



PIT SIGNALS



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



Brian Redman, Grand Marshall for Formula 5000 at VVGP!

The late, great Dan Gurney...
with my girlfriend! What th'...

★★ **DAN GURNEY** ★★
VARAC CANDIDATE
FOR PRESIDENT



Bill Sadler...

From Cayuga dragstrip to
Watkins Glen...

Plus:

My amateur snaps from
Mosport, 1964!

Plus: Bruce McLaren's Cooper Oldsmobile at Mosport in '64!



TRACK TIME!

JUNE 14-17, 2018

CANADIAN TIRE MOTORSPORTS PARK



2018 MGVR Focus Event! Formula 5000 Feature!

**GRIDS FOR VINTAGE, HISTORIC,
CLASSIC AND MONOPOSTO**

**PLUS ROYALE FORMULA FORD CHALLENGE SERIES
AND TOYO TIRES F1600**

**WATCH THE VARAC WEBSITE FOR MORE DETAILS
WWW.VARAC.CA**



Plans for the 2018 VARAC Vintage Grand Prix are well underway!
We expect full and exciting grids, so don't delay, get your entry in!

FORMULA 5000



50TH ANNIVERSARY CELEBRATION IN 2018

June 14-17: VARAC Vintage Grand Prix **CANADIAN TIRE MOTORSPORTS PARK**

July 19-22: WeatherTech International Challenge
with Brian Redman presented by The Hawk **ROAD AMERICA**

August 18-19: Monterey Pre-Reunion Races **MAZDA RACEWAY LAGUNA SECA**

August 23-26: Rolex Monterey Motorsports Reunion **MAZDA RACEWAY LAGUNA SECA**



Individuals interested in participating
or in joining the Association should
contact Seb Coppola, (248) 601-2800,
SebCoppola@F5000Registry.com.



Brian Redman Grand Marshal for the VVGP!



Redman is a former three-time Formula 5000 driver's champion, winning from 1974-76. The feature race of the weekend is the Formula 5000 Revival Series, which brings the popular open-wheeled class launched in 1968, back to one of its iconic circuits to mark the championship's 50th anniversary. Redman's four-decade career also includes victories at the 24 Hours of Le Mans, the 12 Hours of Sebring, and Formula 1.

"It'll be a pleasure to return to Canadian Tire Motorsport Park, where I had some great races over the years," said the 81-year-old Redman, who now calls Vero Beach, Florida home. "I look forward to meeting some old racing friends and to driving round this historic race track once again."

"We are obviously very honoured to have Brian Redman as the Grand Marshall for our Vintage Grand Prix weekend," said Ron Fellows, co-owner, Canadian Tire Motorsport Park. "Mr. Redman was the most dominant driver of Formula 5000 in the 1970s and having him here at Canadian Tire Motorsport Park to help us celebrate that great era of open-wheel racing is a fantastic addition to our event."

In addition to the F-5000 Revival Series, the Vintage GP weekend of racing will include beautifully-restored open wheel formula cars, GT muscle cars, MGs and Triumphs from the past 50-years. A full schedule of off-track activities is planned for the Father's Day weekend, including the 'Legends of Mosport Drivers' meet and greet, as well as the "Field of Dreams Classic Car Show" with parade laps.

The Gulf Canada Series

A great Canadian road circuit series, which only lasted two seasons

By Tim Miller

It was home-grown, truly national in scope, and sponsored by a major oil company.

The Gulf Canada Series offered a premier road racing series featuring Formula cars at circuits across Canada, providing an open-wheeled alternative to the rough-and-tumble, although popular, Can-Am Group 7 racing. The series was announced in time for the 1969 racing season, and its series winner would be declared the Canadian Road Racing Champion and take home the lion's share of the \$42,000 in prize money. It was the first time since the inception of the Canadian Driving Championship in 1961 where the competitors would receive part of any substantial purse.

Each of the nine races for 1969 would provide a purse of \$1,500, along with a \$29,000 championship fund to be distributed among the top 10 drivers after the conclusion of the series. There were two main classes of Formula cars to compete. A relatively new Formula "A" class had been developed and was popular throughout the world. Also known as Formula 5000, the class was adopted by the SCCA in 1968 with the CASC following suit. The impetus for this class was the 305-cubic inch, or 5000 cc stock-block engine displacement in the single-seater cars.



Photos by Ron Kilbiski

The other main class to compete were the Formula "B", single-seat open-wheel racers with racing engines of 97.6 cubic inches or 1600 ccs. Formula "C" open-wheeled entries with 1100-cc powerplants were allowed to fill the starting fields if necessary.

"It's our hope that, out of this series, Canadian racer drivers will emerge to compete on equal terms with the best in the world," noted Carl Mueller, Vice-President of Gulf Oil Canada Limited, at the time. In fact, several prominent Canadian road racers were all ready for opening day at the official announcement, including Al Pease, Bill Brack, and George Eaton, all of Toronto, Roger McCaig of Moose Jaw, and Hamilton's Nat Adams. The V8-power would reside in pure racing cars such as the Chinook, McLaren, and Lotus. "For a Canadian who wishes to race in Canada," noted 1968 Canadian driving champ Horst Kroll, "Gulf's announcement is the best thing that has ever happened to Canadian racing. It moves Canada into the big leagues of auto racing."

