



# PIT SIGNALS



LATE BRAKING NEWS FOR THE VARAC VINTAGE RACER - By JEREMY SALE August 2014



**Why are these people smiling? See inside. Plus, the Chinook (above) returns...**

**Also Inside: Alain Raymond from Le Sommet des Légendes**



**Alain's Fiat Abarth, (above) plays with the big money cars at Mt-Tremblant.**

# Legends Take to the Track!

By Alain Raymond [www.auto-historia.ca](http://www.auto-historia.ca)

For its 50<sup>th</sup> anniversary, Circuit Mt-Tremblant witnessed the gathering of a number of legendary race cars that filled the Laurentian mountain air with thunderous sound and thrilled the attending spectators.

For the past few years, Le Sommet des Légendes has been organized HMSA (Historic Motor Sports Association) based in California. With some 80 historic cars entered, numbers were below normal, due in part to the unusually high entry fee, as demonstrated by the handful of VARAC and CVQ members present. This fact was explained to the organizers with the hope that entry fee for future events will be reviewed, in order to attract more "grass roots" racers from Ontario, Quebec and New England.



Having enjoyed the presence of a dozen historic Bugattis in 2013, I was looking forward to running with another set of legends, notably a 1962 Ferrari 250 GTO and a pair of pre-war Alfa Romeos. Owned by the McNeil family, the GTO (left) was driven – rather

courageously I must add - by Mrs. Sandra McNeil. Courageously, for a few reasons: a GTO was reportedly sold last years in excess of 50 million dollars; she is racing at an age considered by many as retirement home material; her GTO is entirely original – at least aesthetically – as witnessed by the abundantly cracked paint and tattered interior. Unfortunately for Sandra McNeil and Ferrari fans, the GTO fell victim to a broken water pump and did not complete the week-end. Even legends are fallible...





In the pre-war category, we were treated to Peter Giddings' fabulous 1930 Alfa Romeo Tipo B P3 and Peter Greenfield's 1933 Alfa Romeo Monza 8C-2300. Here again, mechanical gremlins grounded Peter Giddings' (above) for part of the proceedings. (Yes, that's a tow rope!)

The 1963 Ferrari 250 P, (below) one of the first mid-engine Ferraris (3 litre V12), won the 12 Hours of Sebring, the Nürburgring 1000 km and the 24 Hours of Le Mans.



Lola T294, wearing the Cigarettes Gitanes colours.







[https://www.youtube.com/watch?v=\\_2xsncCoMIk](https://www.youtube.com/watch?v=_2xsncCoMIk)

(Above) Daniel Thompson, 1978 Lola T-492. Watch his video, link above, from about 14:30 to 27:00 minutes!

(Right) You must be THIS tall to ride! Bud Moeller's grand-daughter enjoying the ex-Gilles Villeneuve Ferrari 312 T5.

Thanks for the great photos by Jean-Marc Dugas, more at:

[www.flickr.com/photos/photodougs/sets/72157645676981445](http://www.flickr.com/photos/photodougs/sets/72157645676981445)





Above: Porsche 917. Photo by Alain Raymond.

In the Formula 1 class, Bud Moeller allowed us to enjoy the glorious sound of the flat-12 powering his ex-Gilles Villeneuve Ferrari 312 T5 as he competed against the ex-Mario Andretti Lotus 77, the ex-Jackie Stewart 1971 Tyrrell 002 and several others. As for yours truly, probably in solidarity with "sister" Italian machinery, my 1964 Fiat Abarth played *prima donna* all week-end, blowing one head gasket after another. I am suspecting she did not appreciate being presented as a 50 year-old Italian...



Above: Terry Watson, Devin Chevrolet Special  
Photo Dennis Gray, Sports Car Digest

HMSA intends to return next year with BMW as the Honoured Marque.

*À la prochaine! Alain Raymond.*





## More about "Legends" from Stewart Brown....

(Stewart's 67 Shelby shown above, photo by Alain Raymond)

We showed up on Thursday and it was already looking like a concourse vintage car show. Lots of famous old cars that if sold could easily total the GDP of some mid size countries. Still, the place wasn't as jammed packed as previous years. The largest group by far was the VARAC/ VRG guys. Without them it would have been a show of the rich and wannabe famous. Friday was a good testing day, Saturday had a fair amount of spectators with a good bunch of vintage BLM cars in the infield as well as a large group from the Montreal Mustang club. Sunday was kind of a bust as it rained the majority of the day. All grids had anywhere between zero (that's right) and five cars out. HMSA should be happy that the VARAC/VRG guys sucked it up and put on the best field of nine or ten cars and put on the best race for the low amount of die hard spectators that turned out. It was very hard to find traction between the numerous puddles, but Anthony Polito showed no regard for the wet by finishing first. One hell of a driver! VARAC guys included: Aymot Bachand (63 Midget) Alain Raymond (64 Abarth) Terry Watson (58 Devin) Andre Gagne (89 Ralt and Lotus 23) Claude Gagne (72 Lotus) Dave Margolese (71 914/6) Jim Middleton (66 Shelby) Anthony Polito (66 Shelby) Mike Steplock (69 911) and Bart Slot (79 Mustang) I think that was it. Oh yeah, me too (67 Shelby) Would love to be able to give Pit Signals a good story, but nothing major really happened. At least not to me! *Stewart Brown.*



ABOVE: "How to keep your wife happy on a race weekend. More tires being ordered today without questions." Stewart Brown.

BELOW: Alain Raymond's beautiful Fiat Abarth is often the star of the show. In this kind of company (below) not so much. (As Lonesome George Gobel once said, "Did you ever feel the world was a tuxedo... and you were a pair of brown shoes?" )





*Last year I received an intriguing email from Australia, proposing a driver /car exchange where an Australian driver would come to Canada and race a VARAC members car, in return the VARAC driver would race down under! Putting the email out on the chat group I was smiling, it was pretty easy to guess who would likely pick up on this, the guy who has more fun vintage racing than anyone I know, yup, Andrew Celovsky! Sure enough, Andrew jumped all over it and the first half of the deal went through at the Canadian Historic Grand Prix. Andrew wrote about it from his perspective, here is Peter Mohacsi's story. J.S.*

