd place finish, and Sunday behind Benoit LaFlamme's TR8, who he never did get by, to finish 4th.



Guy Bellingham, F1200 BRD, started with what looked to be a great weekend, but mechanical gremlins gradually got the better of him. He qualified 2nd and ran a comfortable 2nd early in race one. But the car went down on power, you could hear it off song, and he dropped behind Bob

Eagleson for a 3rd place finish. Guy thought he had an electrical problem and proceeded to change all the appropriate parts. Sunday morning's race started OK, but the problem returned and he fell back to 8th. Same thing Sunday afternoon, with a 9th place finish.

Calabogie

by Peter Viccary

Calabogie was attended by 12 Vintage / Historic, 5 Classic and 4 Formula Classic cars. V/H were: Phil Cooper, MGB, Ted Doobie, Lotus Elan, Bob Eagleson, MGB GT, Claude Gagne, Lotus Elan, John Kinnear, MGB, Peter Lambrinos, Volvo 142, Joe Lightfoot, MGB, Dugald Reid, Lotus S7, Chris Rupnik, Fiat 124, Randy Samson, Lotus Elan +2, Stefan Wiesen, Elva Courier and Ted Michalos, Lotus 23. Classic: Phil Abrami, BMW M3, Russ Bond, Mazda RX3, Benoit LaFlamme, Triumph TR8, Eric LaFrancois, Lancia Beta Scorpion and (for Sunday only) Marie France Gagne, Porsche 944. FC: Guy Bellingham, BRD, Doug Durrell, Bobsy FV, Ed Luce, Lotus 51 and Shane Viccary, Citation Zink Z16.

Doug Durrell had enough action before he even got to the track. His tow vehicle broke down on the way Saturday morning and by the time he had it fixed, the day was pretty much done.

Our Calabogie group was a real mixed bag of race cars, but everyone played nice. I don't believe any toys were thrown out of the sand box. Despite the poor weather Saturday, I was only aware of one spin, and there were no full course cautions all weekend. 19 of 21 cars started Sunday afternoon's race and they all finished. That's got to be some kind of a record for a vintage group!

Calabogie is probably my favourite track; the layout is awesome and the countryside is beautiful. The paddock layout was very poor, the CTCC and Micras occupied far too much space, and spectating is a bit of a challenge; not too much variety. But the track always lends itself to a decent party, and the VARAC crowd got together for a socially responsibly distanced beverage or two on Saturday after the racing concluded. I have to say though, that the Pandemic has really subdued everything. At Calabogie, most of the fields were barely 10 cars.

On a final, lighter note, we were running a forward facing, green, LED light on our Zink all weekend. The purpose was to make the tall guys aware that a little guy was in their presence. It appeared to be an overwhelming success. Lots of positive comments, nothing negative. We'll try it again in a couple of weeks at CTMP.

Peter Viccary

Calabogie

by Chris Rupnik

Title: Rupnik At The Bat.

“The band is playing somewhere, and somewhere hearts are light;
And somewhere men are laughing, and somewhere children shout,
But there is no joy in Mudville—mighty Casey has struck out.”

I have always enjoyed this famous poem by Ernest Lawrence Thayer, and it certainly applied to my attempt to make a great Pit Signals story for the editor. It could have gone either way - a massive home run - but instead I struck out.

Taking the necessary time to do things has been one of the most pleasant discoveries during the COVID restricted times. Since we were confined home anyhow I thought it would be good to get the engine back into the Fiat and figured since there is no time table I could do it myself. Having my son at home was also very valuable as a 17-year old he can physically assist the tasks. Little by little the engine bay came together for the Mont Tremblant Summer Classic. Arriving at the track with a freshly rebuilt engine didn't turn out to be the home run story that I was hoping it would. I had incorrectly assembled a few little things, which clearly meant that I best not run the weekend. However, I had planned ahead and brought golf clubs and spent the weekend golfing instead of racing. Oh well! Bringing the car back to my mechanics garage with my head low he proceeded to show me what I had done incorrectly, and then managed to repair the issues. He gave it a clear bill of health and said the Fiat was ready for racing.