The season opener at Mosport Park May 18 was a wet start for the series as Eaton took an early lead with his McLaren, but spun on the circuit giving the lead to Brack in his Lotus. Brack, who had engine issues all weekend, was overtaken by Eaton, but he spun once again on Moss Corner, giving the first series win to Brack. Eaton placed second, and Al Pease of Toronto and his Lola placed third.



In round two at Mount Tremblant in later that May, Eaton put on a great show, winning the race handily and leading the entire 40-lap length. Then Eppie Wietzes of Toronto, who had problems with the wing on his Lola in the first two races got this well sorted out, dominating the series with his Lola, winning The Alberta Cup races at Edmonton June 22, Westwood June 29, and on the McDonald Circuit west of Winnipeg July 13.

The series returned east for the next event on the Harewood Acres circuit south of Hamilton August 17. With a commanding lead in the series to date, Wietzes said he would continue with his aggressive driving style for the Harewood event: "It's the way I like to drive," he noted before the race. "Even if I can pull out a big lead, I don't like to let up. These races are too short and anything can happen."

Well, anything did happen, as Wietzes lost a wheel in the race, putting him out of contention. Both Kroll and Pease were involved in a shunt, which placed them well down, and meanwhile Brack built up a three-lap lead on the others in the 55-lap race.

With one lap to go, a suspension piece let go on Brack's Lotus, and he limped around the circuit at a slow 30 mph, less than a third of his normal speed, while Kroll and Formula B driver David Ogilvie chased Brack for the checkered flag, but Brack was able to limp across first for the win.

A trip to Trois Rivières September 14 was next, and the series regulars had a rough time on the 1.2-mile course, giving the win to Rex Ramsey of the US. Front-runners Brack, Kroll, and Wietzes all finished out of contention in the 60-lap race.

Round 8 was held at Harewood, and the drivers put on a great show for the fans. Pole-sitter Brack spun out early, giving Wietzes and Kroll the front spots. But the Chevy engine in Kroll's Lola began to overheat, and Brack took second spot to Wietzes as Kroll sat in the pits, and at the finish, Wietzes won his fourth race, Brack second and Kroll placing fifth.

Wietzes had a commanding lead in the points going into the final event of 1969 during the Thanksgiving weekend event at Mosport. Wietzes not only won this race, he handily won the Gulf Series championship for 1969. Kroll was second in the race and Brack third, and that is how they finished in points as well, Wietzes with 49 points, Kroll 38 points, and Brack 32 points. Craig Hill placed fourth with 17 points, and Eaton was fifth with 15 points.

For 1970, series officials made some changes to the Formula cars, and some of the regular competitors got new cars. And the series was reduced to only seven events.

The high rear wings that made the cars so distinctive in 1969 were outlawed, and teams reverted to the normal wing for 1970. Wietzes turned in his Lola for a McLaren, and Pease would start the season in a Formula B Climax-powered Brabham.



Wietzes (above) started off 1970 where he left his 1969 season, with a victory, this time at Harewood in May. Kroll was second, and Hill third. Then it was off to Westwood the end of May, and once again Wietzes took the win in the 56-lap contest, followed by Kroll and Brack respectively, both one lap down.

The Formula A car-count was skimpy for the Edmonton event in the middle of June, as Wietzes took yet another win, with Brack in second, and Formula B driver Howard Cazaly placing third in his 1.6-liter Lotus.

The teams were not impressed with the surface of the next event, held at Ottawa's Rockcliffe Airfield the beginning of July, but Wietzes won yet once again, this time capturing the 25-lap race on a rough and rainy surface, followed by Hill and his Formula B Lotus, and a newcomer to the series, although certainly no newcomer to road racing, Ludwig Heimrath, who took third in his Chevy-powered McLaren.



Wietzes' domination was cracked at the next race, the early August running at Harewood, which was won by Kroll, followed by the two Formula B cars of Brian Robertson and Bruce Jensen. Both Wietzes and Kroll had overheating problems at Harewood, but Kroll was able to hang on

for the duration while Wietzes retired after nine laps of the 55-lap race. Heimrath damaged his car in practice, and Brack was suffering engine woes. Of the 22 starters for the Harewood race, Kroll was driving the only Formula A car at the finish with the remainder of 11 finishers in Formula B cars. There were seven Formula A cars in the race.

Race six was in Quebec on the Trois-Rivieres circuit September 6, and Wietzes returned to his winning form, taking the lead on the sixth lap of the 60-lap event with Brack second and Kroll third, both on the lead lap. Once again Formula B cars dominated the field, a harbinger of things to come.

Bill Brack dominated the final event, and the final event of the series, at Mosport October 11, 1970. He started on pole in the race, and never looked back, winning his first of the season. Kroll placed second and Hill third as Wietzes retired early with engine woes. But with five wins, Wietzes won his second Gulf Canada Series championship with 151 points. Kroll, with one win, placed second with 126 points, and Hill was third with 103 points. Brack had one win in 1970, and placed fourth in the series with 90 points.

