



PIT SIGNALS



LATE BRAKING NEWS FOR THE VARAC VINTAGE RACER - By JEREMY SALE October 2013



Andrew Celovsky: "For those that remember, Chris Rupnik's Fiat 124 had a bit of a fender bender with Corner 10 wall (the wall won). But now, after a couple of years, we have the car sorted and re-installed an engine and gearbox. We stole the engine out of the yellow and green Fiat that I was driving at this year's Historic Grand Prix. Chris's car is now up and running and just needs paint between now and Mt Tremblant... " **They did it!** **Read The Rupnik Report inside!**

André Rosseau (right) brings us a "**Classic To Remember**" as his Fiat Spider's lap times tumble at Mt-Tremblant!



PLUS! Hunt-The Punch! Cobble Beach! Racing MGA's Corner! Grand Theft Auto! And More!

How about a really big thank you to Ted Michalos of Hoyes, Michalos & Associates Inc. for purchasing 200 \$25 Esso gas cards to be given to all of the volunteers at

Celebration? This was a wonderful gesture to recognize the people whose efforts allow us all to race. We hope we will see other sponsors step up to the plate next year. Thanks, Ted!



Letter to the Editor:

Hi Jeremy,

Thanks for the picture of the recently restored Sadler Formula Junior. I would love to hear more about it and some of its background and restoration details.

I was able to buy my current Sadler Formula Junior at the June 2012 Vintage race at Portland International Raceway. It turns out that it was a slightly unique model that I had originally built that had internal rear axle radius rods (all the rest of the 12 cars had external radius rods). I was able to trace This car to the one originally purchased from me in 1959 by Brock Yates and raced by him and Chuck Kroeger in the Eastern USA and Canada in the 1960's.



This Junior was a badly rusted out hulk that had to be completely restored from the chassis up. I decided to rebuild it exactly as it had been originally built to serve as a model for other Sadler Formula rebuilds. For example, most current Sadler Formula Juniors today have not retained the chassis monocoque design the forms the major part of the car's torsional

rigidity. Both lower longitudinal body panels, inside and out, form structural "D" sections. The engine was opened up to the now legal 1100 cc size and has been extensively reworked with porting, large carbs and valves and a wild camshaft. The car is great fun to drive, having competed in Portland, Seattle and the Monterey Historics (now the Rolex Monterey Motorsports Reunion). I was able to place third in the front engined class at the Bonhams Cup race for Formulas Junior Cars at the Monterey Reunion, and very luckily received the Rolex Award of Excellence for the entire Formula Junior Class there.

Feel free to contact me if you need more information. I have enclosed a shot of the car at Monterey.

All the best,
Bill Sadler

Cobble Beach

The inaugural Cobble Beach Concourse d'Elegance took place on September 13 2013. It was a charitable event raising funds for the Sunnybrook Foundation Helipad Campaign. It took place in Kimble, Ontario, slightly north of Owen Sound on the Cobble Beach Golf Course and I do mean on the golf course.

My ex-Tommy Hoan MG TC (below) and six other race cars were parked on a tee overlooking Georgian Bay. The show was very impressive, with some of the finest world-class vintage automobiles ever made. *David Holmes*

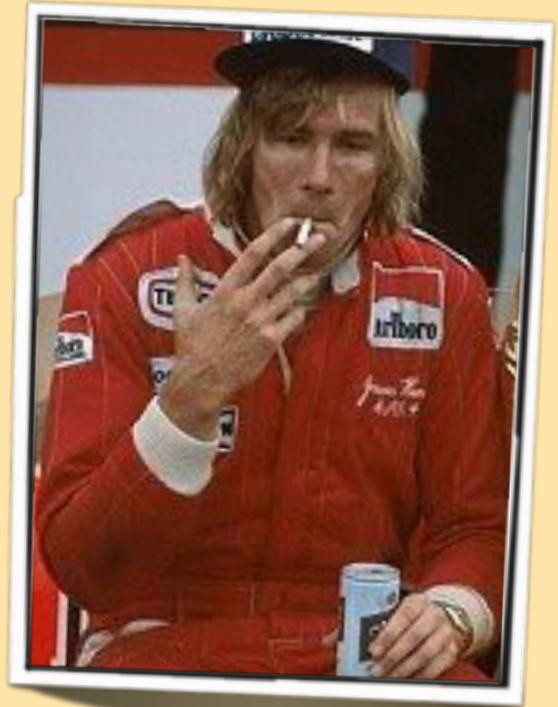


James Hunt and "The Punch" at Mosport.

By Jeremy Sale.

Going to see the movie "Rush" recently brought back memories of a story I wrote a few years ago which included a report of the infamous incident when James Hunt punched out a marshal at the Canadian GP in 1977 and how I tracked down the unfortunate recipient of "The Punch". . Here's the context of the episode:

"By lap 60 Andretti was still leading with Hunt in hot pursuit. In fact, so quick was their pace that they had lapped everyone except Hunt's team mate, Jochen Mass. As the two leaders came up behind him Mass managed to impede Andretti at Moss Turn and Hunt quickly took advantage, getting by Andretti and into the lead. But Hunt was still behind his about to be lapped team mate Mass and somehow at turn three the two came together and Hunt was put out of the race. Hunt, after standing trackside, angrily shaking his fist at "Herman the German" as he called his team mate, tried to cross the track and was restrained by a marshal. Still furious, Hunt punched the marshal, who went down for the count. Hunt was fined \$2,750. Mass went on to finish third."