So off to Calabogie my son and I went for the Calabogie Cup weekend. With the torrential rain on Saturday the car performed very well in Race 1- winning the hard charging notification for most places made up. It was a fantastic race as Russ Bond brought out his new Fahren RX3 car and we raced side by side through many corners. He got by me at the last corner as we were coming up behind the Volvo of Peter Lambrinos.

Race 2 was shortened by a transmission oil leak, which was easily repaired - and with that we were all set for a nice dry race 3! During the pace lap some electrical gremlin got into the car and forced me to miss the pace lap, but I got the car started and raced up the field to the checkered flag! It is always a good weekend when you can drive the car on the trailer at the end of the weekend. Many thanks to the village who managed to keep the Fiat running all weekend.

Chris Rupnik

Calabogie

by Bob Eagleson

My 2020 Calabogie Cup Weekend by Bob Eagleson

We started on a beautiful Friday. I decided to run in the Calabogie Platinum Challenge that evening, in a Miata rental from Mortimer Racing. After buckling in, we had 10 minutes of practice/qualifying!! I didn't run very fast in the race but it was fun to try something different.



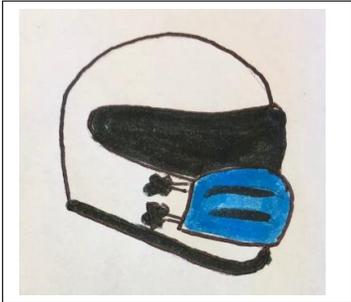
Saturday's weather was rain all day long. I qualified my MGB GT 3rd. In race 1, I was running 4th trying to stay on track. I caught up to Guy Bellingham in his Formula car. We had close racing for several laps until I passed him down the back straight. Then it was Phil Abrami in his BMW-M3. We were neck and neck until we went side by side through Temptation and I finally got by. I finished 2nd, Shane Viccary had the field covered all weekend. The Saturday evening soirée at the Michalos mansion was enjoyed by all!

Sunday was perfect weather. Race 2, I had another battle with Phil and Guy but this time Ed Luce and Ted Michalos were in the mix. I finished 4th. In Race 3, some of the faster cars, Russ Bond and Benoit Laflamme got their act together and were off chasing Shane. I had another good race with Guy in front and Marie Franc Gagne in her Porsche behind. I managed to get by Guy and Marie managed to get by me. I finished 7th and drove it onto the trailer.

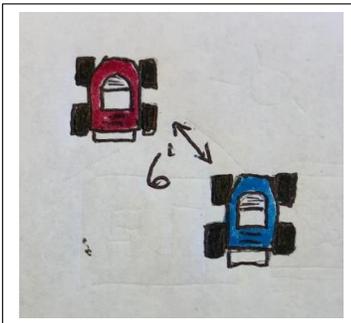
Special thanks to Peter Lambrinos, and the "2 Dan Super Crew", Reynolds and Wilson, for all the help and hospitality!

COVID -19

Racing Guidelines



**WEAR
A MASK**



**SOCIAL
DISTANCE**



STAY AT HOME

Until it is time to go racing!

Thank a **VOLUNTEER!**

(2020 - The year that almost wasn't)