For two years Canadians were treated to some high-profile Formula racing, but the costs involved in campaigning a Formula A car were high, and the CASC decided to dedicate its attention to the Formula B class for 1971. Gulf dropped its involvement after the 1970 season, but Formula B racing flourished under the sponsorship of Player's Tobacco and the Player's Challenge Series. And the regular Formula A racers continued to race their sleek V8-powered machines in the SCCA's Continental Series.



Spring Fling at Shannonville

Scrutineering John Kinnear says "I plan on being on hand for scrutineering 09:00 to 5:00 on both Friday & Sat. I expect that Dave King, Regional Chief Scrutineer, will join me on Sat. I expect to have all the necessary paperwork available to perform Annual Techs and to do logbook request forms. I expect that we will be working in the Fabi Paddock on both days. Let's hope that the weather gods smile upon us and that we have beautiful spring weather that weekend." Cheers, John K.

Race Academy. Program is available for those wishing to obtain their race license in order to participate in sanctioned racing by completing part of the qualifications to apply for an ASN Canada FIA National license. See ad below.

Lapping. For driving enthusiasts, there will be 2 days to get the Winter cobwebs out starting on Friday the 28th on the Pro Track and finishing off on Saturday on the Fabi Track. We have planned for 2 hours of track time using appropriate groups throughout the day (driver meeting at 8:30 so we can arrange groups; track opens at 9:00 and runs to 5:00). See ad below.

SHANNONVILLE MOTORSPORT PARK

- Get Your Race Licence
- CASC-OR Scrutineering
- Testing
- Lapping

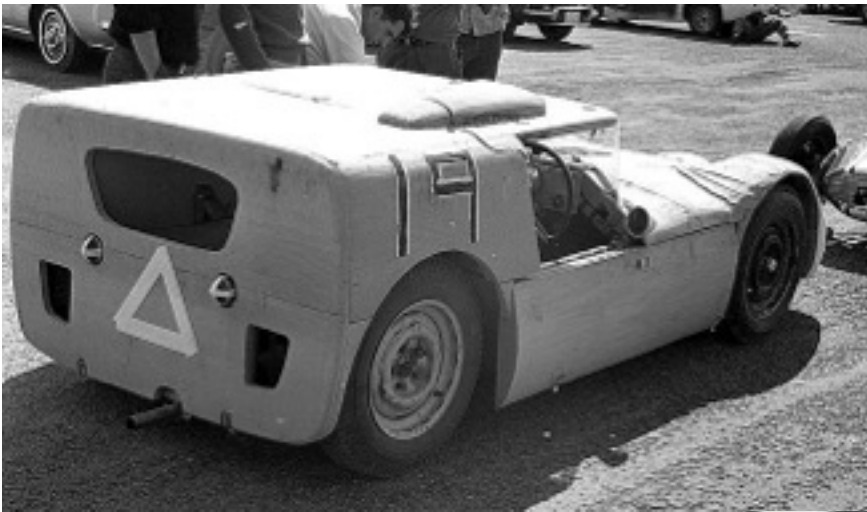
Brack
DRIVING CONCEPTS
**SPRING
FLING**

Friday April 27th to Sunday April 29th



Information and Registration

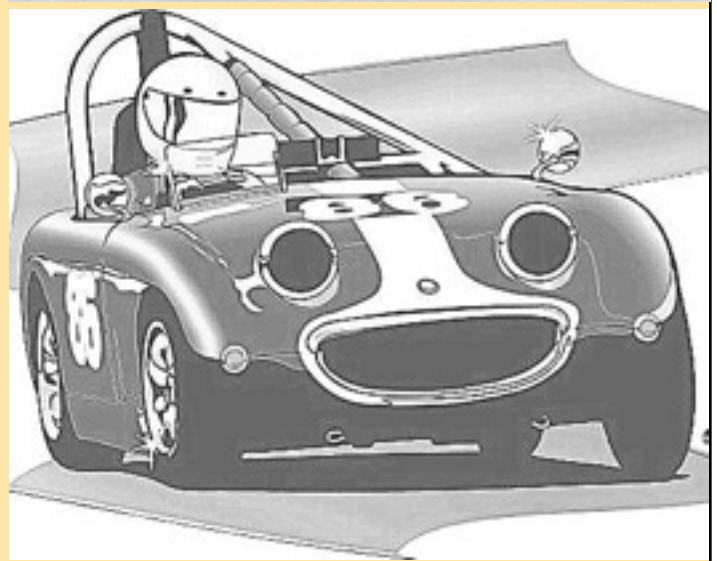
Visit: brackdriving.com



Shannonville Motorsport Park Car Lapping Days – 2018

April 27 – Fri. Spring Fling on Pro
 April 28 – Sat. Spring Fling on Fabi
 April 27 to 29 – Brack Driving School continues
 May 07 – Mon. Long Track Lapping
 May 21 – Mon. Long Track Lapping
 June 08 – Fri. Long Track Lapping
 June 24 – Sun. Long Track Lapping
 July 20 – Fri. Long Track Lapping
 Aug. 06 – Mon. Long Track Lapping
 Sept. 14 – Fri. Long Track Lapping
 Sept. 24 – Mon. Long Track Lapping
 Oct. 05 – Fri. Long Track Lapping
 Oct. 20 - Sat. Long Track Lapping

Rates are \$160.00 – 1 week before event. Then \$200.00



Anthony Polito with Rick Mercer...



