



PIT SIGNALS



LATE BRAKING NEWS FOR THE VARAC VINTAGE RACER - BY JEREMY SALE APRIL 2014



The Cheetah turns 50!
The Cheetah was one wicked race car! With a wheel base of 90 inches and only weighing 1,510 lbs this 1964 example has 420 bhp to make life more than interesting! Story and photos inside.

The High Park Grand Prix

"The Toronto Telegram contacted me and wanted to run the article. When they did a big spread on it, that is when the drivers lost their licenses! For over 40 years I did the photography for Track & Traffic and later Car Guide, and this was one of the top fun assignments!"

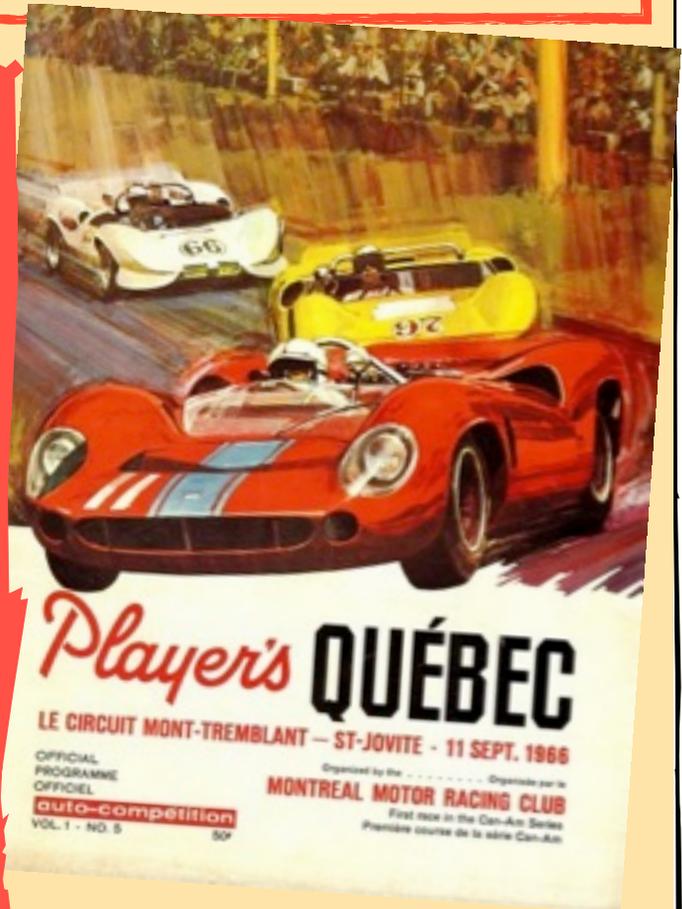
John Plow.

Photos and story inside....

Mt-Tremblant Turns 50!

Story and photos by Bob Harrington plus "back in the day" memories from VARAC's John Sambrook.

Canadian Avro Lancaster to fly to England!





VARAC Test and Tune Day

Saturday April 19, 2014

Canadian Tire Motorsport Park

Grand Prix Track

This day is a fantastic opportunity to test and tune your race car and have your annual inspection completed. Only online reservations are accepted and registration closes on April 17, 2014. Click on the link below for event registration and to register or RSVP.

Event Information

Register Now!

I can't make it

Thanks for your response and we look forward to seeing you at the track! If you have any questions about the event or how to register, please don't hesitate to contact Gord Ballantine at the following:

Sincerely,

Gord Ballantine

VARAC

gord.ballantine@varac.ca

(416) 540-2997



The Canadian Motorsport Heritage Foundation The Canadian Motorsport Hall of Fame

CELEBRATION of SPEED

April 21st, 2014 Canadian Tire Motorsport Park

The Canadian Motorsport Hall of Fame is presenting their fifth “Celebration of Speed” on **Monday, April 21st** with a track day and a ride-along program for enthusiasts at **Canadian Tire Motorsport Park**. This event is open to the general public.

Both race cars and street cars are welcome. The cost is \$325.00 per car (two drivers may share the car). Classroom and in-car instruction is available. Helmets are mandatory.

Enthusiasts and the general public are very welcome to join us and are encouraged to go along for a ‘ride’ in some very exciting automobiles with some very well known racers. Drivers will be announced on the CMHF.ca site soon. Ride-along tickets will be available at the track for a nominal donation of \$25 per ride or \$60 for 3 outings.

All proceeds from this event go to the Canadian Motorsport Heritage Foundation – Canadian Motorsport Hall of Fame, a charitable organization working for all Canadians to preserve Canada’s Motorsport history and heritage.

For registration information – please go to the web site: www.cmhf.ca (EVENTS!)

Canadian Automotive Collection & Museum/

Canadian Motorsport Hall of Fame

Email: trackday@tslcanada.ca

Or

Event Organizer Alan Sanders

Telephone 416-889-6008

FAX 905-898-1790

The Cheetah turns 50!



Photos by Bob Harrington

Story by Jeremy Sale

I remember seeing Alan Grant driving one of these monsters at Mosport in 1964. It looked positively evil and apparently handled the same way! The example on the left is now 50 years old and still going strong!

Cheetah builder Bill Thomas had notable success racing Corvettes in the late 50's and he thus gained an in with GM. The prototype was designed jointly by Thomas and his lead fabricator at the time, Don Edmunds. Edmunds is also credited with the bulk of the construction of the car. Using his racing connections, Thomas arranged for material assistance from Chevrolet for the major components - specifically, the Corvette 327 engine, Muncie transmission and independent rear-end assemblies. The car suffered from the typical problems that plague any new project, but won a number of races in 1964 in the hands of some experienced drivers. Jerry Titus drove the factory Cheetah race car in its early races. A major problem was that the chassis lacked the rigidity necessary for road racing. Under changing loads such as those experienced on a twisting road course, the vehicle's suspension geometry continually changed and proved difficult to handle, even for experienced drivers like Jerry Titus. Adding power only aggravated the problem; under hard acceleration, the trailing arms could bow outwards, allowing the rear wheels to toe in. Despite some "adverse handling tendencies" on road courses, few cars could catch it in a straight line due to its Thomas-built 377 cu in (6.2 L) displacement, dual air-meter, fuel-injected Chevy V-8. Production was about 27 cars, though "continuation models" do exist.