## Racing in Canada

*By Peter Mohacsi*



Andrew Celovsky took up my offer and we met up in May, 2014 in Toronto for a visit to Mosport. I crewed for Andrew in his F 1600 Reynard and had a great time. From Toronto he took me to his place at Deep River; my wife and I met his family and I was introduced to his fleet of Italian race cars, one of which he was willing to let me drive. Andrew took me to Shannonville to make sure that I actually could drive and that I could reach the pedals and see over the dash at the same time! I am considerably shorter than the regular drivers of the Fiat 124 Spider! All went well until the rotor cap exploded and apart from a rear view mirror relocation the car and I got on famously together. We spent a few days fettling the car ready for my first event at Mt Tremblant. The drive to this fabulous circuit was scenic for an Aussie, after a while I realized that Andrew was right in telling me that in Canada there are lots of green trees, rocks and water. I fell in love with Mt-Tremblant. Unfortunately I did not qualify and race as the clutch thrust bearing refused to cooperate and work the way its designers intended. However, I had enough track time to be totally over awed by this most picturesque former Grand Prix circuit. Things only got better when Andrew took us to the classiest accommodation, followed by excellent meals in the village near the track. After the week-end of racing my partner and I spent the next two weeks sight seeing in Quebec and Ontario which was most pleasurable



Mosport was my next challenge. I was accepted for the Canadian Historic Grand Prix. This event involved familiarization track time on Thursday, followed by practice on Friday. This was important for me as I was new to the track. What a fantastic track it is. I had much tuition from VARAC members and slowly got into the groove. Every time I completed a session my fun factor smile got bigger, my lap times got smaller, so much so that my chief coach, Chris Rupnick, declared that he had given me enough tips on negotiating the challenging, blind, off-camber corner 2 and 4 and was going to leave me to my own devices.

I qualified in the bottom third of the grid for race one. My big test was now to come as I am used to standing starts so I now had to master a rolling start. This proved incident free and I was off in my first race, in Canada, at Mosport!

Wow! I had to pinch myself that this was happening to me. And what a great race. I was passing cars and cars were passing me. I was really racing! Our categories in Australia are a bit different as I would not usually be racing against Lotus 23's or Super

Sevens. They are very fast and must have lapped me several times. The back straight is very long and up hill and the faster cars reminded me of what Andrew had said just before my race, "All racing cars never have enough power!" and I was wishing I now had more, just to try and keep up. However, it did not matter

because I soon found someone to play with. This MGB (above) belonging to John Kinnear was giving me a hard time, he passed me with about five laps to go but I stayed right on his tail. Close, fast, safe

racing! On the last lap he was baulked behind a slower car and I was able to pass, I thought I was safe but local knowledge and John's skill prevailed and at the Esses he drove around my outside and beat me to the chequered flag! It was a super dice and the better man won. We shook hands (left) afterwards and laughed about our exploits. I was looking forward to a rematch in race two after lunch.



For the next race I had a good start but on the second lap my trusty little Fiat developed a misfire and I was relegated to last place. Then the engine picked up and I had a fast run, but was too far behind and was on my own, but then a yellow flag, and I was able to catch the tail enders and when the track went green I had a great time swapping places for the last two laps.

By this stage I was getting a bit tired as I am not used to races this long.

Andrew took the Fiat for the One Hour Enduro, which was the last race of the day as he had a front axle failure on his racing Fiat 124 sedan.



Unfortunately Andrew's race was rather short as the engine in the sports car developed a serious oil leak, both of us were now spectators. For me that was not a problem, as I had lived my dream and had a very memorable race on one of the famous tracks of the world, any more would have been an anti-climax.

However, Andrew thought otherwise and promptly set about turning two damaged race cars into one usable race car. His enthusiasm and never give up attitude is to be much admired. By nine o'clock that evening he had breathed life back into the Fiat sedan and it was ready for racing on Sunday. He very generously offered me a drive the next day but as I had not practiced or familiarized myself in the Fiat sedan I suggested that Andrew should be the recipient of all his hard work from the night before. My racing was over and I think to myself how fortunate I have been, to have driven at Mt-Tremblant and Mosport. The hospitality and friendship shown to me by VARAC members was indeed touching and I hope to return this when it is my turn to be the host to Andrew next February and March in Australia.





## *Racing down under-Peter's red MG Midget.*

*"I am convinced that the Driver Exchange Program is a winner and will continue to try to convince others to join me in meeting like-minded enthusiasts from around the world to share friendships and drive famous tracks in different countries. I wish to thank Andrew, his family and all his VARAC friends for making my dream a reality. I look forward to catching up with Andrew in 2015 and sharing a beer after racing. If other VARAC members wish to visit down under I can try to find them a Race Buddy Host!"*

Peter Mohacsi, Bowral, Australia ([mohacsi@tpg.com.au](mailto:mohacsi@tpg.com.au))



# Did Racing Save My Life?

Type to enter text *By Doug Switzer*



## *I love vintage racing my old Formula Vee ...*

...as a member of VARAC, I'm with a wonderful group of like-minded individuals that restore and race old cars on some of the most fabled racetracks in North America. To race these things, a recognized racing license is required and if you're over sixty like me, you need an up-to-date annual medical.

While undergoing my physical at my doctor's this past spring, I mentioned I had an annoying minor congestion within my chest. No big deal, just a need to do an "ahem" from time to time. I'd smoked for some 35 years, but it's been over 11 years since I quit for good and I thought this sort of thing would be well behind me by now.

"Hmmm...I think we need a cat scan", he said.

I had the scan and a day later was told that I'd better come in and see my doctor...immediately. Unnerving to say the least. An "abnormality" had been found in my right upper lung. It was small and didn't look like much, but cancer couldn't be ruled out. I was gob-smacked. I've known others with serious health issues including cancer, but me? There's obviously some kind of mistake—this kind of thing *just doesn't happen to me*. My doctor assured me, it was indeed happening and something had to be done about it. Now!



I was referred to an oncology surgeon who was thoroughly professional in his assessment and advice; he said we needed more tests to know exactly what we were dealing with.

First of these tests was a "PET" scan. I thought hmm, do I have to bring in my cat for this? (But then, I'd already had a "cat scan"!) Next was a "bone scan" to double-check that no cancer was in my bones or associated tissues. The results would come in a few days but let me tell you, the agonizing wait for news is the most upsetting thing in all this. I imagined all kinds of "worse-case" scenarios.

The results did come, however and happily, no cancers were detected and even the "lesion" on my lung wasn't like a typical tumor. Although we still couldn't rule cancer out, it appeared benign.

The next step was a biopsy, but seeing as the "widget" as I started calling it, was very small and localized, they proposed simply removing it through minimally invasive "laparoscopic" surgery and doing the biopsy while I was "on the table". If benign, I'd be done and sent on my way. If not, they'd immediately proceed to the next level, the removal of the upper lobe of my right lung. This "lobe" accounts for 40 percent of the lung's capacity. With this sobering news, my surgeon also explained how the lung's tissue is very elastic and the remainder of my lung would expand and fill the void allowing a minimum loss of breath and lung capacity. There were no real alternatives and to do nothing could have dire consequences and I certainly wouldn't want to go through all this more than once, so uneasily, I agreed.