Re-reading the story a few years ago I decided it might be interesting to see if anyone knew the marshal's name and if he might still be around today. I put out an inquiry on the Canadian Motor Sports History Group chat line. George Webster of CMSHG quickly replied:

"I was the chairman of the committee of sporting stewards that day. The marshal's name is Ernie Strong. He was an active leader in Watkins Glen's Race Communications Association (RCA) and remained active in RCA for many years after that. I believe that he has moved away from his upstate NY location -- and that RCA has been displaced by an in-house organization controlled by ISC. As I recall it we assessed a pair of penalties against Hunt. I'm not sure of the other one now. Also we were unanimous in assessing him the maximum fine allowed in the rules (which I think was 1,000 Swiss francs or about \$1,000). At the time I thought it was the largest fine ever handed out by the stewards at a Grand Prix."

George Webster

SEE NEXT PAGE!

James Hunt and "The Punch" at Mosport, continued..

So the next step was to Google "Watkins Glen Race Communications Association". This led me to their Facebook site where I found and contacted Mary Ellen Patterson Kunst. She emailed me back as follows;

"Hello Jeremy, Yes, I know the story quite well. I still chuckle over it. I will send this information to Ernie and have him contact you."

Great! This is amazing! Sure enough I later get an email from Ernie as follows.

"Jeremy, I was one surprised corner worker! I was watching approaching race traffic into turn three and saw Hunt and Mass come together. Hunt spun off on driver's left. The impact and momentum were enough for Hunt to lose a driver's shoe. I was first to the incident. James was headed back to the racing surface, I had no idea what was going on in his head. I was thinking he was disoriented, and grabbed him from behind by the shoulders. Then came the surprising uppercut!

If I said anything to him I can't remember. Hunt gave me a "Sorry, old man" and headed back to the pits and I went back to my corner station. Someone else on the corner saw the cut under my jaw and the blood trickling from it. Next came a ride track side in the ambulance to Race Med. How did I feel? Wronged, blindsided, did that really happen? Ron Dennis came into Race Med to check on me and apologized. Never heard from James personally but his brother, who was his personal manager, wrote me a letter of apology."

RUSH!

MOVIE REVIEW: Definitely worth seeing though I was hoping for a really good race movie. The best actor was "Niki Lauda", who was dead on, accent, facially, attitude, loved it! (Like I know him well!) Jittery camera work and jump cuts clearly to disguise the lack of authentic footage. Best part was the acting by "Niki" and his wife. The strange thing was that the "off track" moments were better than the "racing" footage. I gave it a 7.5, but I'm an old grump, most VARAC members who have seen it agree it's worth going to.

Interestingly (or not) the "Rush" opening brought in \$10 million dollars, "Cloudy With A Chance Of Meatballs 2" brought in \$30 Million. So, I wonder if there is more likely to be a "Rush 2" or a "Cloudy With A Chance Of Meatballs 3".....Hmmm....

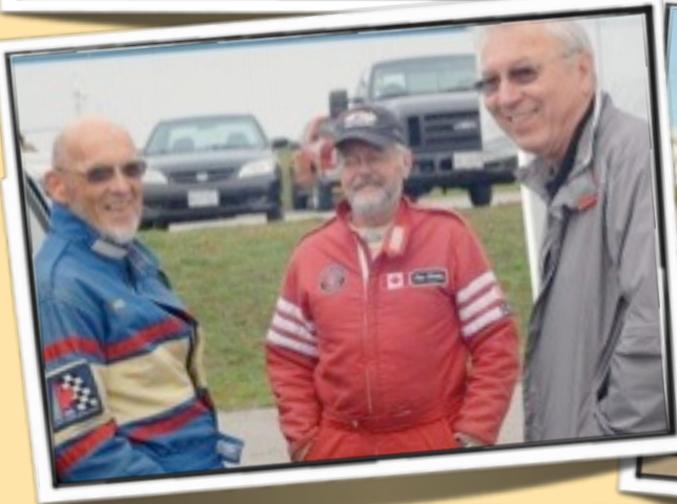
See Hunt vs Ernie at Mosport:

<http://www.youtube.com/watch?v=DpZnE7gj0gY>

See a great BBC documentary:

<http://vimeo.com/search?q=Hunt+V+Lauda+-+F1%27s+Greatest+Racing+Rivalry>

CELEBRATION



The weather at Celebration was great,. the cars ran great (well mostly) people were happy! Above; Doug Durrell, Don Hooton and Dave Gold. Above right, Matt Molson looks for victory (or second place..)