Check out this 1964 Cheetah's story here: <http://www.youtube.com/watch?v=IBG9MPnpXF4>

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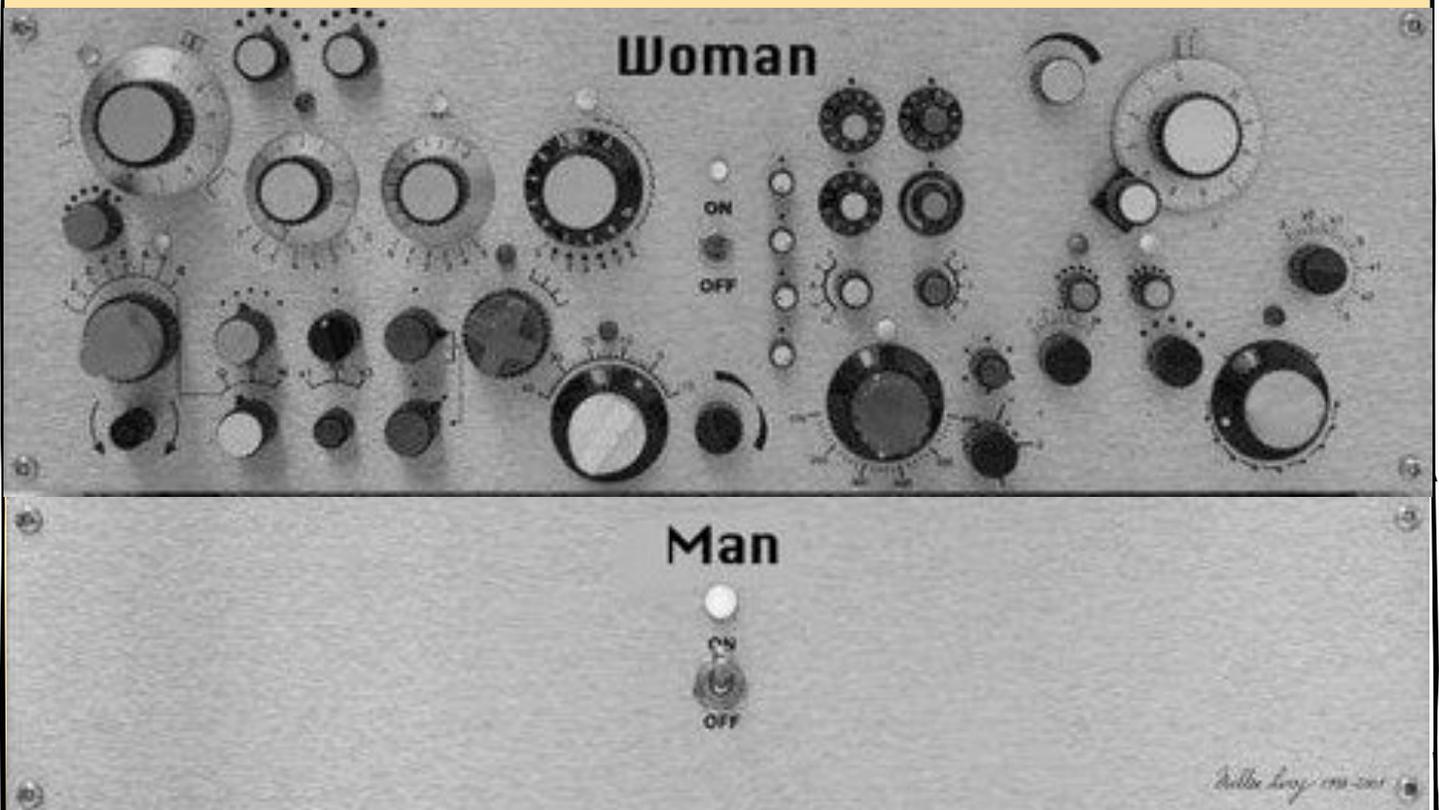
Getting VARAC Members Fit In Time For Race Season!

By "Doctor John" Greenwood.

"Here is a wee exercise suggestion for you hosers out there over 45, it's perrrfect for vintage racers to build muscle strength in the arms and shoulders. It seems fairly easy, so I thought I'd pass it on. Just dinna over-do it!

Begin by standing on a comfortable surface, where you have plenty of room at each side. With a 5-lb. potato sack in each hand, extend your arms straight out from your sides, and hold them there as long as you can. Try to reach a full minute, and then relax. Each day, you'll find that you can hold this position for just a bit longer. After a couple of weeks, move up to 10-lb. potato sacks. Then if you can, try 25-lb. potato sacks. After you feel confident at that level, try putting a potato in each of the sacks.

Cheerio, see you at the track! J.G.



No further explanation is necessary...



We had an item recently on the VARAC chat group that seemed to stimulate quite a lot of comment! It was a news brief that the Canadian Warplane Heritage Museum will be flying their prized Avro Lancaster to England this August for a month long visit. The Lancaster will join the only other airworthy Lancaster in the world, owned and operated by the Royal Air Force's renowned Battle of Britain Memorial Flight. The Canadian Lancaster will depart from Hamilton, Ontario on August 4th and plans to arrive in England on August 8th. The North Atlantic crossing will include en-route stops at Goose Bay, Labrador, Canada, Narsarsuaq, Greenland, and Keflavik, Iceland. The Lancaster will participate in several air displays and fly pasts with the other Lancaster in England, which will be a unique spectacle, the only two flying Lancasters in the world, flying together.