A week later, I was in surgery and after what seemed like minutes, I was being asked to wake up and wiggle my toes. I spontaneously made racing-car engine-sounds and heel-and-toed a downshift sequence. The surgery had taken longer than expected due to waiting for the biopsy results. Actually, I'd been under for more than four and a half hours! Unfortunately the "widget" had tested malignant and they'd indeed removed the upper lobe from my right lung. I was disappointed to say the least, but I was also pretty doped up and in spite of this news, I felt surprisingly good.

I was also surprised when they told me I could get up and go to the washroom by myself (although I was dragging along a catch tank and wheelie-stand full of fluid bags, lines and a machine that went "ping"!)

This laparoscopic surgery is truly amazing! Not long ago, they would have cracked me open like a lobster and I'd have been laid up for a couple of months. Now, I'd be going home within three or four days and was already up and around! Wow!

X-rays were taken each day until my release and in four short days, my exercises and breathing therapy had inflated the remaining portions of my lung to almost full pre-op capacity and things were healing well.

Three weeks later I learned the final pathology results. The "widget" was a stage 1 cancer of the least aggressive type and it was caught very early. There was no spread beyond the initial biopsy section area and there was no sign of cancer in the removed lobe. Of course, I then asked if I could have it back!

The bottom line is; I need no further radiation, chemo or other treatments and to quote my doctor, "I'm cured"! I'll have to go for regular check-ups with my oncology surgeon for the rest of my life, but as I told her: "You're younger than me, you should last that long!" (I do plan on being around for quite a while!)





*So, if it wasn't for the racing medical, I may not have been as lucky...*

I cannot impress enough on everyone the importance of regular physical exams, early detection and prompt treatment when it comes to this kind of stuff. Ignoring it is definitely not a solution. This experience has reinforced my appreciation for the life I have and the

amazing medical technology that's now available, but I must admit I never dreamed I'd be talking about myself when I say: "Cancer can be beaten."



Photos by Radu, (Racing In Focus) and Doug Switzer.

# The Thruxton Experience

*By Nick Pratt*



While vacationing in the U.K. recently, I had the opportunity to attend Round 3 of the British Touring Car Championship at the Thruxton Circuit in the south of England, May 3/4. I had purchased a super ticket online some months before which was good for the weekend and allowed paddock access and reserved seating in the public grandstand.

Thruxton is England's fastest road course, similar to Mosport except it doesn't have any elevation changes to speak of. It was certainly a great place to watch these cars stretch their legs at full throttle for most of each lap.





The weekend was glorious, particularly Sunday, where the races were hosted in bright sunshine and temperatures were in the mid to high teens. Besides BTCC, the support race groups included the Formula Ford Championship of Great Britain, Ginetta GT4 Supercup, Ginetta Juniors, Renault Clio UK Clio Cup and the Porsche Carrera Cup GB.

Ginetta Juniors is a feeder series bridging karting and touring car racing and the drivers are only fourteen to sixteen years of age! Both races run were terrifically exciting to watch in these 100 bhp cars that cost a mere £27,500 each. One girl in particular, Jamie Chadwick, shows immense potential so keep that name in the back of your mind for future motor racing glory.



Celebrities present included commentating legend Murray Walker – affectionately known as 'The Voice of F1'.

BTCC held two open practices and qualifying Saturday and three races Sunday, each 16 laps and spaced out about two hours apart. It was hard to imagine doing three sprint races in six hours at the level of competition and frenetic pace at which these drivers run. Added to that they had a 45-minute meet and greet and autograph signing with spectators in the morning.

Each driver sat patiently in front of his pit signing dozens of autographs and having endless pictures taken which sometimes included posing with us mere mortals. The likes of Andrew Jordan, Matt Neal, Colin Turkington, Jason Plato and Gordon Shedden got the biggest draws, each in the early hunt as future overall champion. It was very classy and well organized. Fans could also stroll the front straight almost right up to 10:30 Sunday morning when the PA system burst to life. Announcers and pit lane commentators were first rate and you could hear what was going on from anywhere around the track.

Passing at Thruxton is difficult. Opportunity mainly comes at Club, the chicane leading on to the front straight and at the Complex or the esses (Campbell & Cobb corners). The organizers set up huge, easy to see screens at each of these spots so you can watch the action anywhere on the circuit. The other corner of note, Church, is a flat out right-hander leading to what I deemed to be the back straight. It is the fastest part of the course requiring suitable cojones to keep your foot in it.

I watched the first race from the Complex (where every square inch of grass was occupied) and the second from the public grandstand in my reserved seat. Both spots were super places from which to watch all the action. Regrettably I missed the final race (starting after 5pm) due to a long drive from Thruxton to north Cornwall Sunday evening.

This year the field comprises thirty-one cars and thirteen different manufacturers, a testament to the health of this type of professional motor racing in a period of relative economic austerity in Britain. Only one driver didn't show for Thruxton, the lone American entrant, Robb Holland, who was involved in a shunt at Donington Park. His Audi S3 saloon is apparently a car for which it is difficult to get spare parts.

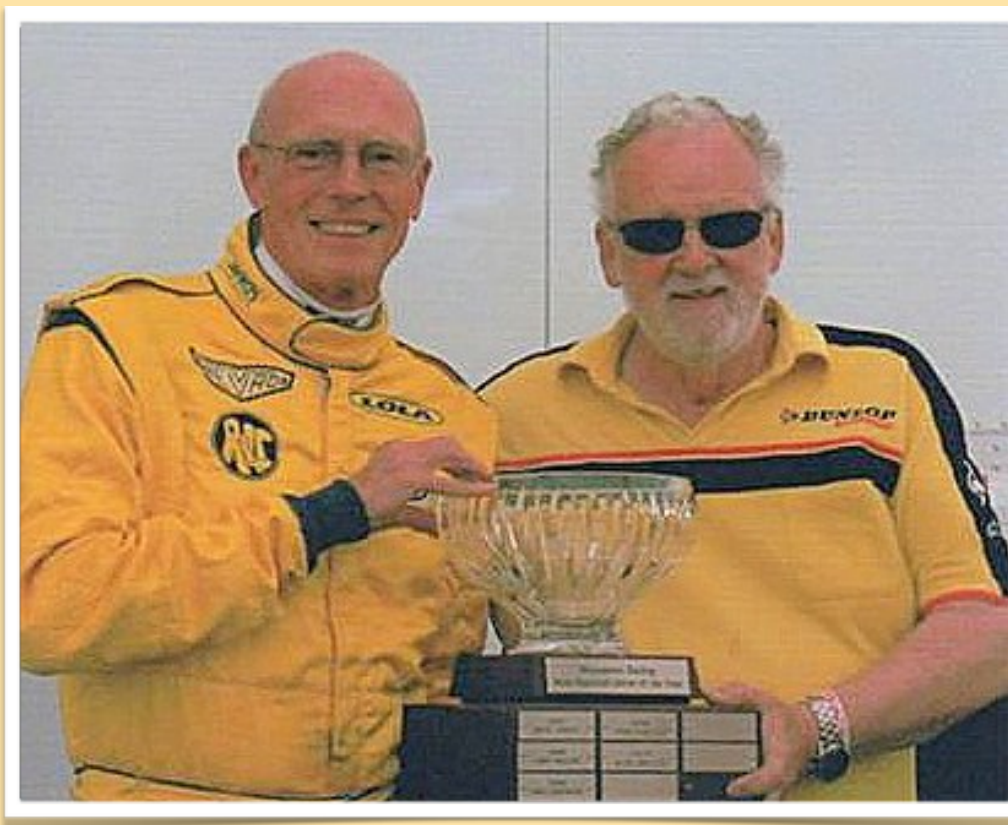
Alain Menu, the Swiss driver, and Fabrizio Giovanardi, the Italian, have made a return to BTCC this year after several years absence driving for Chrome Edition Restart Racing and Airwaves Racing respectively. These pros are great to watch.