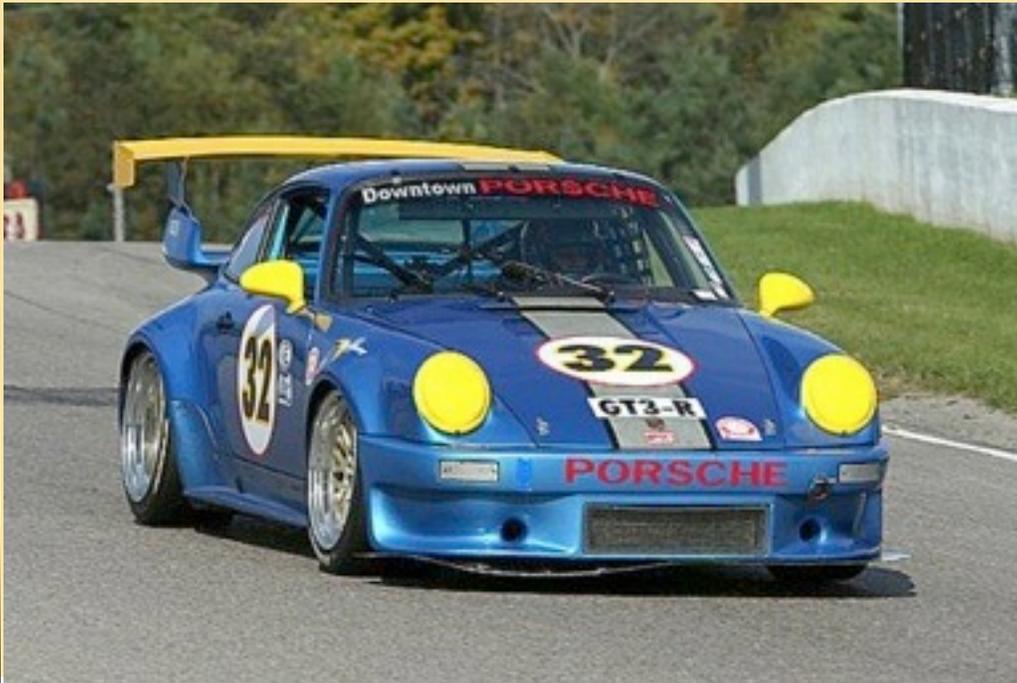


Group 70+ at Celebration

Photos by Coburn Photography



Top left: Ted Michalos's Ferrari considerably waited to lunch its engine until the last race of the weekend. Above and above left: Al Fergusson (Jaguar) and Andrew Atkins (Mustang) waged an entertaining side by side battle, finishing yards apart. (Left) Anthony Polito's Shelby Mustang finished third in Race 1.



(Left) The 32 Porsche of Gary Allen managed to slide onto the 3rd step of the podium helped by a very slippery wax job from detail man extraordinaire Rob Virtue and the woes of several faster competitors.....



Vintage Historic at Celebration

Photos by Coburn Photography

Lovely weather and great racing!

"Celebration weekend had its issues. The Mallock's starter packed it in and "bump" starts were required from the loyal pit crew and anyone else in the vicinity.

Sunday's feature race was a blast. Andre in the Lotus 23 had a quick start but later retired with engine issues. Jeremy's Lotus 7 started at the back but I knew he would be on a charge. The "Safety Car" bunched us up again and we were off. I can't remember how many times Jeremy and I exchanged the race lead. Tight and clean racing right to the very end. A true adrenaline rush."

Brian of the Yellow Mallock.



Peter Lambrinos #28 and Leon Lok #43 had a great battle....there were some good scraps going right on throughout the field, it was a great weekend to end the season!

On The Podium At Celebration!



Doug Durrell, Jake Kinsman, Chris Rupnik, Lino Baggio, Dave Holmes...Nick Majors presents \$100 CSC gift certificate winners!

Lino Baggio, Doug Durrell, Leon Lok, Brian Thomas, Ed Luce, Ivan Samila



Andrew Atkins, Al Fergusson, Andy Januszewski, Hubert Lee.... \$100 CSC gift certificate winners!



Tim Sanderson, Mike Steplock, Doug Kurtin, Stewart Brown, Robert Racki





Clockwise from above:
Dec Noonan of Eurotune
checks in on Mike
Steplock. Below: Jake
Kinsman's Canada Class
car. Below left: This
Porsche is well travelled.
Left: Ian Lok is ready to
rumble! Above left: So
is Gary Allen!





A Classic To Remember

By André Rousseau

I've been going to the Fall Classic since my first race season back in 2010 and outside of my 2010 experience Mt-Tremblant has always been a hard weekend. In 2011 I broke an alternator mount and that led to all kinds of trouble. In 2012 we did an engine swap the weekend before, but the motor never ran right, snapping a head bolt off Saturday evening.