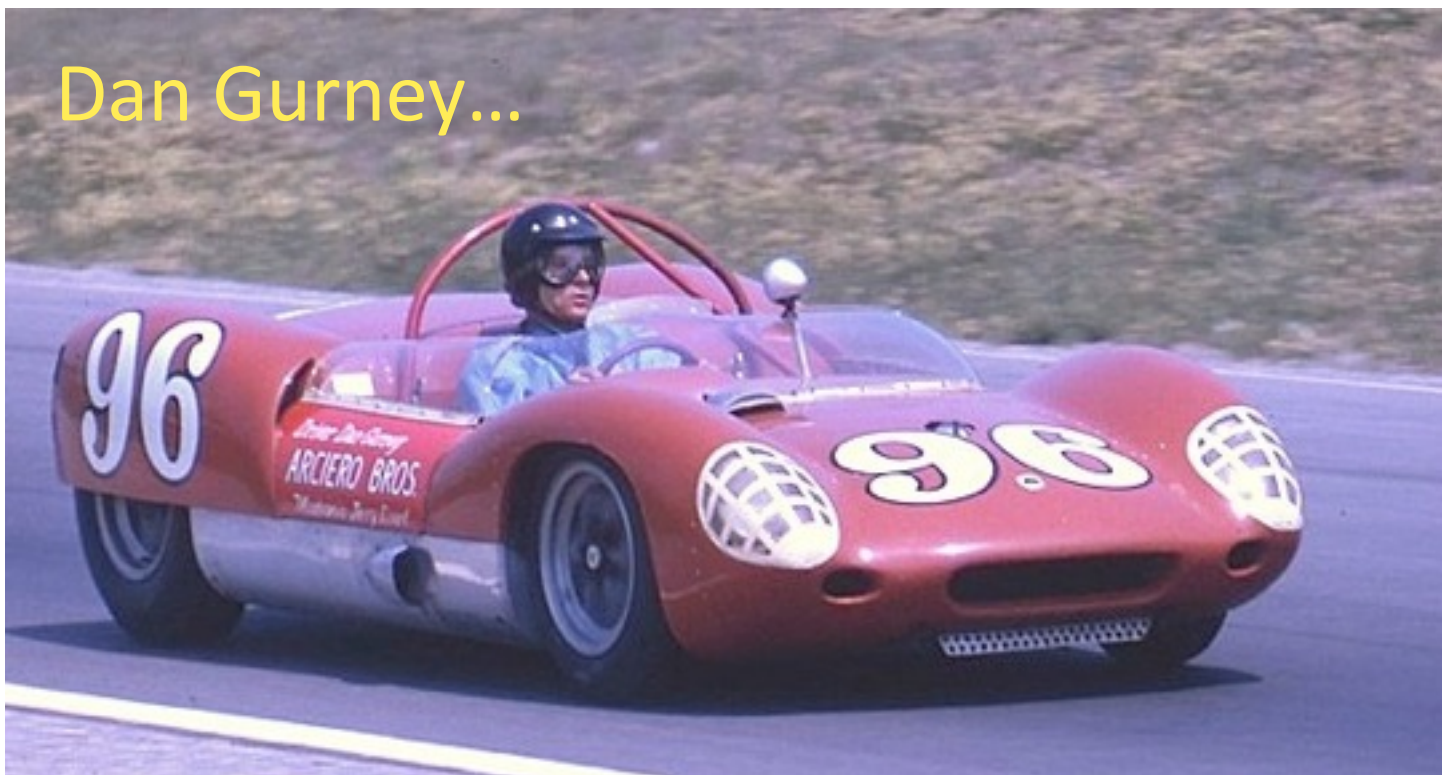
<https://www.youtube.com/watch?v=DquP1HFepKQ>

The Rick Mercer Report

Anthony's son Jack cracks up Mercer...



Dan Gurney...



Gurney at Mosport 1962 in the Arciero Brothers Lotus 19.



Gurney in his Eagle at the 1967 Canadian Grand Prix.

The late Dan Gurney made many appearances at Mosport and was always a fan favourite. In 1970 when Bruce McLaren was killed Gurney stepped into the McLaren Can-Am car he had never driven before, put it on pole at Mosport and won.

Lots more on Dan at: <http://allamericanracers.com/>

Dan Gurney was the kind of guy everyone wanted to be. Heck of a driver, designer, thinker, polymath...and the guy was movie star good looking, too. From what I've read, and my one encounter with him, real nice guy, too. Not being particularly bright, I asked Dan if I could take a photo of him with my then girlfriend. Don't ask me why I didn't get her to take a pic of **me** with Dan...damn it!

Anyway, here's the photo... and another one I found of a couple of guys I saw chatting in the paddock...no prizes for getting their names right...

This got me going, so digging through my "files" I found a few more of my primitive Kodak Instamatic snaps for you to enjoy over the next few pages...