I won't reveal how anyone actually did at this event, as I know a lot of VARAC members watch the taped replays starting in November! It was a fabulous weekend and marked my return to a British racetrack after a 59-year absence when my father used to take me as a small boy. (Speaking of getting older it was interesting to watch the first FF win by Sam Brabham, grandson of the late great World Champion Sir Jack Brabham.)

The only thing better than watching this great racing would have been to throw Gidget around a few of these corners! Note: I don't know Thruxton as a circuit from rocket fuel so any inaccuracies are purely from ignorance on my part. *Nick Pratt.*

*Photos courtesy of Newspress and British Automobile Racing Club*





## Phil Lamont, Monoposto's 2013 Most Improved Driver!

VARAC congratulates Phil Lamont, recently recognized by Monoposto Racing as "The 2013 Most Improved Driver"! Phil is pictured above right with Monoposto Director Travis Engen. According to Monoposto "Phil and his beautiful Lotus 18 formula junior...have always been quick-winning the formula junior championship many times...after many years of successfully racing his improvement last year was stunning and he really earned the selection. We can all hope to emulate him in continuing to develop." Well done, Phil!

We should mention that Monoposto also had some nice things to say about the 2014 CHGP..."VARAC are excellent hosts" a "wonderful weekend of racing" on "one of the all-time great natural road courses".

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## The MGB / Chinook FF tour 2014

*By Mike Adams*

This year getting back into a race car was highly anticipated. I had to sit out the 2013 race season due to a rotator cuff injury and too much work at the office. I had worked hard on the MGB to put it back to the full blown engine spec that Al Pease had run in 1967. I had almost double the boost on a freshened engine. I had also finished the Canadian built Fejer Brother's Chinook MK-IX formula ford.

The intended tour was ambitious; the first event was in Gimli, Manitoba, June 5, 6, 7 with the MGB and I planned to leave directly after that event to head to Mosport for the CHGP, June 13, 14, 15, then back to Brainerd, Minnesota on the way home. Then on to Road America for the Brian Redman "The Hawk" event. Unfortunately the MGB part of the tour fell apart in a terminal way at Gimli. I need to re-work the head and combustion chambers and that won't happen until next winter. So the MGB part of tour was over.

But I wasn't done having fun yet and was anxious to go racing. I had the Chinook almost done except some fiberglass work, paint and livery. Change of plans for the tour. Go back out to Gimli for a shakedown on the Chinook on July 4, 5, 6 and take the Chinook to "The Hawk" in Road America on July 17,18,19,20.

I made it to Gimli as planned but after start-up and trying to engage first gear, I found the clutch required a huge effort to depress and broke the slave cylinder mount. Crap, I had another entire Hewland sitting at home with the correct bracket, but never thought a mount would break. No problem, take it off, about 4 miles up the road is an old blacksmith type machine shop ... and he knows how to weld properly, not like me who just knows how to stick pieces of metal together. Back to the track and getting into gear in about an hour. Wow! The car actually ran clean and strong. It had been 22 years since I raced a formula car and what a huge difference from the MGB. I bit intimidating at first, but tightened up the rear sway bar, a brake bias adjustment, and it started to come back to me. I cut my teeth at Gimli in a Formula Ford, and won the Western Canadian Regional Championship in a Formula Ford in 1987. I was back! Continued to improve with tire pressures, more adjustments, but developed a leak at the front of the engine and the tach quit working. The track drive came out of the front engine cover. Struggle to get it back in place and went out again. Improvements came with each test session ... but so did the teething problems. I was finally getting the brake point right for corner one and tracking out to the rumble curbs when I discovered the rumble curb comes to an abrupt end with a 6" drop off. Dropped a wheel in the hole and bent a rear trailing arm. Car got a little squirrely but I knew it was okay to complete one lap of brake bias testing. Rounding the same corner for the cool down lap ... the steering wheel came off in my hand! Gimli is a very forgiving race track with huge run-off areas and nothing to hit except grass and weeds. I had never had a removable wheel before in a race car and I guess I hit the release button during the brake tests. Put the wheel back on, no harm done except clearing weeds out of the nose. Went home very satisfied with only minor items to repair before going to "The Hawk".

Road America is a lot shorter travel distance than Mosport for me, 1800km versus 2700km so our trip was only two easy days down instead of two very long days. I did Mosport alone in 2012 and swore I wouldn't do that again, so for Road America, I had someone to share the drive back and forth and 4 other crew guests. First test session was Thursday morning and went out with a mixed grid of cars with huge speed differentials ... and being a total rookie at this track, I spent most of my session watching mirrors and getting up to speed. I have been to Road America many times as a spectator and I analyzed



and watched hours of in-car camera views to learn the track, but it doesn't help much when compared to the real thing. The extreme braking forces at Corner 5, and the G-load from my butt-gauge going through the Carousel are amazing. The speed carried downhill into Canada Corner is



faster than anything I have ever driven before. My session ended with a bit of disappointment back in the paddock as the leaky tach drive was back and oiled up the engine pan again. I hate oil leaks. There was another afternoon session and it could be gunked up before going again.