ED LEAVENS



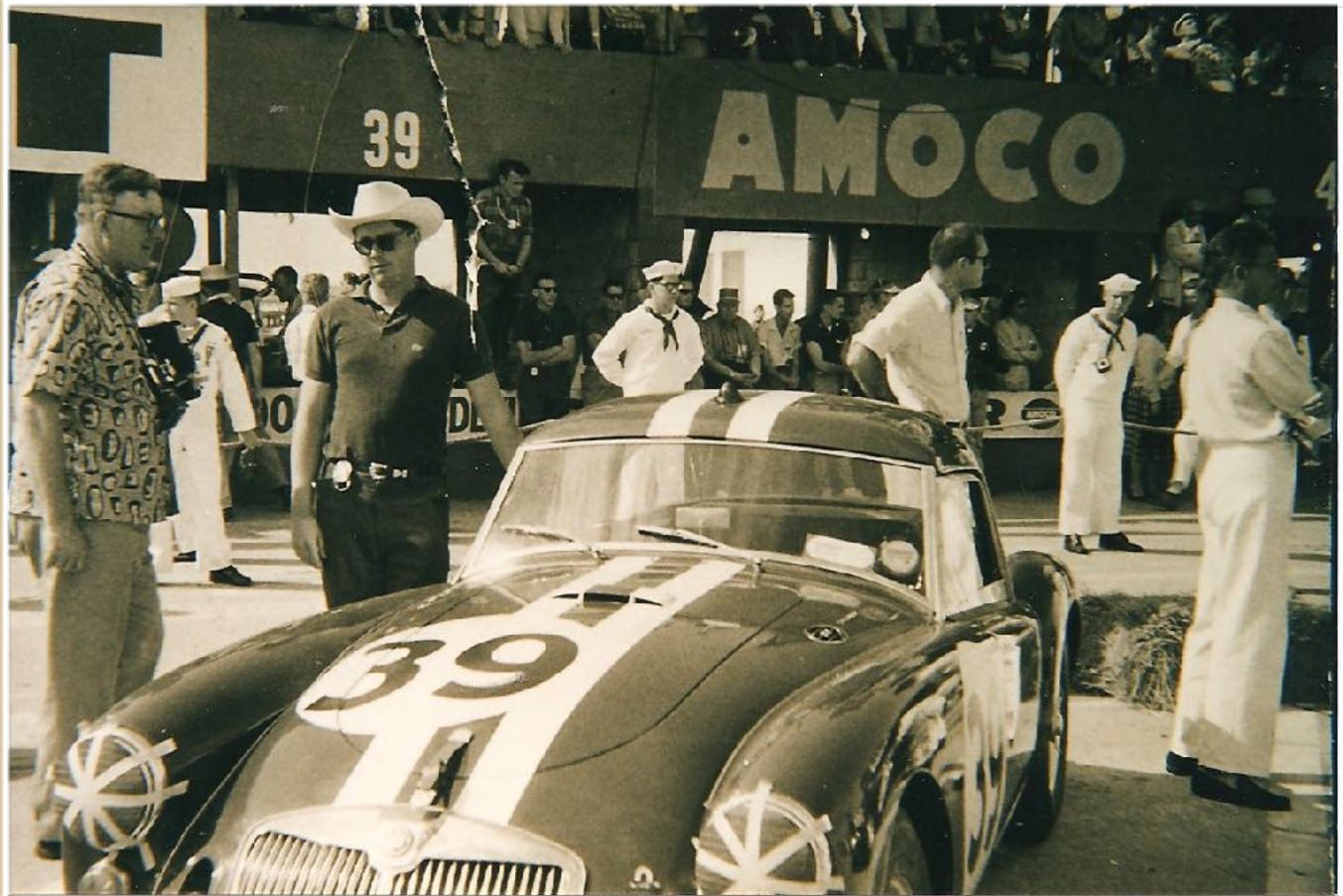
On Thursday, August 13, 2020, Edward Leavens passed away quietly after a battle with dementia. Ed of London, Ontario, an extremely successful sports car racer from 1955 to 1962, also competed with Stirling Moss, Bruce McLaren and other notables of the day, at Sebring for the BMC factory team in 1959, '60 and '61. In 1959, he helped set two land speed records for Austin Healey at Bonneville. He was inducted into the Canadian Motorsports Hall of Fame in 1997. Ed was the founder of Leavens Motors in 1958 which has grown into Leavens Automotive Group operating in London and South-Western Ontario. He is survived by his wife Pat (Finlay); his daughter Kelly

Hodgins; sons: Paul and Chris; grandchildren and great grandchildren.

The following is from an interview with Ed Leavens by John Wright.

Ed Leavens raced from the mid-1950s to around 1962; his teammates were such people as Stirling Moss and Roy Salvadori, he competed against Fangio and Penske, he raced Healeys for the Donald Healey team at Sebring and Nassau and the Austin Sprite streamliner at the Bonneville Salt Flats.