★★ **DAN GURNEY** ★★
VARAC CANDIDATE
FOR PRESIDENT

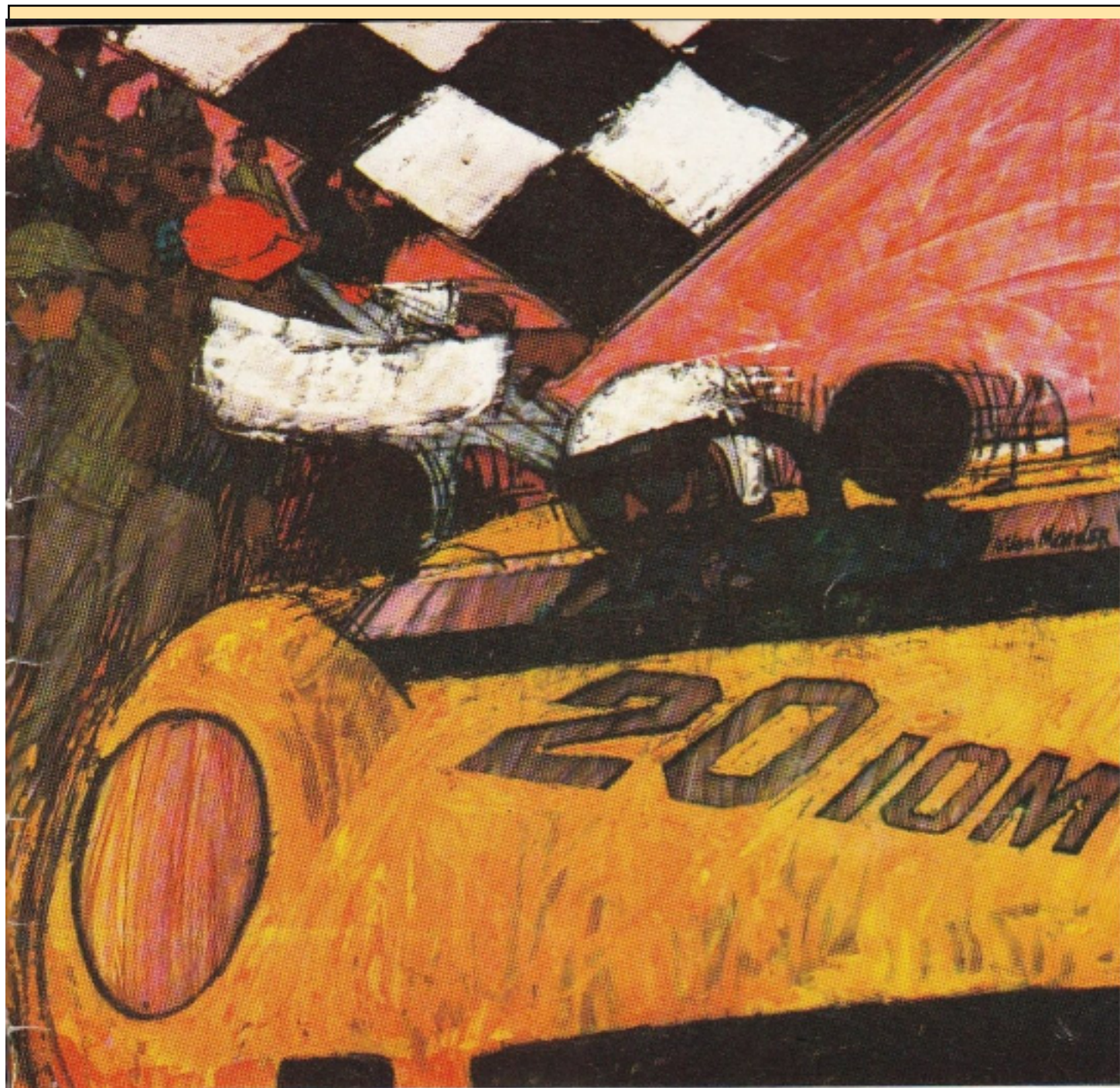


More Snaps from 1964



Clockwise from above:
Clark and Chapman, Moss,
McLaren, Pedro and
Ludovico....





Player's 200

Mosport Park/June 6, 1964, 12 noon

ORGANIZED BY THE CANADIAN RACING DRIVERS' ASSOCIATION

SANCTION F. I. A.

FOR THE PLAYER'S CUP

OFFICIAL PROGRAMME 49c. PLUS TAX

More random snaps from 1964



I don't think you would unload this invaluable Ferrari 330 P with wooden planks in today's mega dollar market. Pedro Rodriguez brought it home first in the 1964 Pepsi GP ahead of Ludovico Scarfiotti's 330 P and Bruce McLaren's Oldsmobile powered McLaren Elva.

Legend (Wikipedia) has it that Rodriguez always travelled with a Mexican flag and a record of the Mexican national anthem because when he won the 1967 South African Grand Prix the organizers did not have the anthem and instead played the Mexican Hat Dance...

Below left, Bob Grossman's Ferrari 250 GTO #30 finished 7th.





Clockwise from above;
Jim Hall. Below, I told
Miss Triumph this was my
car. Bottom left, George
Wintersteen's Chev Olds,
Bruce McLaren, Jim Hall.



Random snaps from 1964 Players 200 and Pepsi Grand Prix...



The guy above looks kind of serious...maybe he's thinking about his roll bar...#22 Hitchcock's Brabham BT8. Lamplough's #21, ditto.



Arty...

Random snaps from 1964 Players 200 and Pepsi Grand Prix...