The afternoon test session was still a bit chaotic, but I waited behind on the false grid so most of the faster cars were already on their out lap before I went out. I was getting more comfortable with the speed and the blur of the trees and shadows. Back in the paddock again disappointed that the tach drive had worked its way back out. Enough is enough and even though I liked the period correct chronometric Smith's tach I wasn't going to fix it again! I drove into Milwaukee early Friday morning and came back with a Stack, electronic tach that fit in the dash and looked like a Smith's.

Everything felt good, ran good, only blew a few corners while pushing for better times. Then on the checkered flag lap going up the hill to start finish my oil pressure dropped from 35PSI to zero in a second. Shut down quick and onto the grass just past start finish. Tow in at end of session. Test fired up again in the paddock, no leaks, no knocks, and

and still had full oil tank. Why no pressure? I think the issue with the mechanical tach drive coming loose was a deeper issue with the cam end play. I think the oil pump drive gear, also driven by the cam had either sheared the pin or worn the gears down. Either way, my running at Road America was done for the weekend, as I wasn't prepared to pull the engine out at the track to find out.

However, I was at one of the great North American tracks, with five car club buddies and over 400 racecar entries. There was plenty of bratwurst and beer to be consumed and the Seibkins pub plus racecar parades in downtown Elkhart Lake. How could I not have a marvelous time!

I am still grinning ear to ear after a great weekend. My upcoming weekend may wipe off my grin when I pull the engine and check for damage. I still intend to get the car back on track for the Gimli Vintage race event on August 9, 10 and then travel to Mission BC for another Formula Ford race event at the BCHMR on August 16, 17.



*Some background on the Chinook MK-IX: Ex- Tom Burge (1999 – 2005 in logbook. Tom purchased the car from a High School Auto shop teacher named Mac Something) Dan Morrison purchased from Tom 2007 or 08? Dan sold to me in Dec 2011. Cheers! Mike Adams.*





## **Join the VARAC Board of Directors and meet famous racers!**

Why should you become a VARAC director? Because your club NEEDS you! Don't be the driver who shows up at the track Saturday morning and then vanishes Sunday evening, be a real contributor to what we all enjoy. You can lend your talents, (because we know you have them!) to make your club better. You can be the whinger moaning about some minor issue at the AGM, or be one of the people who genuinely helps improve racing for VARAC. We need more good people on the BoD who can spend a few hours a month with a great bunch of people, making vintage racing more enjoyable. Have you ever thought that perhaps you could contribute something to the club? Now's the time to push that idea a little further. Don't be shy! Talk to a BoD member, one on one, get an idea of what's involved. And you will get way more out of it than you put in, guaranteed! It's time for YOU to get involved!

Contact a BoD member TODAY!

<http://varac.ca/contacts/>





## Gary Allen reports from Pittsburgh

"The #42 MGB travelled to Pitt Race-formerly Beaver Run-and after a full test and tune day on Friday we managed to lower the track record on both Saturday and Sunday, finally leaving with a 1:11.7 mark on the 10 turn, 1.5 mile track. That was good for 4th overall in the 13-lap feature of 23 Group V PVGP Le Mans cars. We were the only Canadian entry in the group-the next best MGB was 17<sup>th</sup>, running a best lap of 1:17.1. Dave Good was unlucky to run a bearing in his MGA with a borrowed engine and left early to attempt repairs for the Schenley Park event the following weekend. Dave Holmes entertained with the very popular Tommy Holmes car, circulating with delighted passengers-usually young females!

Overall, another weekend with limited track time-two practices, one qualifier, and just two short races due to the many other featured groups. The track will be doubled in size next year and facilities are good but bring your own beer-hell to find in PA -many motels close by-but avoid the elderly Holiday Inn from the '60's!"

### 2014 Tony Simms Challenge Trophy



Awarded annually to the MG driver judged to have "demonstrated superior driving skill in a car prepared to an outstanding level of race readiness, while still maintaining its Vintage character". Tony Simms began racing with an MGA in 1960 and won the Ontario Sports Car Championship in an MGB in 1968. The actual trophy is the Alitalia Airlines Trophy from that championship year. Gary Allen proudly holds the "keeper" aloft, showing the engraved photo of the MGB taken during that championship-clinching race at Mosport. Gary credited John Dodd with "building such a fine car."



## The Honda Indy!



*Peter Viccary:* "Thanks to friend of VARAC and friend of myself Radu Repanovici, I was able to attend the Honda Indy for three days masquerading as a photographer. I had great fun, up close to the action. Being a photographer is not all the glitz and glamour it might appear to be; it is actually hard work. And there are rules, many, many rules...."

*Above: Ted Michalos, below, Andrew Celovsky leads Ted. P.V.*

*Andrew Celovsky:* "It was a great weekend, being part of the "Toronto scene." Clipping the apex at Toronto means putting your car right up beside the wall! While Ted and I may not have been the quickest cars, we ran clean all weekend. I think we represented VARAC quite well with less-new Formula F1600 cars."

*Ted Michalos:* "Over our 30 minutes on Saturday we had two full course double yellows that ate up seven or eight minutes of our time. Andrew never left my mirrors and tried to take me in some traffic, but couldn't close the deal. We finished 20th and 21st with a time difference of 3/10ths of a second. On Sunday Andrew and I ended 26 and 21st respectively - my lap times were same as Saturday. Andrew had picked

up a second. Kudos to Diane Dale, Jason Sharpe and their whole team for a well-run event."





Peter Viccary: "Car #41, left, is VARAC member Steve Bodrug in his class B Van Dieman. Steve was ably assisted by VARAC member Craig Pick, he of Kiki fame."



"Cars #11 (Reid Arnold) & #20 (Andre DuPreez) are being engineered by my son Shane and his company AVR Motorsports. Shane is a former VARAC member."



Left: Ted Michalos  
Right: Andrew Celovsky





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**JULY 11-20, 2014**  
**PITTSBURGH VINTAGE  
GRAND PRIX**  
Benefitting the Autism Society of Pittsburgh and Allegheny Valley School



## VARAC at PVGP!

Above: David Holmes - MG TC  
Below: Frank Mount - MG TB  
Special

*Photos by Mike Matune*



## The Flying Foxtail...

"David Holmes was at PittRace as support and to give Charity Rides, as there was no Pre War class at this event. The TC is certainly a fan favourite for the rides. David, true to the Tommy Hoan legacy of the car, flies a foxtail from the roll bar (at right) as Tommy did (probably not from a roll bar since he likely didn't have one "in the day"). On one of his Charity Rides, the foxtail flew off (not sure how that got through tech-you'd think he'd need backup safety wire!)-anyway David reported the loss to Race Control. This led to a very curious announcement from the race commentator later in the day....." *Attention! This sounds like a World War II, D Day code, but I've been told to announce,..."that the Foxtail has been found! ""* David Holmes did a great job with the Charity Rides, not only raising funds for charity but also promoting our vintage racing." *Dave Good.*



### *My Pittsburgh Vintage Grand Prix, by Dave Good.*

"As my MGA developed serious engine problems at PittRace,(engine number three this season!) I left on Sunday morning to remedy the situation for PVGP. Together with support from Brian McKie (SVRA MGB/BMW racer) Brian's crew chief, Bob Spaulding and Lino Baggio (VARAC racer from Guelph) plus the kind loan of a backup engine from David Holmes, I was back on the track for PVGP. There were 155+/- cars entered. VARAC representation included Frank Mount in his MGTB special ("Babe") and Holmes in the Pre War class; myself in the MGA with its recent transplant; Ivan Samila in his Lotus 7 and Doug Durrell in his Bobsy Vanguard FV. Robert Searle was also there as a spectator with his family.