Further details and information on the UK Bomber Memberships can be found at www.warplane.com.

Some VARAC members will probably also remember another Lancaster which was donated to the city of Toronto in 1964 and placed on a pedestal on Lakeshore Drive. After sitting outside for 36 years, the aircraft was loaned to the Canadian Air & Space Museum. The aircraft is now under long-term restoration to static display condition. With spare parts from the remainder of another Lancaster, it is planned to be complete as a museum quality piece (non-flying) in 2015.

See: <http://avrolancasterfm104.com/>

They don't want a car!

Listening to young people today (something I don't do often enough, according to my son) I'm slowly realizing a simple fact, they just do not want to own a car! Seems strange, but the more you talk to them, the more sense it makes.

First of all, they don't want to live in the suburbs when everything they desire is happening in the city. Second, they want to work downtown, that's probably where the jobs they want are located.

Where we wanted a house in the 'burbs with a nice lot and a pool, they are just fine with a tiny condo near all the action, i.e. where all their friends are. Here are a few notes from Bloomberg News:

"Today, half the world lives in urban areas. Over the next decade, there will be a 25 percent to 50 percent increase in urban dwelling, as about 1 billion people move into cities." "More young people also aren't pursuing drivers' licenses, once a rite of passage. In 2010, 69.5 percent of 19-year-olds in the U.S. had a driver's license, down from 87.3 percent in 1983"

So what do they use to get around? Transit is the obvious answer, also bicycles, (which can be rented) scooters, (ditto) and if they really need a car they use smartphone apps to summon private cars for hire, taxis, or car sharing services. In Toronto a company like Zipcar will rent a vehicle from \$9.25 hour, or \$79 day. (No insurance problems, no depreciation, don't need a condo parking space, etc, etc.)

"Young people are three times more likely than older generations to abandon their vehicle if costs increase. They also have a greater desire to live in a neighborhood where everything is in walking distance and to use car-sharing and car-pooling."

"In the U.S., 44 percent of people would prefer to live in a city with automated "driverless" cars that would reduce congestion. Already in the U.S. almost one in 10 households don't have a car, up 5.7 percent over the last five years." *Wow! Can you imagine a future where people race vintage driverless cars?*

The simple question is this. Why do you need to go anywhere? The answers likely include work, social life, shopping, entertainment. If all of this is clustered together downtown, maybe you don't need a car! More at:

By Jeremy Sale



Le Circuit Turns 50!

A big thanks to Bob Harrington, who recalls how this race track struggled into existence to host Can-Am, Grands Prix and other international events.

(Previously published in Victory Lane.)



Le Circuit Mont-Tremblant St. Jovite, even the name sounds exotic. Traveling through the village of St. Jovite it is hard to accept that you are not in Europe, but still in North America. The track, bordered by Lac Moore on one side and le riviere Diable on the other, in the shadow of Mont Tremblant, to me, is the most scenic track I have visited. The village of St. Jovite, about eighty miles north of Montreal, was already a resort area with 4000 hotel rooms within a three mile radius giving spectators great options for accommodation. It had road and rail access and a small airport nearby assuring easy access. Jochen Rindt commented "It's the perfect setting for a race track. The only place that's any better is Monaco."

In the Fall of 1961 hotel owner, Leo Sampson, accompanied Canadian racer Peter Ryan to the Grand Prix at Watkins Glen. Sampson came away impressed by the crowds and felt a track would be a way to attract tourists and fill the many hotel rooms in the area. The hotels were very busy in the ski season, but were looking for ideas to fill those same rooms in the summer. Coincidentally, at the same time, the Montreal MG Car Club was looking to build a new track. They had been racing at St. Eugene, an old Airport Circuit, just across the Ontario/Quebec border. St. Eugene was bumpy, rutted and in desperate need of repaving. Why put the money into repaving instead of building a new track? There was a rivalry between Quebec and Ontario, and Ontario had Mosport, surely Quebec could do better?

At an ice-race in Ste Agathe in the winter of 1963 Sampson met Jacques Duval, a reporter and racer who put the Club in touch with Sampson. John Ross, Andre Oullett, Ross de St. Croix, and John Spencer-Nairn representing the Club and Sampson, accompanied by John Fitch, who laid out the basic course, pitched the Town on the benefits of having a race track. Despite their best efforts the Town was not convinced. Sampson was undeterred and along with Roger Goddard, an insurance agent, and ski resort owner Maurice Paquin, formed the Mont Tremblant Circuit Corporation. The Corporation proceeded to purchase the plot of land Fitch had suggested and the trio of business men used every opportunity to convince their compatriots of the benefits of a track.



Above photo from the Bob Hanna collection. From left – Norm Namerow; John Fitch; Ross de St. Croix (you can just see his cap) Jim Horne (BP Oil); Leo Samson; Gerry Dupuis.

The weather came to the rescue. In the winter of 1961-1962 there wasn't enough snow to attract the skiers, and the 1962-1963 winter was almost as bad. If the hotels didn't do something to attract customers they feared they would all be out of business. So by early 1964, after two bad years, the hotel owners were much more receptive to the idea of a race track. Fifty of them contributed \$1,000.00 each, with the club, now called Montreal Motor Racing Club, adding \$6,000.00. Additional contributions brought the total to \$89,000.00, enough to begin paving. The Corporation (MTMC) would handle the business end while the club (MMRC) would organize the races, with a percentage of the profits going to MTMC.