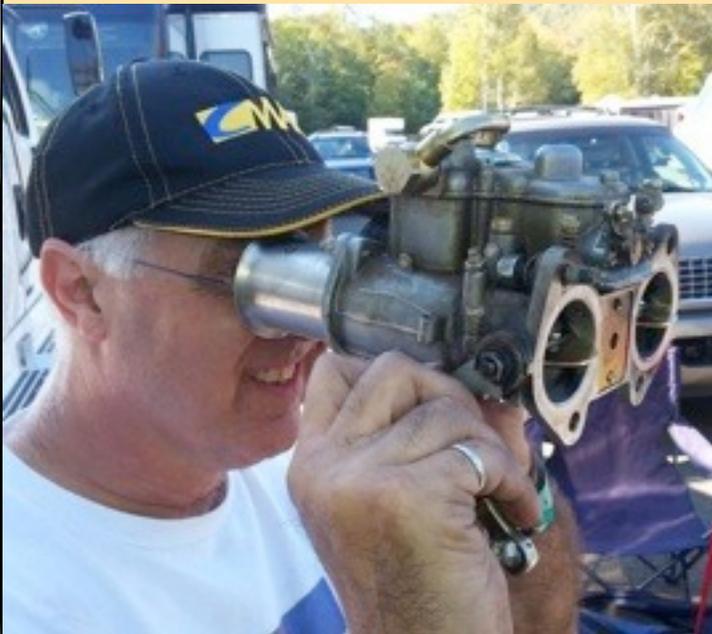
For the 2013 edition I came armed and ready. I did have to overcome two minor issues. On Friday Jason Di Cesar and I took a look at my timing, dialing it back to a more respectable 32 degrees which made the car a lot happier. The second issue showed up Saturday morning during Qualifying. The engine was not running properly, it would not push over 6K without a lot of run up. It was raining, engine temps were fine so I carried on.

Down the back straight I pulled past two Mustangs and opted to keep the power on up to 7K, all of a sudden the issue cleared up and pull power was on tap. I zipped by Cam just before the turn up to the bridge and promptly gave Cam a chance to see the whites in my eyes! Sorry guys. Luckily everyone one was on their toes and we all carried on our way! No harm, no foul.

Saturday's race was wet. I mean *really* wet. But as in the June race the FIAT felt great. Lots of confidence to handle the conditions so off we went. I mean when else will I ever be able to pass V8 cars :) We had a short period under caution to clear an off but other than that I want to say the VARAC drivers did a great job being courteous to each other. After the caution period I'm very certain the rain intensified because I suddenly found myself puddle jumping. Still what an amazing race this was for me. 15th to 7th. My hands were still shaking with adrenaline when climbed out of the car. Might have to become a rain dancer! Bob Eagleson called my car the "Red Rain Rocket" I like it!

Sunday morning I started in 7th but as I expected fell back into my normal position. Still for the first time in this car's career I was no longer a sitting duck down the back straight. I'd done jet swap after the Mosport race, ditching the "street stock" setup for something a little better. The only hiccup for the morning race was at mid point the stumble re-appeared and I toured around for a whole lap giving up 4-5 positions. I kept on touring, watching the temps and so on when suddenly she sprang back to life and off I went again, finishing in 23rd.

Sunday afternoon the pressure was on. The Fiat and I technically have not finished a final in a very long time. My parents, son and relatives were all there watching so I could feel the butterflies building as the start time loomed. Fuel checked, wheel nuts torqued, oil, yep but what about tire pressure? The weather was nuts. Sun or rain? Hot or cold? I could not decide what was going to happen, so I split the difference between my dry and wet pressure. Everything calmed down as we rolled out onto the track. Time to race!



BMW 2002 racer Robert Searle adjusting his vintage binoculars.

I was slotted in with John Greenwood and Amyot Bachand. I had just managed to get passed Amyot during the wet race but he got me back during race 2 due to the power loss. All three of us had a wonderful start. For me this was a great driving experience. Normally these two cats are passing me but today/this weekend I could finally hang with them. I must have looked like the Grinch, grinning from ear to ear as we diced. I managed to slide one past John going to 14 and run away from there. John ran into issues, which left Amyot all over my tail.

We both joked afterwards about how we'd look up to see each other and then miss a mark. What a rush. On one pass attempt through the south loop (turn 8) Amyot rolled up beside me on the inside of the corner out onto the straight but my FIAT was having none of that and simply powered away. In the video you can see me patting her on the steering wheel. Good car!

Eventually Amyot got me under braking and I took up the chase position. I was managing to get close again even with the leader pack coming through. Unfortunately with only a lap or two left I had a Mustang loop around in front of me through turn 8 and that put me out of touch with Amyot. I opted to bring her home and take my first checker flag at a final in a long time. Trust me I was hearing every single noise but we made it to the checkered flag.



Thanks for the some of these photos to Flagworld.com. For more see: www.flagworld.com

The emotions were incredibly high as I rolled into the pit lane. My family all present, a strong performance from the driver/car and a trouble free weekend. What more could I ask for? Thanks for all the support during the weekend, everyone. It was great seeing and racing with all of you. Now I will settle in for the long winter, while planning and waiting to see how she handles the back straight at Mosport in 2014! Bring it on baby. BTW for reference in 2010 my first race at Mont Tremblant I did a best time of 2:16.021. This year I managed to do a 2:09.431. Might not be a big number for some of you, but I'm proud of it! Cheers, André.



RACING MGA'S CORNER

By Jim Holody #51 MGA twin cam

Two trophies and four personal best times added up to a great finish at this year's VARAC Celebration race at Mosport. September 28th and 29th marked the official end of the Ontario racing season for VARAC and this story, a new Pit Signals feature called "Racing MGA's Corner" (RMC). The RMC is a light- hearted article written to report the on and off track activities of four competing vintage MGA's, their drivers, crew members and car owners.