My MGA ran well and as the Saturday British Heritage Race was wet I was able to take advantage of my racing radials and finish as top MGA (and, yes, there was more than one!). Sunday saw some very good racing on a dry track-and then I was able to drive my car onto the trailer! -it almost feels like a new experience! All in all a great event-highly recommended!" *Dave Good, DWG Racing, MGA #37.*





Above: David Good, MGA . Below: Doug Durrell, Bobsy Vanguard  
Photos by Mike Matune Photography



<https://www.youtube.com/user/OfficialPVGP>

## 2014 Pittsburgh Vintage GP, Schenley Park

*As seen through the eyes of Ivan and Colleen Samila.*

We headed down on Thursday and ended up parked beside a brother and sister race team, Elaine and JJ Rodman with their Coventry Climax Turner and a 1939 Ford sprint car board track racer. (Below)



Photo by Samila World Wide Photographic Enterprises Unlimited

Unfortunately Elaine's Turner wouldn't start, and this was its maiden voyage after a complete restoration! They were struggling to find the cause, so I went over to help. We figured out that the electric fuel pump was pooched. Very little volume and almost no pressure being generated. I remembered I had a spare pump in the bins of parts, let's see if will fit. By lunchtime we had the new pump in and the car was running! Yippee! That's what vintage racing is all about, right? Community, helping others and seeing the cars on the track where they are supposed to be.

Later, all of the new drivers and some veterans broke up into small groups and began the track walk. Our guide, Darren Mann, a local driver who brought his Lotus Elite and 23B, guided us through the twists and turns of the road course. John Greenwood had told me before we left "This is not a race track, you can't run racing lines,



...use the camber of the road to your advantage". Darren reiterated this, "Don't get on the wrong side of the camber, those high curbs, trees, and hydro poles are not forgiving." What a beautiful course, winding through the trees, ancient stone walls, and snow fence keeping the spectators off the track. WOW!

Saturday: Rain! I am new to racing, and even newer to racing in the rain; little practice and my last outing in it was less than gratifying. Oh well, I have learn to drive in it, so off I went. (Oh yes, I have to learn the 20 turns while I am at it.)

My Lotus 7S4 was put into Group 6; Vintage Sports Racers, Formula Jr. and Formula Vee, which included the other Lotus 7s as well. (We also signed up for the British Heritage race on Saturday) One lap under yellow, second lap goes green, and then 4th lap, full course RED. A car was off the track and into a pole. I waited about 20 minutes in the car, and was then told to make my way back to the pits. Unbeknownst to me, crews were told a Lotus had hit a pole; no one knew the number of the car. Colleen was beside herself, was it me? No one could tell her. She was mighty relieved when she saw me drive back to the paddock. The car involved in the accident was the Lotus 23 of Darren Mann, the driver I did the track walk with. He was taken to hospital with non-life threatening injuries, fortunately. The resulting scheduling confusion meant that we missed the British Only race at the end of the day. It was not mentioned on the schedule, and it was immediately after our afternoon qualifying. I think of the 30+ cars that entered, less than a dozen showed up for it.

Sunday: No rain, but very hot and humid. Morning qualifying; first lap, my belts unlatched, yikes, pull into grid, reconnect them and go out. Corner one, clutch pedal drops to the floor, oh oh, complete lap with no clutch. Upon inspection found out that the circlip holding the master cylinder had slipped and my master cylinder slid out of place. We repaired it and were ready for the feature race.

## The Sunday Feature Race.

Due to the happenings and weather on Saturday, qualifying times were all over the place. Since I had never managed a fast lap I was positioned way back in the pack. It didn't bother me, as I was still trying to learn the track. On the parade lap, the formula car on my right side backed off at the last



Photo by Mike Matune Photography

corner, so did I, in accordance with starting positions. So when the green flag fell, the front of the pack was long gone. No matter, I was there to have fun, to learn, and come home without any repairs needed, as we were going to be at Waterford Hills the following weekend. It took me a bit to get up to speed, find my groove, and then, before I knew it, the race was over! Darn, I was really starting to enjoy this track!

In summary; a fantastic event! Wonderful friendly volunteer staff, great fellow racers and crews, and spectators who loved the show. We will be back next year. Ivan and Colleen Samila. #64 Lotus 7S4

"I must say that the camaraderie was outstanding among not only the Canadians who were spread out over the paddock, but all those involved – the drivers and their crews from various states across America, to the volunteers who assisted with setup, to the grid workers and spectators throughout the weekend. I have never felt so welcome at any event that I have attended – I even got a hug from a grid worker after the last race, he said – same time, same place next year, looking forward to it! Also, I am proud to be part of a crew that races for VARAC, as the helping hands that are always there at the ready for anyone in need. All those vintage cars – from pre-war to the 80's! From a mom's perspective, it's like everyone pitching in to help with everyone's children as a lot of these cars are a big part of most families!" *Colleen Samila.*

<https://www.youtube.com/watch?v=97uXtn3Oru4>



Wonderful  
Waterford!



Great reports from Waterford, everyone seemed to have fun! Wet weather prospects made a quick re-vamp of Sundays schedule necessary but Event Chair Joel Hershoren juggled the grids and somehow managed to make it work out, the weekends racing was all done before the bad weather arrived! Well done, Joel! Our thanks to Johnny G for his report, also Colin Gibson, Nick Pratt, Vytas Svedas and of course, a big thanks to Tom Dahlem for his great photographs:

<http://www.waterfordhills.com/gallery.shtml>

# Waterford Hills 2014

*by John Greenwood.*

*OK, now where do I start? Twas a braw bricht moonlicht nicht the nicht...naw, that won't do...! It was a "Grreet weekend fur motorrr carrrr rrrracing!!" Aye, that will do it!*



In the long tradition of Waterford Hills, it was a great weekend of racing! I will try to list the VARAC entries and of course many were there with their wives and better others, I can never remember spouse's names, so I won't try! I counted 13 entries in my memory, and I apologize to anyone I missed in this wee report. There was Ivan Samila, Nick Pratt, Fred and Randy Samson, Don Hooten, Joe Leadfoot, Anthony and Vytas Svedas, Colin and Sean Gibson, Jon Brett, Alistair Mclean, Bob Polak and I, John G. Bob Polak's Mini Marcos was driven all weekend by a prospective buyer for this car.