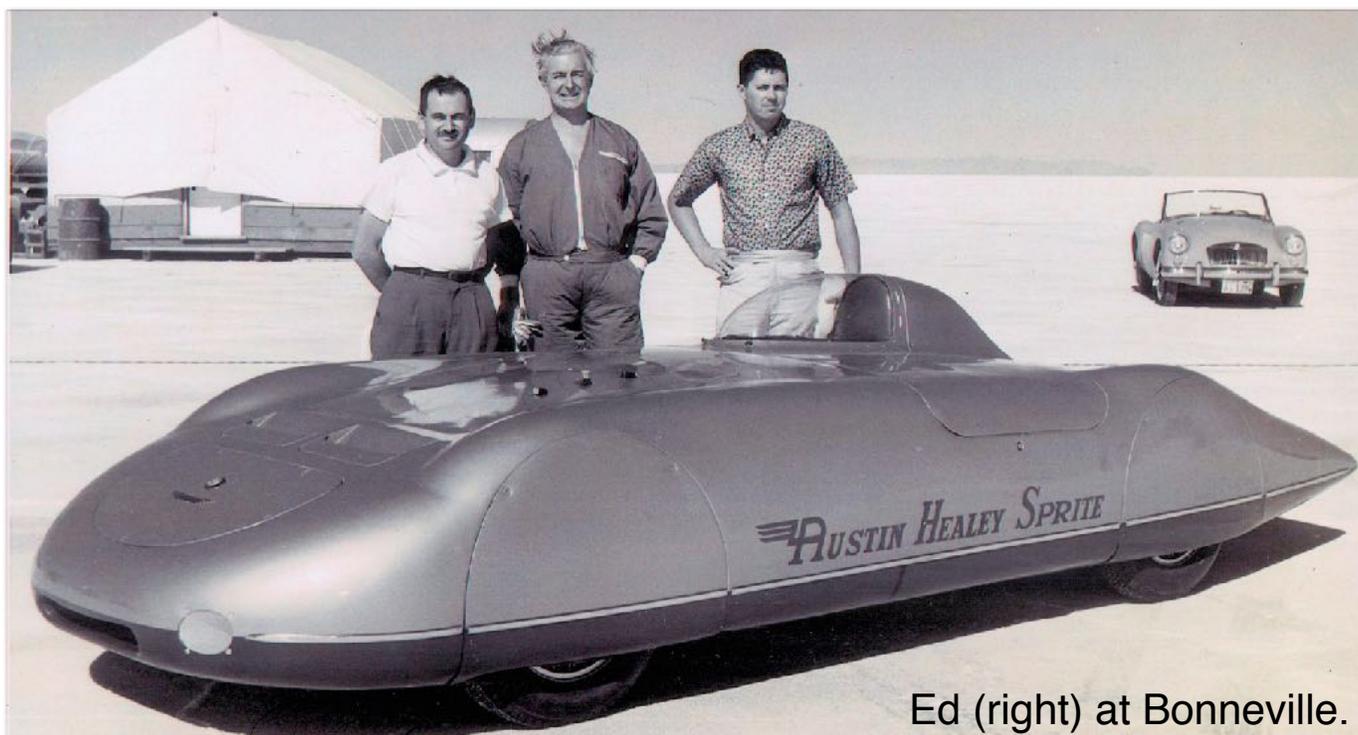
Ed Leavens: "I went to my first race at the Edenvale race track in 1955 in my Austin Healey 100M. It was pretty informal. They told me I had to have a seatbelt and a helmet. I tried it and came third in Class D. That did it. However I had a serious accident and was injured. But, the bug got me. In my second year in racing the Austin Motor Company came to me and told me they would sponsor me in a car. The reason was my 100M was the only one around in racing. So they took my car, tuned it and put good tires on it.



“Later on Burke Sykes, who owned Gorries Chevrolet in Toronto, asked me to drive a Corvette for them and that lasted until 1962. In 1957 Jim Fergusson had an imported car dealership in Toronto and he spent more money in racing than the dealership made. I drove an Austin Healey 100-6 for him, not a very exciting car and I also drove several MGs for him at Elkhart Lake and a very slow Morris Minor at Limerock. I also drove a Jaguar sedan, a Chev sedan at a hill climb, of all places. That led to an MGA drive at Sebring in 1957 with Alan Miller as co-driver.

Jim Fergusson was the team manager. That year at Sebring MG won the team award.

In 1959 Donald Healey wanted me to drive the Sebring Sprite at the famous Nassau Speedweeks. It was in the under two-liter class, one of two built. The other was a three-liter car, Roy Salvadori was to drive it. I had really good practice times, but I never got to drive it in the race proper as I had a telegram that my mother was seriously ill and I returned to Canada. I did drive the Sebring Sprite at Sebring though.”