Above left; Porsche Carrera driven by Eitel Maier. Above right, Rudy Bartling's Porsche RS 61...Walt MacKay tells me "Rudy was selling his RS60 in 1968 for \$6800, with a spare engine. Of course I didn't have any money at the time and was working on my Astur Group 7 car. Today the market value of that RS61 is in the range of \$5 million US!"

Below, on the right is Vic Yachuk's Lotus Seven... slightly less expensive.





Above: Fiat Abarth Monomille (1000).
Right: Penske and Gurney...
Below: I miss the tower...



Player's 200 at Mosport, 1964.



Bruce McLaren (above) in his Cooper Oldsmobile. This fascinating car evolved from a Cooper T53 Climax F1 car crashed by Walt Hansgen in the 1961 US Grand Prix at Watkins Glen. Roger Penske purchased the car, minus engine, and modified it to run as the Zerex sports racer in the 1962 LA Times Grand Prix at Riverside. But it was clearly a centre seat car with an all-enveloping body and protests were brewing as two seats were required. However Penske smilingly opened a panel to reveal another minuscule seat, thus complying with Group 7 rules. The car won the Riverside event as well as at Laguna Seca and the GP of Puerto Rico. It was later modified as a genuine two seater and sold to John Mecom. It was raced in his colours by Penske (*see next page*) and then sold to Bruce McLaren, together with an Oldsmobile engine which was later fitted. Without time to fabricate a new exhaust system to the car it arrived at Mosport with the ungainly stubs seen here. The Player's 200 set an attendance record as more than 52,000 watched Bruce McLaren dominate the field and win by more than a lap, in what was essentially the first of a long line of his mighty Group 7 and Can-Am cars. There's a great story on all this at the link below:

<https://primotipo.com/tag/1964-players-200-mosport/>



The Zerex Special driven by Roger Penske at Mosport, 1963.

The rules were tightened up to cover the loophole Penske had used so the car was modified over the winter of 1962. It was later raced by Penske in John Mecom's colours with a Climax FPF engine.



Photos courtesy of Canadian Motor Sport Hall of Fame.





BACK IN THE DAY...

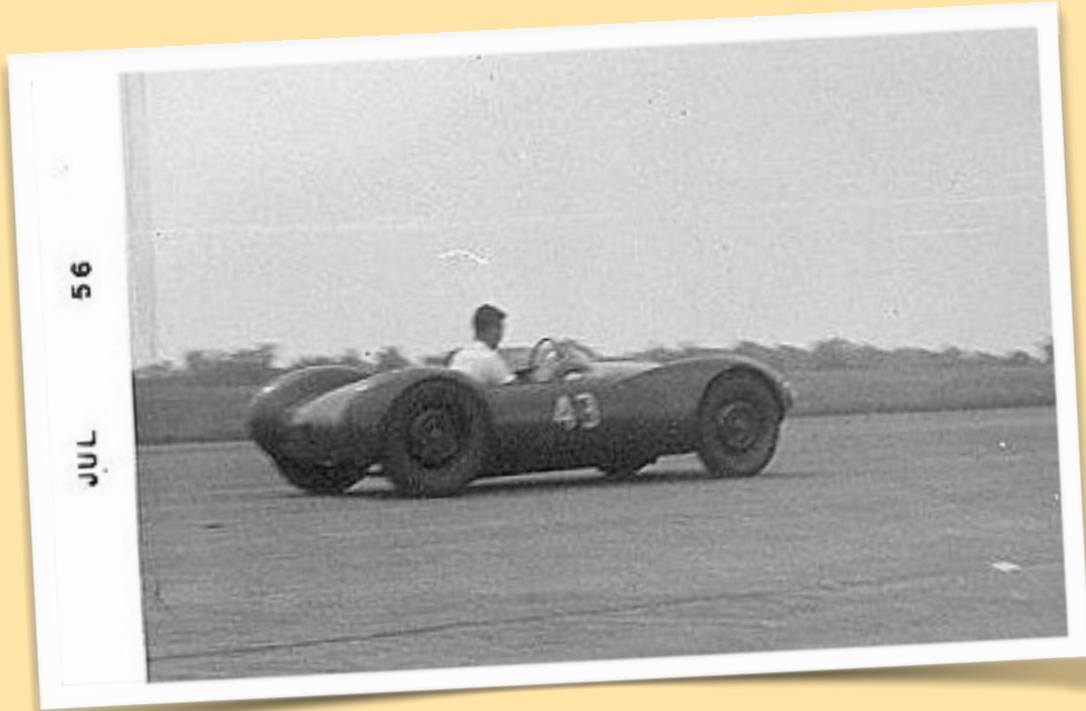
Jonathan Hirst along sent this photo of the late Bill Hirst back in 1982/83 when he converted this 1965 Turner 950 sports for racing. Bill had bought the car from the owner of Westfield cars in England. (They are makers of the beautiful fibreglass bodied Westfield Eleven.)

Bill was a longtime member of VARAC's BOD, well known as eligibility chairman, keeping a keen and knowledgeable eye on members race cars and also giving great credibility to VARAC in the then quickly growing sport of vintage racing.