MMRC formed a track design committee consisting of Ross de St. Croix, John Ross, Bob MacGregor, a CBC radio announcer who had done much to promote the track on his National radio program, Norm Namerow, a prominent Quebec racer, and resort owner Maurice Paquin. On May 24, 1964, the group started laying out the track through the bush, guided by Fitch's plan and some topographical maps. Bulldozers immediately starting clearing the brush on the approximately one and one-half mile course they had laid out. A three-dimensional model of the track, made by Allen and Judith Hickling, was taken to Mosport for the June Player's 200 race. The reason for taking the model to Mosport was twofold. First, to get input on the track's design from the International drivers and second, to try and entice some of the drivers to enter an anticipated September race. Stirling Moss looked at the model and made some suggestions, but Bruce McLaren was the most helpful, spending two hours talking about track design and safety.

First race, the Labatt 50!

In an incredibly short two months, the pavement was down, and the first race, the "Labatt 50" was held the weekend of August 1-2, 1964. Below: Race 4 of that first race weekend – on the front row from left; Ian McAuley, Astur, VARAC's John Sambrook, Lotus 7, and Max Nerriere, Lotus Elite.



There was no control tower and fans had to drive across the track to get to the infield, but Quebec finally had its own road course to rival Mosport. I was among the 16,800 fans that came for the opening of this exciting new track. All the funds and then some had been used for constructing the track, but BP Oil came to the rescue sponsoring the control tower, with Labatts covering the cost of a bridge to allow access to the infield. The first International event, the "Player's Quebec" was scheduled for the weekend of September 12-13, and again, work proceeded at a breakneck pace. The crew pouring the cement for the control tower didn't finish until the Thursday before the race, with the painters working on it until the eve of the race. But in the short time between races they had also managed to pave the paddock and erect covered pits with provision for spectator viewing above them. With date conflicts Pedro Rodriguez was the only International star to show, but the event still attracted 35,000 spectators, the largest audience ever for a Quebec sporting event.

On a track considered too short, the 1965 season started with the "Pepsi Cola Trophy Race", the first race to feature an International field. Hap Sharp, Chris Amon, and Ben Pon were the star attractions bringing in so many spectators it took four hours to clear the traffic. By the September "Player's Quebec" the track had been extended, with the official length now 2.65 miles. All was not rosy though. Although both the 1964 and 1965 seasons showed a profit, most went to the MMRC

with the MTMC group just getting a percentage. As had happened at Mosport, enthusiasm overcame reality with the actual cost of land, paving, pits, washrooms etc. approaching \$400,000.00, far above the initial amount collected, leaving the track with mortgages and unpaid paving bills. MTMC sued MMRC over expenses, with the dispute settled out of court.

To compound the problem, the 1966 "Pepsi Cola Trophy Race" was poorly promoted, partially due to the dispute between the MMRC and MTMC, and unlike the 1965 event, it lost money. The inaugural race of the new Can-Am series looked to be in danger of being cancelled for lack of funds, but Player's Cigarettes stepped forward with sponsorship, ensuring Le Circuit's place in Can-Am history. With another losing season and an acrimonious relationship between the partners, by the Spring of 1967 Le Circuit was in the hands of a holding company. The 1967 schedule included an Indy race, a Trans-Am race, a six hour Enduro, and a Formula B race, but only the Indy race made any money and then, not enough to cover the other event's losses. Following the suggestions of Peter Roberts, a Quebec amateur racer, who became the Quebec Region of CASC's President, the organization side of Le Circuit's races was completely changed. The region would handle all negotiations with the track and would form groups to handle all the race functions such as flagging, timing and scoring etc. John Ross was hired as the professional race organizer.

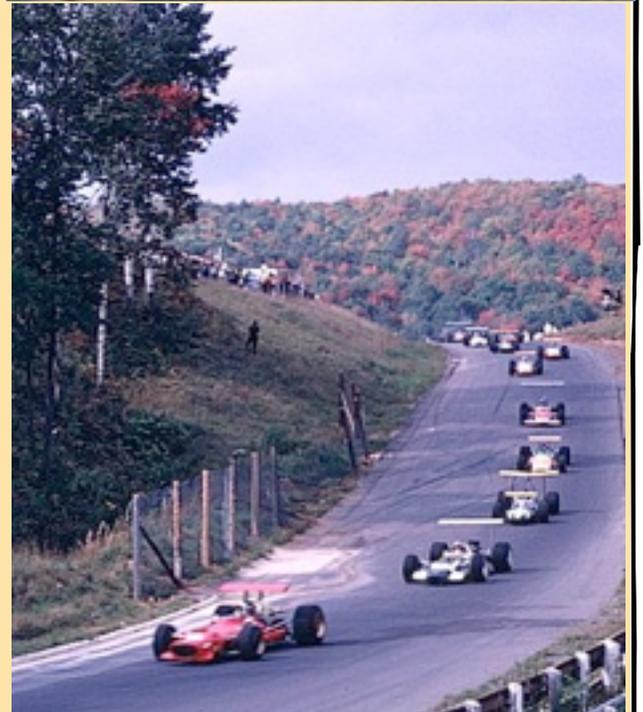


1968 Canadian GP – (from the Bob Hanna Collection). Jochen Rindt started on pole, Jo Siffert set fastest lap, but it was Denny Hulme who won over McLaren and Rodriguez.