I also met a "face from the past " Sean Gibson's mum and Colin G's ex, Beth, who used to interrupt young Sean from playing with his Dinky toys at Mosport at dusk and stick his protesting body into a sleeping bag! It was nice to see her again after all these years.

The race event is a full three-day affair that starts with the mandatory drivers meeting, conducted in a friendly yet businesslike way, led by Race Director Joel Hershoren. Then off to practice and quallies. Four, yup that's four sessions on Friday! I found a problem with my rear brakes and had to miss my first session, however NO PROBLEM, just talk to the grid staff and you are in to the next compatible group, (still got four sessions!) All this driving took so much energy that I could hardly lift my Moosehead to my face at 5pm.



My car was running well, so I was pleased to qualify in 3rd place behind Tom Grudovich, Lola Mk 1 and "Fast Nick", plus beating out a quick Elva Courier that I raced and chased all weekend. Saturday was a full slate of 3 quality race heats, leading up to two feature races on Sunday. So anyone reading this little report can see that event has a ton of track time. The track is BLOODY TRICKY! (In fact, a VERY experienced driver whispered to me at the Saturday banquet) "I never, ever, saw my gauges the whole session!" "Whew," I thought, "It's not only me with that problem!"



This year, as has happened in previous years, the very competent race staff acted swiftly when a major storm was predicted on Sunday afternoon. They quickly worked out a way to double up the racers per heat, so that everyone could get in their allotted race time before a LARGE storm hit the area. It was terrific planning, as no entrant lost track time and the event closed down by 3 pm, so everyone got packed up and left BEFORE the huge storm hit the area. I understand this storm came all the way up to Ontario.

I could write on and on about the exciting racing, like when a certain Swedish accented Alfa driver did some agricultural work, and a search party was required to find him in Swamp Corner...but I won't! We missed the usual group of VARAC F Vee's, and that's unfortunate, as there is a decent grid of VSCDA Vees with their own race. I was also disappointed to miss the final feature (double up race) as my clutch hydraulics had 'blown up ". I was looking forward to see if I could catch Joe Leadfoot, as my race times were close to his and I usually don't get to see him much at Mosport!

However, as the regulars know, only half the fun of Waterford weekend is on the racetrack. A great part the event is the terrific ambience and warm feelings directed toward the entrants, from the Friday evening Fish and Chicken fry, (free tickets to all returning entrants) and the wonderful Saturday evening Steak Banquet, where huge, 14.oz BBQ steaks with all the trimmings are served to the festive crowd. It's a super banquet with lots of jokes and prizes, a great chance to meet and mingle with other competitors. The Saturday affair normally finishes a little earlier, due to most people being "just too bloody tired!" However, I am very pleased to see that "the young yins " are upholding the VARAC tradition of Fish Fry Friday by closing the bar and being escorted out of the building after finishing time! I should note that all the late night revelers were those G70 ruffians and that all the auld yins had sensibly CRAWLED across the paddock and into bed.

I will be back next year at Waterford, hopefully bringing the ex-Bill Hirst '62 Turner; it's time to go scare myself in something different!

*The Wee Yin, John G.*



Above: "Git oot ma way, ya wee sassanach hoser!"

Below: An appropriate pace car for the Formula Vee race!





## Colin Gibson reports from Waterford



Friday was a beautiful day with 3 track sessions for the G70 cars.

Unfortunately Jon Brett was having problems with the Firebird, which led to having to pull the diff cover off. Nothing like stinky 80/90 gear oil! Jon smelt pretty bad at the fish fry but the \$5 pitchers of beer made it all better!

Saturday qualifying was fun. I was able to get by some traffic and qualify 4th behind a real fast 944, BMW, and a Firebird, with my Dad and Alister McLean behind me, luckily. Unfortunately for Jon the problem with his car was the clutch, so he was unable to do anything more than tour around. The Saturday afternoon race was fun; I stayed with the Firebird for a while but then he got away. I was able to gap my Dad and Alister, who were having a little fun, apparently there was some farm work being done by the red Civic!

The steak dinner was great; Joel and Kathy did a great job with the awards and again...\$5 pitchers of beer! Great people to share stories with, a good time was had by all.

Sunday morning I managed to get by the Firebird on turn one and had a heck of a battle with him; I pushed as hard as I could but used up all my tires and brakes. I held him off until he simply put his foot down and used his 475hp to pass me in the last corner on the last lap-- what a race! Dad and Alister in tow again thankfully, lol!

Sunday Afternoon Race: they combined classes, as there was some bad weather on its way. I finished behind the Firebird in that one, with no tires left and running low on energy...(\$5 a pitcher!) The red Civic was closing in on me with a few laps to go so I had to pick up the pace, but managed to hold Dad off!

Waterford is a great place; great people and great hospitality. When you drive in the gates it's like you go back 20 years in time and that's a good thing. Can't wait till next year!

*Colin Gibson.*



Nick Pratt: I had a great weekend at Waterford Hills, winning my class and enjoying the fun experience of doing a lap with the checkered. The most positive aspect of the event for me was shaving 1.1 seconds off my best lap time in the eight years I've raced at Waterford in the "modern" era.



**Our thanks to Tom Dahlem for the great photos!**

Above, Nick Prat enjoys the victory lap. Left: Colin Gibson apparently had an agricultural excursion. Below: Alister MacLean's Porsche 944.







“We had a great time at Waterford this year. My father and I arrived late to the track, however Waterford being the wonderfully laid back track that it is, there was no pressure to get our car onto the track with plenty of track time to spare. All of the VARAC racers had a great time, even with Don Hooten putting on a brave face after suffering engine and transmission for the third year in a row. Bad things usually happen in threes, so perhaps next year he'll take the trophy.

The off track entertainment was just as great as the on track entertainment. I swear Joel has taken some lessons in stand up comedy - the crowd was in stitches.