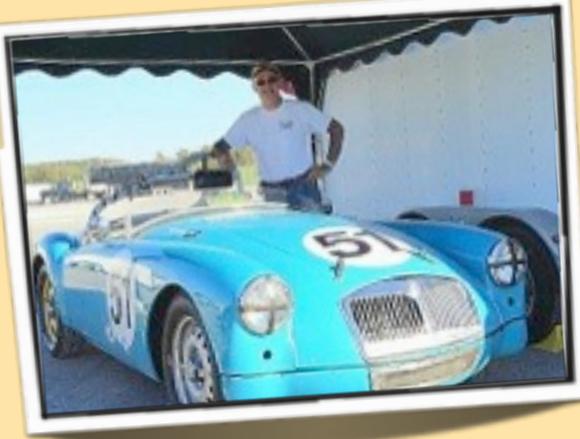


This first piece is about the two trophies and four personal bests. First, the drivers and cars; Lino "Enzo" Baggio (left) is the rookie driver for Team Burgess. Lino completed his driver's school this spring at Shannonville, and the Celebration race would be his third for the season. His ride is the 1957 BMC sponsored Sebring class winning #49 green MGA, driven in the day by London Ontario native, Ed Leaven. This historically significant race car was recently acquired and restored by long time MG guru John Burgess.



The second MGA (above left) is the ex Stefan Wiesen #37 1960 dark blue (some say purple) car of David "Hollywood" Good. Third is the red 1960 #139 of the multi MG owner and with the team with the largest support crew, of Dave "Digger" Holmes. (Above right)

RACING MGA'S CORNER



The last MGA of the group (left) is the 12 year VARAC veteran and recently "semi-retired" Jim "Twink" Holody in the ex Don Funke glacier blue 1959 MGA twin cam. Jim is sponsored by the largely underfunded Canada Pension Plan.

Saturday morning the Vintage Historic group were out first. Cold tires and a cold track may have contributed to Diggers spin at his favourite corner, Turn 9. Saturday afternoon's race saw the same corner, different story for the rookie "Enzo". While going wide into Turn 9 to try and make room for the fast approaching #5 Lotus of Ed Luce, "Enzo" looped the ex-Sebring car. Ed in the Lotus caught the spin on his GoPro camera. After viewing it "Enzo" said "I watched the video a dozen times and I am still amazed how quickly the MGA came around". Both Enzo and Digger use radial tires and maybe there is some truth to the thought that radials may have more grip, but are less forgiving and there is little indication before they let go. Now the good stuff; even with all the excitement rookie Lino Baggio cranked out his personal best lap time in group VH 6 at 2.01:1 on Saturday. Dave Holmes missed the Sunday morning session because of a broken vent pipe but still went on to drive his personal best of 1:53.3 in practice. Jim Holody held the group's record for about 24 hrs as he turned a 1:49.5 on Saturday morning, but David Good was the class of the group when he scorched the track with a 1:48.6 on Sunday morning's race.

After Sunday afternoon's final race the four MGA Hosers gathered for photos and celebration; Lino Baggio a 1st place trophy in the VH6 class, David Good for a 1st place trophy for the newly created VH MGA class, Dave Holmes for best on track chili and having the largest support crew and Jim Holody for adding to his points total and finishing eight race weekends this season without an engine failure! To everyone at VARAC, thank you for a great racing season.

Author's note: "...well, that's the way I remember it, anyway, but don't take anything written here too seriously!!" J. H.

GRAND THEFT AUTO (AND TRAILER!)

Tony Cove recently posted a chat line item on the theft of his trailer and car. I asked Tony to jot down some advice for VARAC members.

Hi Jeremy,

Here are some thoughts on the Bowman theft. It all seems obvious in hindsight. This really did spoil racing for me for a while and the mistakes could have been avoided so easily. The trailer I use now is not full head height and every time I hit my head on the doorway, I curse the bastard that stole my first trailer! Tony Cove.

Understand and properly document the value of what is in your trailer:

I had got to the stage where everything I needed for a race weekend was always in the trailer. Because that had happened over time I had lost track of the total value of the contents. We all think of the big-ticket items, the shiny new generator, compressor and setup ramps, however it is all the smaller items that really add up. What I thought was \$3-4K worth, turned out to be over \$10K to replace. This brings up the next point. Have a full inventory list including serial numbers and invoices for the big ticket items. I did a list for customs purposes when racing south of the border but I had lost track of the little stuff. A video/digital picture record of the items inside the trailer would have really helped jog my memory, satisfied the insurance investigator and helped the police investigation.

Store the trailer securely, or keep it attached to the tow vehicle when possible:

My trailer was always stored out of sight, in a locked compound. A racing friend of mine asked to borrow the trailer. When it was returned, access to my gated storage was blocked by a snowdrift so I had to wait a few days for the lane to be cleared. That is all it took. If I had left it attached to the tow vehicle, it would have been harder to steal and also covered by my vehicle insurance. There was a cable lock through the wheels and a heavy-duty tongue lock installed. Neither of which seems to have slowed the thieves up much.