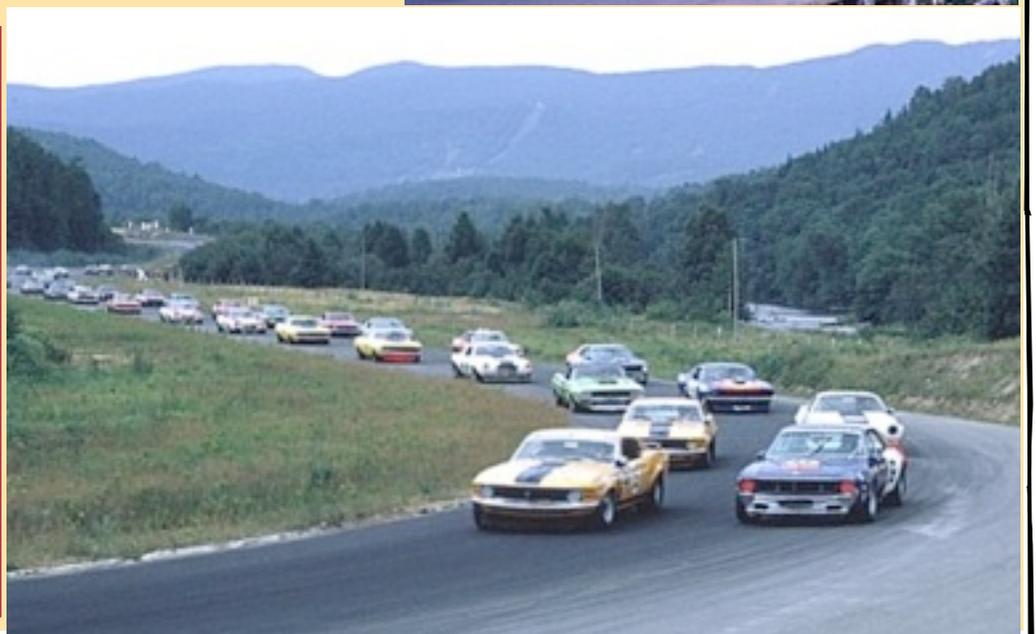
The reorganization brought the 1968 Canadian Grand Prix to Le Circuit, as well as the Labatt Indy and a Trans-Am race, but they still lost money, just not as much as in 1967. At least things were peaceful without the bickering of the previous season. 1969 looked promising with a Can-Am, Trans-Am and F5000 Continental race all on the schedule to tempt the fans, but it was another losing year.

The end of 1969 saw another change of ownership with the Grey Nuns, fronted by Jacqueline Paradis, an accountant, taking possession. With the 1970 Canadian Grand Prix scheduled for Le Circuit the chance of turning a profit was a great temptation. Mlle. Paradis had no race experience and had a strong personality clash with John Ross, ultimately firing him. The resulting lawsuit and the renewed bickering between the French and English clubs almost resulted in the 1970 Canadian Grand Prix being moved to Mosport. In the end the Grand Prix ran as scheduled along with the Can-Am, Trans-Am and F5000 race that were on the schedule. Again there was no profit at the end of the year, and the track, victimized by the harsh winters had become very bumpy and in need of repair. It had become somewhat of a car breaker with half the cars in the Grand Prix failing to finish.

1971 got off to a rocky start with Mlle Paradis challenging the authority of the Canadian Automobile Sports Club to sanction the International events. She was also refusing to pay the money owed to the National body for the running of the Grand Prix and was disputing the need for track upgrades. After some negotiation, a one-year deal was reached allowing the track to run three F.I.A. sanctioned events. The Can-Am and Trans-Am ran as scheduled, but immediately after the July Trans-Am race Mlle Paradis canceled the Formula A race. After pressure from sponsors and advisors the race was reinstated but immediately after the race the track was closed. For 1973 and 1974 the only activity at the track was the Jim Russell school.



Le Circuit has hosted everything from Grand Prix cars, to Trans-Am, to F5000 and more, including some high profile vintage races. It should be on your bucket list!



Le Circuit Revived...

David McConnell, the owner of the Jim Russell school acquired the track in 1975 and reopened it for National and regional events. From then to 1999 Le Circuit hosted a variety of events including rounds in: the Player's Atlantic Series, the Honda Michelin Series, the Player's GM Series, the Canadian Road Race of Champions, the Firehawk Series, the Canada GT Challenge Cup and a number of regional races. In 2000 Lawrence Stroll bought the track, shutting it down for the 2000 and 2001 seasons. Working with famed track designer Alan Wilson the track was modernized to bring it up to the then current F.I.A. standards. In 2004 the circuit was further upgraded with extensions to pit road; widening of the front straight, a chicane at turn 2, Namerow corner was changed to provide run-off and the hump that became so famous in the 1966 Can-Am was lowered by almost twelve feet.

Since the renovations Le Circuit Mont Tremblant has hosted such prestige events as Champ Car, Grand Am, Le Sommet des Legendes vintage event, Superbike races and a host of marque and club events. The future looks much better than it has in many years. If you have never been, it should be on your bucket list!!



Acknowledgements:

Canada Track & Traffic - 1964-1972

Challenge -The story of Canadian Road Racing -Len Coates

The Chequered Past -Sports Car Racing & Rallying in Canada -1951-1991
David Charters

John Sambrook, Roger Peart, Jacques Duval, Dominic St-Jean,
Peter Roberts, Bob Hanna

More Mont Tremblant memories, from John Sambrook.



"The first spectator event, 1964, Labatt 50. This is the preliminary race, a Formula Junior on pole, myself 2nd, Max Nerriere's Lotus Elite 3rd."

Pit Signals: "John, tell us about what it was like leading up to the opening of the track..."

JS: "Well, in 1963/4 I was the Race Director of MMGCC/MMRC, and thus was part of the circuit development committee. I went to all the planning meetings, but only visited the track site once, immediately prior to the arrival of the bulldozer."

Pit Signals: "And then what was it like when you to actually went to drive it?"