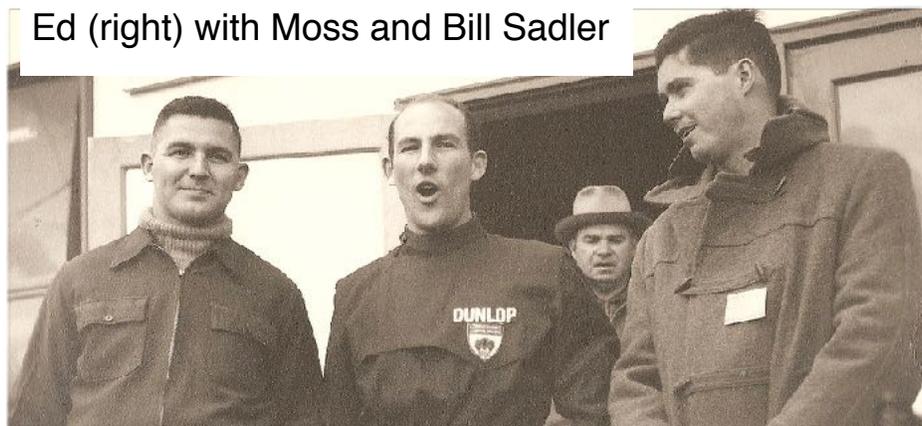
Ed (right) at Bonneville.

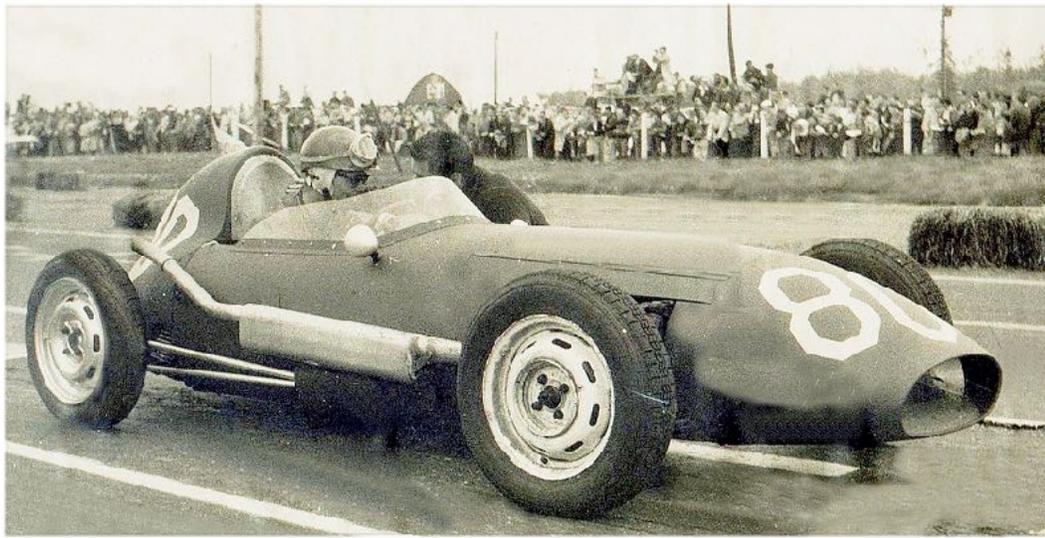
At Bonneville my teammate was Stirling Moss. There were two streamliners, the Sprite and the MG. There were no similarities between the two cars. The Austin Healey Sprite streamliner in a previous history had been the MG Sprite. Now, sales of the Austin Healey Sprite were not at all what Austin Healey wanted and so they called it a Healey "Sprite." There was to be a twelve-hour endurance run and a straight run. Moss did the straight run in the MG streamliner. He and I set an endurance record and broke records.

We went to Las Vegas and that's where Stirling and I met and spent time with Zsa Zsa Gabor who had an act at one of the casinos. I drove a very fast Bug Eye Sprite at Sebring in March of 1959; there were four of them. They had 100 horsepower and 1275 cc. with four-wheel disc

brakes. They swept the under 1.5 liter class one, two, and three. In 1960, Stirling drove one to first in class and fourth overall in the four-hour race. They were good cars.