Don't use the trailer as storage:

I had the trailer set up as a mobile race shop and was also using it to store the Bowman F2000 project I had just picked up. Never again! Everything gets unloaded as soon as the weekend is done. 99 times out of 100, the thieves just want your trailer; don't give them your car and tools as a bonus.

Keep your records:

You need to keep all records of your dealings with the insurance company and the police. Sounds obvious but over four years passed between theft and recovery in this case. I needed to provide details of the original theft report and that I (not the insurance company) still owned it.

GRAND THEFT AUTO

Reporting the theft:

Have documentation ready. The sad truth is trailers are stolen every day. The chance of the police recovering the trailer is poor. The police may not even meet you face to face or investigate the theft site? At this stage you are just filing a full and accurate report for insurance purposes. Include your digital and written records that clearly identify the items while in your possession. Officers will communicate via email so send all that along even if they do not feel it is necessary. They are not used to dealing with race cars so the fact that you may not be able to provide a VIN number or an ownership will confuse things. Show what makes the car/ trailer/ contents unique. Serial numbers on the chassis, engraved on shocks, stamped on engines are more helpful than manufactures/CASC plates that can be easily removed. Consider what happens if you discover your car or trailer for sale online. You are going to ask the officer to investigate the case, go undercover as a potential buyer and place someone under arrest. You have to be able to refer to the original theft report and match the specifics to the items offered for sale if you expect them to proceed. Providing details or pictures to the officer only after you have seen it online, or stating "That's my car and everyone in VARAC knows it" puts the officer in a tough position.

Be proactive:

Post on all the online racing sites where people may hear of you car or parts of it come up for sale. Scan craigslist, ebay, KIJI and the rest. Remember, these guys probably don't know what they have got. They may not be too swift. In the case of the Bowman, I had contacted people I knew in the area who would be likely offered the tools in the trailer. One of them was ultimately offered the car as parts which triggered the recent investigation. The Bowman also appeared on KIJIJI and was offered to a fellow Bowman owner who had read my original post on the ApexSpeed site.

Understand your Insurance:

No excuses here, my own lack of understanding of the details of the policy bit me hard. The trailer and its contents were not insured while off my property. They would have been to some degree if attached to the tow vehicle. Fortunately the contents were covered by my home insurance and they paid in full. Thank you State Farm. There is usually a max in the case of personal items outside the home (check that there is not a limit on contents). I will repeat the need for a full and complete record of items in trailers and how much easier a video/picture record would have been. Also, to appreciate the full value of what you carry in your trailer when you go racing. You will be astounded. Make sure you are fully covered.

EPILOGUE

We all work and race our cars for pleasure and relaxation. It is an awful feeling when you discover that some swine has taken that away. We had spent the previous season customizing the trailer both inside and out. It represented a huge investment of time and money. I doubt I will replace anytime soon.

So after the theft there was nothing. I had assumed the Bowman would be flung into a field somewhere and eventually be recovered. I heard nothing for four years. Then a call from a local British car restorer to say that he had been approached about some race car parts. Pictures on a cell phone were difficult to make out but it was the same car I had shown him four years ago. One of our VARAC members put me in touch with his colleague at Durham Regional Police and the case was re opened. I was away on my summer holidays without email contact. When I fired the phone up there were half a dozen messages from fellow racers letting me know that the Bowman had appeared for sale online.

I spent the next few days convincing the officer in charge of the case that the car online was indeed mine (see above advice). Once he was confident of the facts, things moved quickly. Under cover officers contacted the individual and purchased the car. He was arrested shortly after that. The investigation continues in an effort to trace the car back to the original theft.

The car was returned to me within 24 hours. It was neglected but not abused when I first purchased it and I have to say that is still the case. In fact, I was inside the gearbox last week confirming that the car has seen very few race miles. Four years on, I have become involved with other projects so the Bowman will likely not be restored any time soon. Sadly it is one of those cars that are worth more as parts than as a whole. We shall see.

Cheers, Tony Cove.

Off Track Insurance

You cannot insure your car while it is involved in a race, BUT, you can insure it for the whole time from when it comes off the track itself to when it goes back on the track. In other words, when it is stored at your home, when it is in the trailer en route to an event, or even in the Paddock at an event. Just remember, the coverage lapses the instant you set a wheel onto the racing surface and starts again as your last wheel leaves the racing surface. VARAC offers a very attractive Off Track storage policy through K and K insurance brokers that will cover your car, trailer and tools (up to \$8,000) at very attractive rates. You can download details and an Application Form [HERE](#) – return the completed form to Joan Warren-Phenix at K&K at the address shown on the Form. On track health insurance is available from Jon Inglis. DON'T FORGET out of country health insurance when you travel to race events in the United States. Injuries sustained in speed events are not covered by travel insurance!

The Return of 418!

By Chris Rupnik

Andrew Celovsky had tirelessly worked over the winter months to graft a new front end on #418 - and managed to get it looking good as new - well, as new as a vintage race car can look!! At right, what it looked like before...
Below: How it looked at Mt-Tremblant!