Bill moved on from the Turner after finding and restoring the ex-Grant Clark Lola Mk1. He sold the Turner to VARAC member Kevin McGuire who raced it locally and in U.S. events. Then Kevin decided to emigrate to New Zealand. When John Greenwood heard of this move he offered to buy the Turner from Kevin to save it going "down under". John raced the Turner for a couple of years, and later made arrangements to loan the car to his good friend Mike Matson for a period of five years. The car is now back in John Greenwood's hands and we hope to see it back out at this years VARAC Vintage Grand Prix....

Bill Sadler

By Tim Miller, with files from John Wright and Mike Saggars.



One of Canada's top sports car builders took his turn at Cayuga...

One of Canada's most famous race car builders, known for his highly-innovative creations, was just getting into his stride when he raced one of his home-built sports cars at the Kohler Road strip.

Bill Sadler ran an auto electrical shop in St. Catharines, along with an engine-building shop. While on his honeymoon in England in 1953, the sports car bug bit, and he drove and worked on a succession of small British cars, such as MG-TDs, Singers, and Jowetts.

The car in the photo, taken at the strip in 1956, is powered by a Triumph-TR-2 engine. With its SU-carburetor, the engine would not fit into the engine compartment, so Sadler built a replacement fuel injection unit. It was an early throttle-body type of fuel injection, and raised the horsepower to about 130.

Bill Sadler...

Mike Saggars worked with Bill Sadler building the car bodies. After leaving school in 1951 in the UK. Saggars worked on Aston Martin cars "Namely the DB3S and the DBR1 together with other Aston models. I came to Canada at the beginning of 1957 and worked for a company in Montreal called Budd & Dyer, they were importers of Jaguar cars. After leaving B & D, I worked with Dick Hamilton at his company, Sports Car Specialists, where I fashioned aluminum bodies for three sports racing cars. Porsche engine, Triumph TR2 engine and a Ford OHV. After leaving Dick, I moved to St Catharines, Ontario to Bill Sadler."

"My role with Bill Sadler was a chief bodyman/designer of aluminum bodies for his cars.

I would start the construction of the body by making a framework out of 5/16 diameter mild steel tubing, which would give me the complete outline of the body shape required, this framework would then be covered in

18/16 swg aluminium

panels, shaped and welded by oxy/acetylene upon completion of the final shape the framework would be removed and discarded. All aluminium parts, floor panels, dash panel, fuel tanks, seats, even the plexiglass windshield would be constructed by myself. "



"During my 2 1/2 years with the Sadler Car Company I produced 18 car bodies, consisting of 12 Formula Junior, 2 Formula Libra, one front engine, 1 rear engine, 2 MKV Sadler Comstock rear engine. 1MKV for Dave Greenblatt, together with a body for the Myers Sadler Car. At the demise of the Sadler car company I moved back to Montreal where I rebodied the Sadler MK1V for Dave Greenblatt, which then became known as the Dailu MK1. "

"I moved back to the UK in 1962 at the age of 25 years to take over the family engineering company."

Bill Sadler

Photographs by Bob Slater from Ron Kilbiski Collection
and from the Tim Miller Collection.



The car pictured became the Sadler Mark 1, and with a Chevrolet engine the car raced in more familiar sports car-type surroundings, winning the Watkins Glen Classic in 1956. (Above).

The Mark II was a separate design with a new chassis and was raced in England in 1957. In 1957 the Mark III was ready for its debut, complete with a Corvette fuelie engine and a space frame weighing only 83 pounds. From his St. Catharines' shop, Sadler built about 30 cars from 1958 to 1961, at \$9000 a copy. By the early 1960's the cars were rear-engined powered.

Eventually this future Canadian Motorsport Hall of Famer got out of racing to further his education in the electronics field. After acquiring his Bachelor of Science degree and a Masters degree from MIT in electrical engineering, Sadler went to work in the aerospace industry. He now lives on Vancouver Island with his wife Anne.



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**BRITISH CAR
FLEA MARKET
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Sunday April 22, 2018
9:00 AM – 2:30 PM

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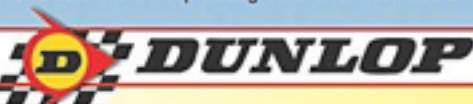
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Wanted. Formula B Race car

Looking for mid-to-late '60's Formula B racer.
Lotus 41, Brabham BT21 - you get the picture.

Ready to race or project, I'm interested.

Contact Ed at edluce51@gmail.com or 613-449-7643



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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



1979 Newman Freeman Spyder NF-11

- 1979 Newman Freeman Spyder NF-11 Centre Seat Can-Am Car.
- Raced by Keke Rosberg.
- Complete Car.
- Unrestored Body Work.
- Rebuilt Shocks, Brake Callipers, Magneto and Fuel Injection System.
- Transmission & Clutch Assembly passed inspection.
- Engine is apart.
- Offers being accepted.
- For more information, contact Doug MacCorkindale at 1-613-339-1047.