Ed (right) with Moss and Bill Sadler

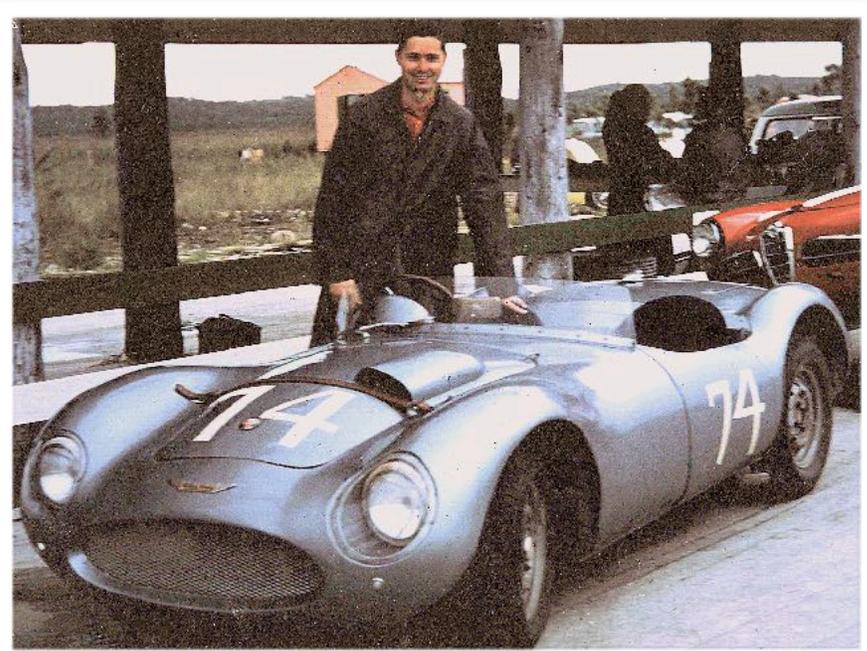




“Above is the Fergusson Formula Junior with the DKW engine. Jim Fergusson got a Mitter DKW engine for the Formula Junior car. It was a rocket with that Mitter two-stroke engine. It did have reliability problems! The thing with the engine was, if anything went wrong with it, you didn't touch it, you just sent it back to Mitter.

Some of the people I raced against back then were Peter Ryan, Ludwig Heimrath and Roger Penske. Ryan was very competitive. Ludwig was very tough, very gruff. As for Roger, he'd be working away cleaning his car while we'd be partying. He was a go-getter!

In 1962 I decided to give up my career in racing and go into business full time. My partner wanted out of the car business and wanted me to buy him out. I had to come up with the money and realized that that I couldn't go racing and be in business at the same time. It took me some time to get over it!”



Ed with the Sebring Sprite



PIT SIGNALS CLASSIFIED



Three Racing Minis For Sale!

Lifetime member Pete Christensen wishes to sell his three VARAC racing Minis to another VARAC member, if possible. His girls are finished racing - they raced from 1996 to 2012.

1963 Mini Cooper S with Longman engine (car 03) -1997 overall VARAC points champion

1964 Mini Cooper S with Longman engine (303)

1967 Mini Cooper S with Longman engine (30)

Make an offer!

Trailer and many spare parts included.

Cars are stored in heated building in St. Catharines.

Contact Pete Christensen 905-834-7548.



PIT SIGNALS CLASSIFIED



1958-59 Bugeye Sprite

948cc, straight car, solid body, floors professionally welded and replaced in steel. Needs seats re-upholstered and interior trim. No missing parts. Interior metalwork looks great.

In other words it's a decent little car that runs good and needs a good home. Good rip free soft top (with smokey plexiglass windows).

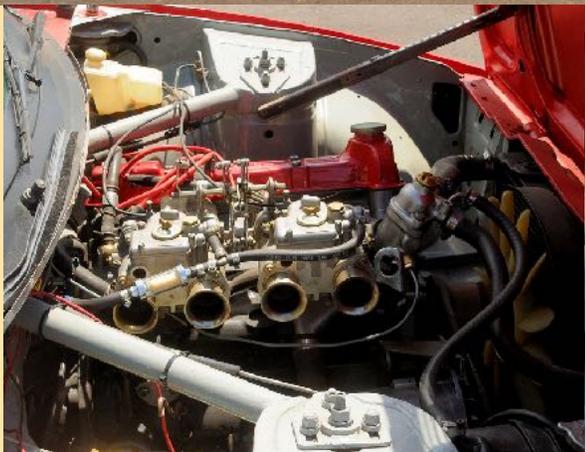


I can make this car available for sale as a race car candidate at \$9999.00 or I can refinish interior as a really neat little fun car, price on request. Or I have a nice REBUILT 1275 Midget motor with rib case trans available if needed, price on request.