A glorious drive up to Mont Tremblant, the sun is shining, I have a nice car in the trailer, the weekend is looking good! Jason Di Cesar (driving the VW bug) and Andre Rousseau help put on the numbers on the car, I install the belts and check everything one more time and get ready for the first practice session - in glorious sun and wonderful temperature.



The practice session goes well indeed - but it is amazing on how differently #418 drives as opposed to #213 - despite being the same model car. #418 is a heavier car and therefore more much more braking - some changes to the method that I am driving is required. I am able to push the car a bit more in the afternoon and even if my times are off what they can be; this is understandable for both the driver and the car to readjust to moving again after two years of sitting fallow, being repaired. Lots of happiness in the paddock as the weather on Friday was wonderful - but the prognosis for Saturday was a bit more dubious.

It was drizzling at the track on Saturday and we watched as the Formula Libre guys were first out on the track at 9am - with racing slicks. I was sure that would end badly on a cold wet track in the rain however they were able to keep it going and finished without incidents. The VH grid was last up before lunch for qualification. In the rain I managed to qualify P9 out of 26 - quite a few decided not to tempt fate in the rain. The big cars obviously had trouble in the conditions.

The Vintage grid was the last up in the afternoon. The rain wasn't too heavy but as we lined up to head out, it really intensified. The trick on the pace lap was to notice the size of the different puddles and try to figure out a line. As the pace car came in - we were away without incident through the first corners. The car was handling ok - but skittish - and as we came down to the hairpin it was really raining hard. Most cars were maintaining position in the rain - not able to get enough grip to accelerate out of corners or make passes. All except one guy-Andre Rosseau! His car was finally working perfectly, and he powered past me from his 15th starting position as if I was dragging an anchor. There was a full course yellow for a few laps followed by the safety car - but that made no difference to my racing speed - Green Flag or Yellow Flag or Pace car, it was all the same speed from my vantage point. Finished the race under green in P10 - after Robert Searle made a nice pass to also move ahead. I came at the checkered flag relieved - it was over!

As it was the last race of the day, we had made arrangements to eat at Ninos (Auberge au Coq de la Montagne). I went over to invite Andrew Atkins and Kevin and Doug Young. Fortunately the bar at the Akins trailer was already open and my mood quickly changed. We had a great time making jokes and entertaining and then made it to the restaurant for a great dinner with lots of story telling. Thank you Nino!



"Rain is the Abarth's forte!" said Alain Raymond (above) He qualified a respectable 8th, "lost it" on the first lap, but then climbed back up to 19th!

The Return of 418!

The Vintage Grid was the last session of the day on Sunday and I managed to take a very exciting video from a bumper mounted camera lent by Stefan.

<http://www.youtube.com/watch?v=oXVG207kKns&feature=share&list=UUhLn1jToXZ2rX5uEHr3ELRA>

The start was good and I was able to keep up with the Unipower and Robert Searle, who turned it on half way through the race and went by both of us. I ended race weekend P20 out of 23 competitors who had decided to stay for again what was the best race of the weekend condition-wise. I patted the car and congratulated 418 on its first race weekend since 2011 - all without a lap missed, a DNF or DNS! Again thank you Andrew - even if he wasn't in attendance - his spirit was there.

NEXT: ON TO MOSPORT FOR CELEBRATION!

At Celebration qualification went well; excellent weather - a clear track. I focused on stringing together the best lap that I could and managed a 1:53 - just three seconds off my best time. The race after lunch looked so promising! As the green flag dropped for race 1, the second half of the pack hung around together for much longer than usual - and by turn 5 we were all still in a bunch, but on the back straight they all pulled away and by lap 3 I was completely by myself at the back! Too bad, because the cornering was excellent! I managed to race with Jake Kinsman and Dave Holmes, I could catch up in the corners but was absolutely no match in the straights. I did manage to see a wonderful pass Dave Holmes made and was cheering him on. I finished just a few seconds behind both of them.

The Sunday morning race was more of the same - a competitive start but alas by the third lap I was all by myself again. Fortunately I managed to catch up to Lino and wanted to finish Schumacher/Barichello style across the finish line but I mistimed it and finished well back. Oh well. My best times were slipping, approaching the 2-minute mark. You see, for the Sunday afternoon race we had decided that removing the air filters was an excellent idea to get more power in. But in retrospect that wasn't such a great idea, as I didn't put on any trumpets. This negated any advantage the powerjet had; there was simply too much air passing over the carb for the vacuum to get all the fuel in. The result was a car that ran perfectly, just without any power for the back straight!