JS: "I was back with my Lotus 7 Series 2 a month later to physically see it, and drive it for the first time. Apart from the tarmac all other facilities were primitive or non-existent. Also it actually differed in detail from the plan, as John Ross and Ross de St Croix had made minor instinctive changes as the track was being laid out and paved. Elevation changes and blind corners with no view of the apex were a new experience and needed constant keen attention and lots of track time to find decent speed. The overall impression of this new experience was most stimulating, but tiring while on track, as the driver was busy all the time. On the average flying lap, on the original 1.5-mile track with 12 corners, I was shifting 14 times. Today, on the 2.5-mile track, driving my G15, I shift 12 times."

Pit Signals: "Is it that much different today, John?"

JS: "For small-bore cars, changes to the track have not made a significant difference. The better lap times are mainly from vastly better tires and a little more power. The last corner, Namerow, (*see John Greenwood chasing me there at right*) now requires a slower entry, as the start finish straight now has a significant kink, which must be taken flat out if optimum speed is to be attained by corner #1.





First Event at Mt-Tremblant

"I managed to win the initial club event, which was also attended by Frank Mount, John Greenwood and Craig Fisher. Beside me is Mary Sambrook, standing is Luigi Rosselli, then service manager at Jaguar of Eastern Canada."

Pit Signals: "Tell us about the first race at Mt-Tremblant, you had a pretty quick Lotus Seven but there was also plenty of fast competition..."

JS: "The *first event* at the track was a club race, notably attended by Frank Mount (MGA), Johnny Greenwood driving the same Lotus 7 he currently competes in and Craig Fisher (Simca Abarth). All very memorable to me, as I narrowly won the race. The first *spectator event*, later that year, was the Labatt 50. I remember driving in the preliminary race. A Formula Junior was on the pole, with me 2nd. and Max Nerriere's Lotus Elite 3rd. We had standing starts in those days with a 3,2,3, configuration. Max and I were good pals, as he had taught me previously how to slipstream at Mosport, where his Lotus Elite would just drive away from me coming out of corner 5. With his coaching I finally figured out how to watch the road through his windshield and then nip by at the end of the straight. At Mt. Tremblant, with no serious straight on the then 1.5-mile circuit we both knew he had no chance against me!"

Pit Signals: "What was the racing competition like then? Who were some of the other drivers that you remember?"

JS: "The quality and size of grids during the sixties, with a multiplicity of production cars up to 2 litres, meant lots of close racing. Cars were well prepared and very well driven, although most of them rarely if ever drove to Ontario, one reason being there was no 401! The following drivers come to mind as sporting and fast competitors in the spirit of modern day VARAC. In no particular order: Peter McElroy, Andy Melville, Tom Graham, Mel Payne, Bobby Barrell, Roger Peart, Peter Roberts, Allan Hickling, Francois Favreau, Jacques Couture. Some of these drivers are no longer alive, and virtually all their cars disappeared with the collapse of motor racing in Quebec in the seventies. Hence there is a very small pool of historic vehicles in Quebec compared to Ontario, where vintage racing has flourished thanks to the efforts of VARAC."

Pit Signals: "So John, any thoughts on Mt-Tremblant turning 50?"

JS: "Well let's hope a commemorative effort is made this the 50th year of Le Circuit and that some of us both from the past and present attend, compete and enjoy the unique atmosphere!"

The High Park Grand Prix!



In John Plow's photo above, Gord Brown's Mini takes a look down the inside as Grant Clark's Lola gets wide, right; Al Pease outbrakes the MGB into the leaves...

The 1964 High Park Grand Prix Re-Visited!

By Jeremy Sale. Photos by John Plow

Fifty years ago the Ford Mustang was launched, Cassius Clay KO'd Sonny Liston, the Leafs won the Stanley Cup and one of the most controversial races in Canada's history was held. Titled the "High Park Grand Prix" it eventually cost some of the participating drivers their race licenses. The venue was High Park, Toronto. The drivers included Eppie Wietzes, Don Kindree, Gord Brown, Grant Clark, Al Pease and a few others un-named. The field was a mixed bag of race cars including a Lola Mk 1, a Lotus 19, an MGB, a Porsche Carrera, a Sunbeam Alpine, a very quick Mini Cooper, a Buick-engined Special and an Austin Healey.

While those of us of a certain age remember the event fondly as a wonderful occasion, unfortunately some rather Victorian types were "not amused". It was the sixties, after all, and though there were some hippies loafing around, the establishment types were noted for their tightly clenched posteriors and a distinct lack of any sense of humour. The more enlightened young adults were hanging around in Yorkville or at the Bohemian Embassy, busily growing long hair and sampling substances now legal in some American states...but enough about us....



Hanging Out At High Park!

Eppie Wietzes in the Alpine gets loose, Al Pease chases in the MGB...

The “Grand Prix” concept was simple. Toronto’s High Park was chosen to be the scene of a fake promo extolling the virtues of the park as a potential race track. The next step was to secretly round up some race cars and drivers and assemble early on a Sunday morning and stage some racing scenes; the photos of the static cars would be later touched up by race driver and graphic artist, Al Pease. All this was all duly accomplished and the photos produced showed “skid marks” and leaves blown up as though by speeding cars. A “race report” was written detailing the exciting passes, the near accidents, fastest lap time, etc. All completely phony, of course.