I had one of my most memorable races thus far, even on some very old and now very bald tires. Thank you to everyone for a great weekend! “

Vytas Svedas, #23 - '66 Alfa Romeo Guilietta Sprint



Waterford Photos by Tom Dahlem

<http://www.waterfordhills.com/gallery.shtml>



## Thanks For Coming! See You Next Year!

Hope all the Canadian contingent had a great time! What a weekend! The biggest challenge for me was beating the known coming storms, and getting all the track time in that drivers expect. I reached into the Waterford playbook, and made the Sunday afternoon races match our old feature format, 6-7 groups pared down to 4 groups. (You used to have to "qualify" to be in the feature, by time or finish position.) Anyway, we got it all in on a dry track, and had folks well on the way home before the epic storms came in around 4:45 pm.

Another highlight is a trophy that surfaced from the very first race in 1959, damaged by fire in the 70's at the track, and never restored. It is now a new Vintage trophy, given to the "Oldest Driver who does the Most Laps in the Oldest Car." I just kinda made it up on the fly! It made it a tie between two 80 plus year-old guys, Gib Hufstader (long time Corvette engineer and racer) and Garret VanCamp (long time Waterford racer and 1970 F-V national champion). Great to see you all, hope to see more of you next year!

*Joel Hershoren, Waterford Hills Road Racing Vintage Event Chair.*



# Brits On The Lake!



VARAC Wins Ambassador Award!



BRITS ON THE LAKE Classic British Motoring Revival weekend (August 9 & 10) kicked off on Saturday with the "Wing Commander's Rally/Tour", in honour of the great Nigel Shiftright. This is a rally-style tour of the area surrounding Port Perry and Lake Scugog. It takes in a local winery where participants are treated with a complimentary bottle of wine and the opportunity to taste more! From there, it circles Lake Scugog, taking in small villages and hamlets as well as a cruise of Lindsay's Kent Street, a stop at the "Sand Bar" for a beautiful view of the lake and then more beautiful countryside before arriving back at "The Pub" for wrap-up and wind-down after 105 thirsty miles.

"The weekend was a huge success!" said Bob DeShane. " To top it off, and much to my satisfaction, VARAC won the "Ambassadors Award" again! That prize is judged by the Business Improvement Area businesses and awarded to the Car Club having the best display. It provides a wonderful platform for the promotion of VARAC and I (we) have John Greenwood (looking rather pensive at right) to thank for promoting VARAC membership. "



"Many thanks to the following VARAC members for their support-David Holmes (Tommy Hoan MGTC), Jamie Shelton (Shelton-Mansell Racing Partnership GSM Delta), Brian Thomas (1972 & 1992 Mallocks), Ted Michalos (789 Sprite, Formula Ford, 1971 MG Midget), Ivan Samila (Lotus 7), John Greenwood (Turner) and to friend George Battaglini (1996 Lola-Cosworth Indy Car). VARAC Photographer Radu Repanovici was on the streets and behind the lens.

Noted guests included Colleen Samila, who attended with her lovely Nash Metropolitan. Tony Burgess (BEMC) was there with the most beautiful Morgan Aero Super Sport and lovely lady. We were visited by Bill Brack and Isobel Stark, Dr. Larry Barcza and his wife, Bill McEachern and Dr. Terry Brown and his wife and of course, my son Craig and wife Robin, with grandsons Colin and Carson, all good



friends and part of our extended racing family. Of course, huge thanks go to my wife Marilyn and sister, Jane and brother, Neil for their sterling efforts of support.

I can tell you that the VARAC cars drew lots of attention. A special treat was provided as the VARAC cars were driven to and from their day's rest. I have to say that if I were judging for "Most Extreme Exhaust Note", the prize would go to that potent little A-Series in Ted's 789 Bugeye! WOW! Hearing that thing with its eardrum-tearing blare, bouncing off the historic bricks and mortar was truly magnificent.

It is very rewarding when you consider that it all started when I invited some folks to join in a new little car show, in a tiny little town that most have never visited before. 2014 was our sixth year. We started with 125 cars. There were 273 cars registered in 2013 and probably 50 or so unregistered, pushing car count to just over 300. This year we had 319 registered and an undermined number of unregistered cars. All that I know is that we expanded the street closures to accommodate more cars and there were reports that folks were being turned away for lack of room.

Car Clubs form an important role in the enjoyment of motoring and motorsport. Accordingly, and in support of the clubs, we present the NIGEL SHIFTRIGHT AWARD to the club having the most member entries. This year there were 17 Car Clubs represented. The NIGEL went to the Toronto Triumph Club, handily beating second place MG Car Club of Toronto. Other clubs represented were Georgian Bay British Car Club, Durham Eastenders British Car Club, Victoria British Car Club, Austin Healey Owners Club, British Saloon Car Club-East Enders, British Empire Motor Club, Southern Ontario MINI Club, Ontario Jaguar Owners Association, Headwaters British Car Club, Georgian Bay British Car Club, Boot & Bonnet British Car Club, Lotus Club of Canada, Austin Healey Club of Southern Ontario and of course, VARAC.





Thanks to Radu Repanovici / Racing In Focus, for all the great photos!







Being at the centre of things, it is difficult for me to really get an appreciation of the show from the eyes of a spectator, but I will admit that on the two occasions that I had a few minutes to break away and walk the streets in either direction from the Old Post Office, I was truly overwhelmed with the spectacle. Beautiful cars. The array of manufacturers was astounding. But, best of all were the scenes of interested onlookers, groups discussing the merits of various individual cars, the smiles on the faces of spectators, on the children fresh out of the kiddies area and best of all, the car owners faces full of appreciation of the attention received. FANTASTIC!

The Chamber of Commerce estimated that a crowd of about 14,000 attended throughout the day, rivaling the Port Perry Fair. If you have never been to BRITS ON THE LAKE Classic\_British Motoring Revival, make a mental note to attend in 2015 and make a day or a weekend of it. We'd love to see both you and your car on Queen Street.

*Cheers! Bob DeShane*

Jaguar has revealed the prototype of its 'new' Lightweight E-type, a further six of which will be built.



Jaguar announced in May 2014 that it would recreate six new Lightweights, each built by Jaguar Heritage, part of Jaguar Land Rover's new Special Operations division. Each of the six cars will be built to a specification originated from the last Lightweight E-type produced in 1964 and will be hand-crafted at the original home of the E-type, Jaguar's Browns Lane plant in Coventry, England. The cars will be sold as period competition vehicles and all will be suitable for FIA homologation for historic motor sport purposes. *(This includes the Canadian Historic Grand Prix, so put one on your Christmas list!)*

The new cars are the 'missing' six vehicles from the 'Special GT E-type' project, which originally started in February 1963 with the objective of building 18 cars. Only 12 of the aluminium-bodied Lightweight E-types were eventually built, the remaining six designated chassis numbers having lain dormant, until now. The six new cars will carry those original, historic Lightweight E-type chassis numbers. *(As the license plate on the first racing E-Type I ever saw said: BUY 1 2)*