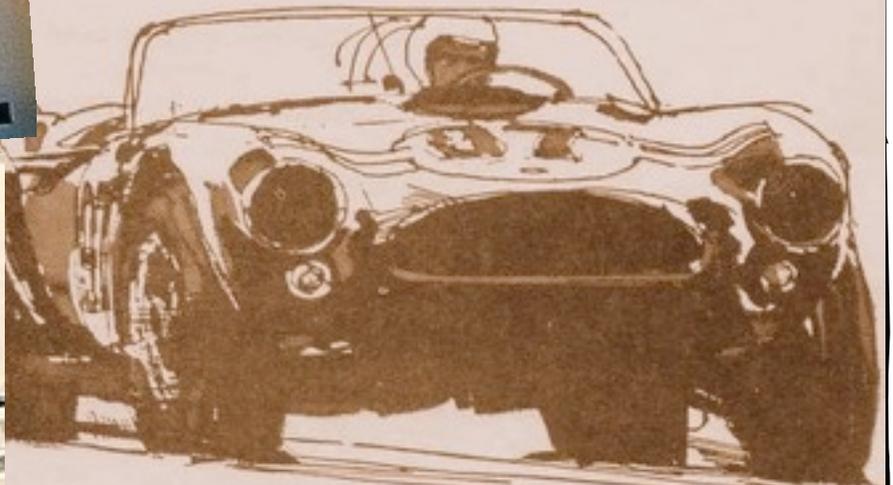
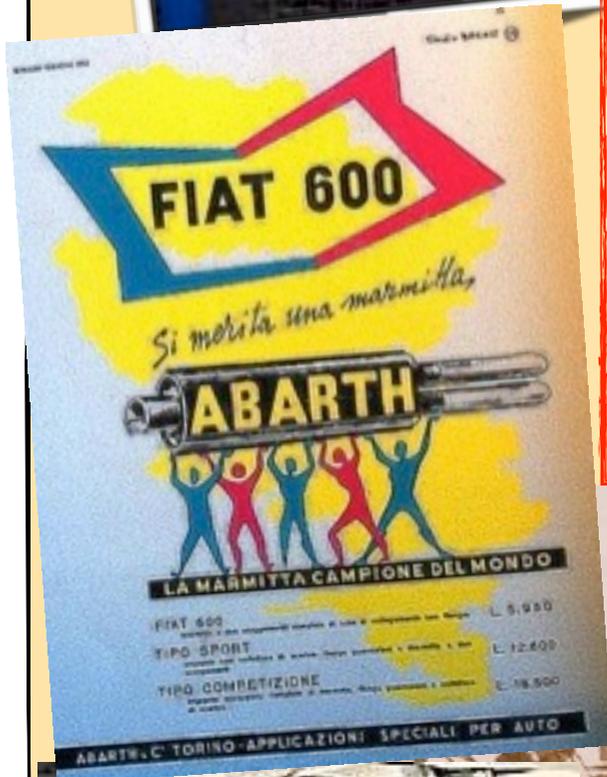
THE RETURN OF 418 AND A BONUS!

I pulled up with the finishers at the end of season trophy presentation and was the lucky recipient of a \$100 gift certificate from CSC! Very nice! Thank you, CSC!

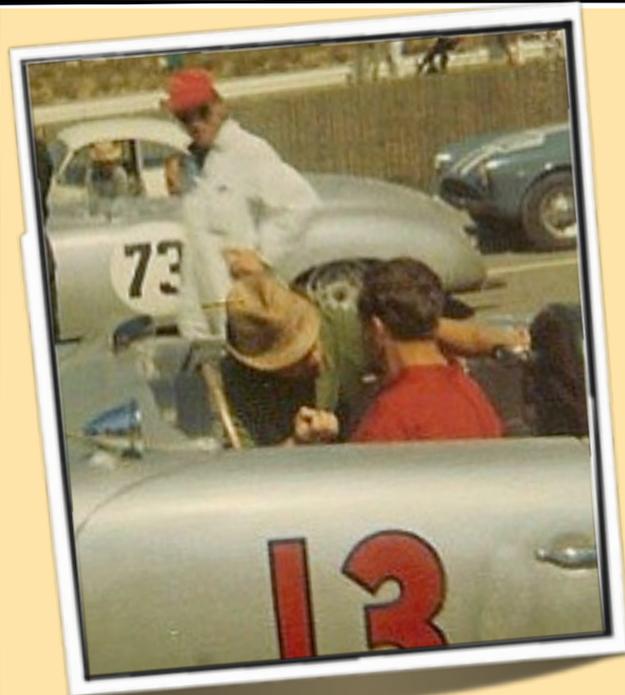
I then proceeded to drive the #418 onto the trailer and packed things up for the ride home to Montreal. In the two back to back weekends - the car didn't miss one lap - no DNF - no DNS - not a wheel put wrong either weekend, and finished under its own power. Maybe it didn't have the speed - but it sure had the reliability. I patted the car after the weekend and said "Welcome Back!" A great end to the racing season!

*Till next year! I was very lucky to race both #213 and #418 this year - so numbered by my children's birthdays - **Emmanuelle** is February 13th and **Simon** is April 18th -*

Cheers! Chris Rupnik.



Hey, Rupnik, keep that furrin car outta my way!



"Why won't you take me with you, I went and bought this special hat.....?"



Alister MacLean, John Greenwood and Colin Gibson at the bar in Waterford. It appears that it is Greenwood's turn to buy a round... and he forgot his wallet....again.



One day a Lotus Seven is going to show up on time...

★ ★ **DAN GURNEY** ★ ★

CAR AND DRIVER CANDIDATE

FOR PRESIDENT