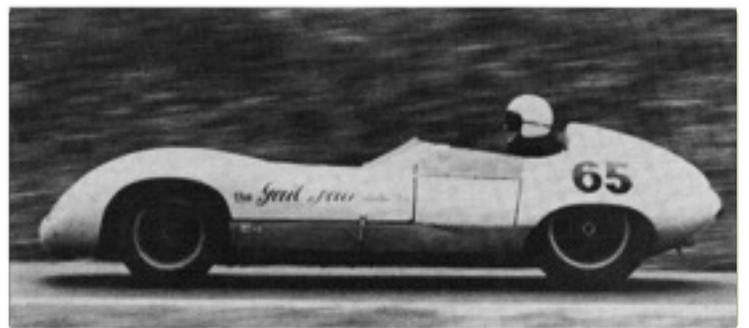
The story, accompanied by the photographs you see on these pages, was published in the February, 1964 issue of Canada Track & Traffic. So far, so good, but then the Toronto Telegram excitedly devoted a full page reporting on the event; “The City Grand Prix that Nobody Saw” and reaction was swift. Letters to the editor quickly demanded that the speed demons concerned be dealt with severely. Oh come on! No sense of humour! There were even complaints about the (non-existent) noise!



Even though the cars weren't started up there were "noise complaints" after the story got out that there was "racing" in High Park. Here a team of volunteers, led by Paul Cooke, (now VP Competition at ASN Canada FIA!) tows the Eppie Wietzes Sunbeam Alpine to the next photo location.

Between the realistic positioning of the cars for John Plow's great photographs and the expert re-touching of the skid marks by Al Pease it all looked really authentic, enough so that the righteous burghers of Toronto naturally got their Victorian knickers in a mighty twist. The fact that it was later revealed to be a clever hoax was just salt in the wound of the powers that be, who had apparently undergone some kind of mass humourectomy. And so, judgement was pronounced "The accused shall be taken from the court and hanged by the neck..." well, no, actually they just had their licenses suspended. But please! It was a *joke!* C'mon!

The Canadian Automobile Sport Clubs, very conscious of motorsport's image, moved quickly. The competition licenses of the participating drivers were hastily lifted for taking part in an unauthorized event on public roads. A hearing was arranged and the offending drivers summoned to explain their actions. It was a somewhat chagrined small coterie that appeared before CASC officials to self-consciously spin out the whole scenario. The CASC was not amused. Perhaps they were a little ashamed at being fooled by the cleverly executed trick. In any event, the drivers' licenses were returned without comment in time for the 1964 season, the case apparently closed. One of the participants recently confided to the writer, however, that he feels he is still viewed with some suspicion by certain CASC officials because of this episode.



The Grant Clark Lola (above) was restored and raced for many years in Canada and at Goodwood in the capable hands of the late Bill Hirst.

The “Al Pease” MGB

Mike Adams found the car in a farmers field in Saskatchewan. I think he deserves a medal for restoring it and bringing it to race with VARAC at Mosport...



Photo by Bob Harrington

One of the neatest things about the cars involved in the High Park Grand Prix is that some of them still race today, fifty years later! I believe my friend Gord Brown's 130 mph Mini was shipped back to England when "Improved Production" rules expired and some of the other cars have vanished into the mists of time; but happily we have witnessed surviving cars like the "Grant Clark" Lola and the "Al Pease" MGB racing at Mosport at the VARAC Canadian Historic Grand Prix. These cars were lovingly restored and each has its own story to tell about the manner of their rescue, and the sometimes long road back to vintage racing with VARAC.

Mike Adams has towed the Al Pease MGB all the way from Saskatchewan to Mosport for the Canadian Historic Grand Prix in past years. Al's famous car was the subject of a restoration that is worthy of a book. Mike's efforts to bring the rusty relic he found in a farmer's field in Saskatchewan to its former racing glory can be found here:

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

The "Wietzes" Sunbeam Alpine

VARAC member Alan Weller (right) actually acquired two factory Rootes Sunbeam Alpines, the one campaigned by Eppie Wietzes, shown right, and another run by Dennis Coad.



EX-WIEZES SUNBEAM ALPINE

Present owner's non-existent bank balance necessitates sale. This car has never been licensed for the road. Meticulously maintained in top condition and at present is ready to race with no work required. One of the fastest, best handling improved-production sports cars in Canada. New paint job this season, twin 45 mm Webers, wide-rim wheels, many spares. Custom trailer. Contact Diana Carter, c/o Canada Track & Traffic, 675 King St. W., Toronto 2b, Ont. Call 362-6741 from 9-5.

The Eppie Wietzes Sunbeam Alpine (above) is currently undergoing a comprehensive restoration to bring it up to racing speed once again. Apparently Eppie was surprised that Alan was restoring the car as he understood that a "barn had fallen on it!" Certainly looks like it, but Alan is working away and says he will eventually race it with us at Mosport. After Eppie Wietzes the car was later owned and raced by a young George Eaton before he moved on to his 427 Cobra. The car was later purchased and raced successfully by Diana Carter. Her ad from the sixties is shown at left.

Alan raced the Coad Alpine previously at the CHGP (under the "Wietzes" number 14, shown below, just to confuse me!)



Alan Weller in the Dennis Coad Sunbeam Alpine



Exit, stage left....the Lola is towed away after the "High Park Grand Prix".

The "Grant Clark Lola" was raced with VARAC by the late Bill Hirst. (photo below). Bill's son Jonathan says "The car came over from England in 1962, imported by Grant Clark. Unique in a number of ways it was the last Mark 1 made and the first (and last) production model which was fitted with a Ford 1500, disc brakes and 13" wheels (versus the 1220 Coventry Climax, Alfin drums and 15" wheels which were standard). It was later sold to Frank Salem of Hanover. Fred Wilken oversaw the conversion from a Ford 1500cc to a BMW 1800TI (the Ford crank was a 3 bearing affair and like glass). The BMW was a torque monster and we had the sheared hubs to prove it!" (Fred Wilken adds that they imported the BMW TI engine from Germany and that the Lola had a unique custom innards for the transmission by Hewland to make it into a five speed.) "My dad first saw the car in this state in the early 70's" says Jonathan, "The car was sold eventually to Stu Lamont who ran it up to about 1975. We purchased the car in 1985, restored it for 1989 and ran it for 15 years. It was sold to Lowell Blossom, and after that I believe it went to California to Don Orosco."