1969 Roger Briere Boss Mustang

I have had the 1969 Boss 302 race car owned and driven by Roger Briere for nearly 3 years. Very solid car, all electrical and fuel systems (including fuel pump and fuel cell) completely new. Engine updates - new MSD racing wires and racing spark plugs, new MSD Billet Small Cap distributor replaced original manual tachometer distributor; new Edelbrock racing water pump. Original dry sump system -



completely updated with new sump lines and inline filter, new Peterson aluminum dry sump tank and Moroso air vent tank; original Boss 302 oil cooler removed and new racing aluminum oil cooler installed. Note: Peterson inline Oil Sump Line Primer system installed. Original Weaver dry sump pump completely rebuilt by Stock Car Sumps in CA, with new fittings, costing as much as purchasing new pump (receipt with parts numbers and replaced parts with car) Braking system - all new rotors, Porterfield racing brake pads, and new custom NASCAR racing brake lines. Custom period style TA roll cage (designed from photos of Shelby TA Boss 302) built by NASCAR chassis shop. Front and rear suspension, nearly all new with Maier racing Panhard Bar kit welded in place with rear sway bar fitting in original location as rear sway bar used by Briere in the day. New Walt/Chip Hane Performance narrow rear leaf springs and shackles installed. Shocks are QA-1 Single and dual adjustable shocks, in place of original Koni shocks. So much more to mention. It has and came with this Bud Moore Mini Plenum Intake Manifold installed. Also, note the front shock towers brace in front of the engine; this brace was found on the Australian TA Boss 302 built by Bud Moore. So, this Boss 302 was very much race prepped well in the day.

Price is \$95,000 USD. Mark Larsen, Colchester, Connecticut 06415

larsenms2003@comcast.net

Home Phone: (860) 537-9183, leave a message with your name and phone number

Trailex 8045 For Sale \$6000.



My Trailex 8045 is for sale. Produced in 2003 It is in like new condition and has a 4500 lb capacity. It will carry a Corvette so has the length for pretty well anything we race. Tows straight and smoothly even with an SUV . Fitted with options : tool box, wheel rack and locks, Warn winch. Safetied at \$6000.00

John Hawkes 416 890 3992

johnhawkes57@gmail.com



PIT SIGNALS CLASSIFIED



1960 Sadler Front Engine Formula Junior

Beautifully restored. Aluminium body with fibre glass tail. Dunlop "L" race tyres on Minilite style wheels. Close ratio ribbed Sprite gearbox with aluminium flywheel. Drum brakes all round. Roller, engine not included so price now reduced to

\$30,000 USD.



krustyjohn@gmail.com

905 788 9772

FOR SALE

Four sets of Porsche 901 gears, all good, mainly third and fourth. 100 dollars per set or 350 dollars for all four.

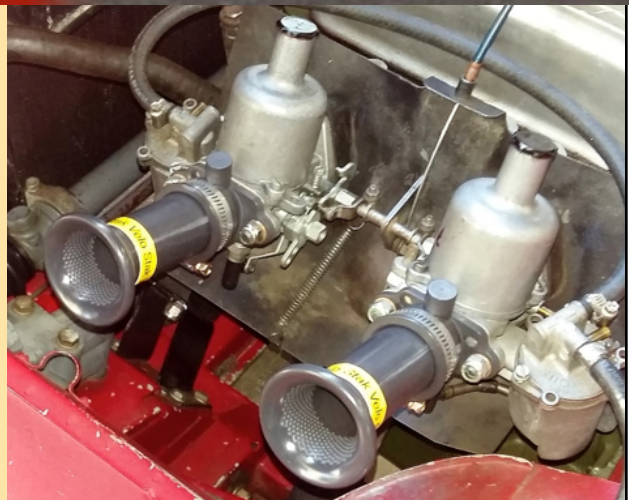
One Healey 100 grill. Price new, 350 pounds, will take 300 dollars. Unused.

John Hawkes 416 890 3992

johnhawkes57@gmail.com

CUSTOM POLYCAST

Home of the Velo Stak



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

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

See more at custompolycast.com

Porsche 914 \$7,000 Cdn o.v.n.o.



For sale 1972 Porsche 914. I have the ownership and CASC log book. Only raced once, it comes with two engines, one is in complete but unknown condition. The other is stripped down in parts and looks to be all there, but no guarantees. Standard transmission. It's a rolling shell. It passed tech the one time, so all is in order.

If interested please call John Stammers 905 788 9772

or krustyjohn@gmail.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

1967 Volvo 122S Vintage Race Car



Formerly raced at VARAC events by Brian Hunter. A solid, mostly complete car which requires finishing. Six point roll-cage with extension into the trunk to protect the fuel cell. B20 engine with modified cylinder head. Many new parts including Sparco drivers seat. Asking \$6500. For more information and pictures contact:



Bob Baxter at bobbaxter1961@gmail.com



1982 Porsche 911 SC race car

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

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





The Mike Adams / Al Pease
Supercharged 1962 MGB
\$75,000 Cdn or best offer.

email: mikeatpmgmarchitecture.com

Full details on this iconic Canadian race car here:

<http://www.britishracecar.com/MikeAdams-MG-MGB.htm>



EX SCCA ITB ALFA ROMEO SPIDER RACE CAR



This car is a roller that could potentially be converted into a V/H racer. I have a set of doors, and a rough hood that would come with the car. I also have a 2 litre engine and trans that I would be willing to sell. Priced at just \$2300.00 OBO. Email flyinc10@yahoo.com or call 1-519-301 3761