John Greenwood. 905 723 9334
haggisbasherjohn@gmail.com .



PIT SIGNALS CLASSIFIED



1974 Triumph TR7

Documented race history. Raced successfully in the day by Cullingford Motors, a BL dealership in Barrie. Restored to near show condition. Tricked out with many rare competition parts. 5 sp close ratio, fully adjustable rear suspension, etc. My intent was to convert to TR8 but have lost interest. Two V8 engines, Holley 4 bbl, comp headers, comp engine parts. Many spares including body panels. Two comp wheel sets. Way too much to list. 90% finished. Custom tow bar to get home if you don't have a trailer.

\$8500 for everything. \$6500 if you only want TR7.

Price is firm. I live near Belleville, Ontario 613-478-1089

Greg Kerr gregsk@bell.net



PIT SIGNALS CLASSIFIED



1970 TSR TSVee

Beautiful Vintage FV- One of Approx. 7 built by Alan Taylor & Brian Stewart, Vallis Engine, New vintage Dunlop tires & chrome rims. Monoposto Eligible. Well-known VARAC car. Available with trailer, 3 sets of tires, special tools, spares, etc. Needs little to be race-ready and is available for viewing by appointment. Please text or call for more info.



FOR SALE

Call or text Doug Switzer, Cell: (416) 885-7949

SUPER SPRIDGET SALE!

Sprite/Midget used half shafts. Decent condition, never used in race car. If you have a Sprite/Midget you will someday need one of these! \$55 each, or \$85 for two.

BMC good used "Ribcase" style transmission. (required to fit 1275 motor into Bugeye Sprite!) \$600.00

1275 cc Spridget motor (new rebuilt by Oshawa auto shop) \$1275 00

John Greenwood 905 723 9334 haggisbasherjohn@gmail.com



PIT SIGNALS CLASSIFIED



MY LAST CHEQUER HAS FLOWN – ALL RACE GEAR FOR SALE @ ATTRACTIVE RATES!

- CRASH HAT – White 2015 (SA) Bell “M8” Series Helmet with “Hans” Posts. Brand new in box – never worn, Cost: \$ 1200. BO.
- DRIVER GEAR – “Dunlop Blue” Nomex Driving Suit, shirts, U-wear, socks, head socks, gloves and near-new shoes to fit a tall, large driver. (recent dry-clean. BO.
- “HANS” (Head and neck support) device with straps and accessories. The proper original by inventor Jim Downing – not one of the “El Cheapo” oriental re-pops. Cost: \$ 1200 – sell for \$ 700 or BO. **SOLD!**
- GO PRO “HERO 2” MOTORSPORT CAMERA SYSTEM – Extras include head, rollbar mounts, “BACPAC” angled LCD screen, etc. Like new. Cost: \$ 600 – sell at \$ 400 or BO.
- RACE CAR TRANSPONDER SCORING SYSTEM – was used on Chaparral, Lotus 9, etc in VSCCA events – BO **SOLD!**
- 1995 GOLDRUSH 33’ ALL-ALUMINUM 5TH WHEEL CAR TRAILER (Photo)
In my opinion, the world’s best enclosed unit. Made in Ephrata, PA. Extras include interior removable ramps, folding work bench and vice, HD winch on central snatch-block with shelf units, 2 roof vents and a 20’ awning, recent new Michelin 10 ply 16” tires, 4-wheel brakes and wheel bearings. Suitable for 2 sports cars (i.e. Chaparral, Lotus) or large car and a golf cart. Like new condition. Cost was \$ 30,000+ US - sell for \$ 14,000 CDN or BO. (Today’s base cost is \$ 47,000!) **SOLD!**

CONTACT: JACK BOXSTROM

jboxstrom@rmsothebys.com (best for contact)

Local - (613) 476-5000 – Cell - (818) 703-2816