Bill Hirst in the Lola. Photo by Bob Harrington

A big thank you to John Plow for the photos, originally printed in Track & Traffic.



GLORY DAYS Celebration Of Speed Motorsport Extravaganza

Canadian Tire Motorsport Park June 27 to 29, 2014

Goodwood Style Fun – An Ocean Closer!

But wait, starting today, you don't have to go to England to be part of something great! As of June of 2014, we will set the North American automotive and motorcycle world on fire with our own version of the Goodwood Festival right here, just outside of Toronto at one of the world's greatest, most modern and yet most historic racing facilities, the Mosport Grand Prix Circuit at Canadian Tire Motorsport Park (CTMP).

GLORY DAYS will be a real-life celebration of speed and beauty, sound and smell that welcomes personal participation and direct involvement for everyone that attends. It will be a veritable circus of activity built around a Hillclimb, just like Goodwood. The **GLORY DAYS** Hillclimb will be conducted on the 1.8 mile portion of the Grand Prix Circuit starting from the lower elevation at Corner 5C travelling in a counter-clockwise route back to the Finish Line located in front of the new Event Centre and VIP Reception Area. The Hillclimb will be open to all eligible cars and motorcycles. It will provide opportunities for both racers and everyday motorsport enthusiasts to "have a go" in their own machines from historic to modern day classics, race cars and motorcycles of all kinds.



Other features and attractions include Thunder Road Touring, car and motorcycle shows, children's amusements, car and bike auction, historic race cars on display, press gatherings, "Meet the Celebrities" sessions, banquet, dealers' "Rolling Motor Show", car and motorcycle clubs, corrals, soap box and historic aircraft, VIP hosting and more!

Early registration is encouraged due to limited availability. VARAC Race Cars are eligible to register in Vintage/Historic – includes all cars up to 1972, Classic – includes all cars 1973 to 1989 and Race cars (just race cars of all ages). Each sector limited to 30 cars. Other Sectors include Modern Cars – all cars 1990 to current, Motorcycles and also "Featured" cars/bikes/drivers/riders.

Registration is open is open on the website: <http://glorydayscelebrationofspeed.com/packages-info/>
Or call Bob DeShane 705-878-5422

Goodwood News

Maserati will celebrate 100 years as one of the world's foremost luxury car manufacturers with a staggering display of cars from the past century at this year's Goodwood Festival of Speed on 26-29 June.

More than 20 of the iconic machines will take part on the Goodwood hillclimb, which mixes the very best of motor sport and motoring at the world's largest automotive garden party.



Established in Bologna on 1 December, 1914 by brothers Alfieri, Bindo, Carlo, Ettore and Ernesto Maserati, the first car to bear the name of the family – and the famous trident logo – was completed in 1926.

One of the earliest machines to roll off the production line; a Tipo 26B raced in 1928, an example of which competed at the Indianapolis 500, will be the oldest vehicle in the collection, which will have its own class at the 22nd Festival of Speed.



Maserati's greatest motor sport achievement came in 1957 when Juan Manuel Fangio won the Formula 1 World Championship in a 250F. Two versions of the car, which was also driven to grand prix wins by Stirling Moss, will be present, along with other single-seaters from the pre- and post-war eras.

Maserati's sportscar achievements will also be celebrated, including its four consecutive Targa Florio victories from 1937-40.

More at: <http://www.goodwood.co.uk>

1971 Ford Escort RS 1600

I'm selling my 1971 Ford Escort RS 1600 in excellent turnkey condition with 1600 cc BDA engine with a very successful race history with VARAC in Canada. The car has always been professionally maintained by John Dodd and the BDA engine has been completely rebuilt with new crank, rods and bearings for the 2014 season. The car has all the finest historic parts - Quaiffe Rocket Dog Box, twin 48 DCOE Webers, 5 link suspension, Bilstein shocks, World Cup Crossmember and strut top brace etc. It is a delight to drive and is welcome at all historic events in North America. Asking around \$70k. Walter Davies.

Walter.Davies@Me.Com



2011 Stehl car tow dolly for sale, including all straps and ratchet wrench. No electric brakes. Always stored indoors. Lightly used (approx. 500km) and in excellent condition. Tires like new. No longer required as I have purchased a full car trailer.

Paid \$1576.35. Asking \$1200.00.

Steve Hamann: 88alfa@live.ca



MGB Parts for sale

Clearing out my garage to make room for the race car. Let me know what you're looking for. Willing to cut things up too if you banged something up and need a section. Lots of project cars as well. Conv't & GT's Webers, SU's, manifolds, drive shafts, Alu hoods, hard tops, diffs' trans, complete engines, blocks, heads, Rover V8. new floor pans, rockers, castle rails, wood wheels etc, etc. 30+ years of collecting stuff is going. Contact Stewart by email:

stewkar@sympatico.ca

Small, single axle all-aluminum flatbed open trailer. Very, very light, can be maneuvered by hand. Electric brakes and storage basket in front. Extra-long ramps for this low race machine. Cost \$ 4,400, selling for \$ 2,200 in tip-top shape.

Anglophile tow truck! 2004 Land Rover Discovery. Midnight blue with cream leather. Excellent mechanical and pristine cosmetic condition. Rear seats removed for huge cargo space. Class 3 hitch with electric brakes. New competition brake pads for amazing stopping power. Owned and regularly serviced since new. New tyres. Certified and e-tested. \$ 3,500.

Call Stefan (416) 527-2211 stefan@wiesen.ca