



PIT SIGNALS



LATE BRAKING NEWS FOR THE VARAC VINTAGE RACER - December 2016 - JEREMY SALE

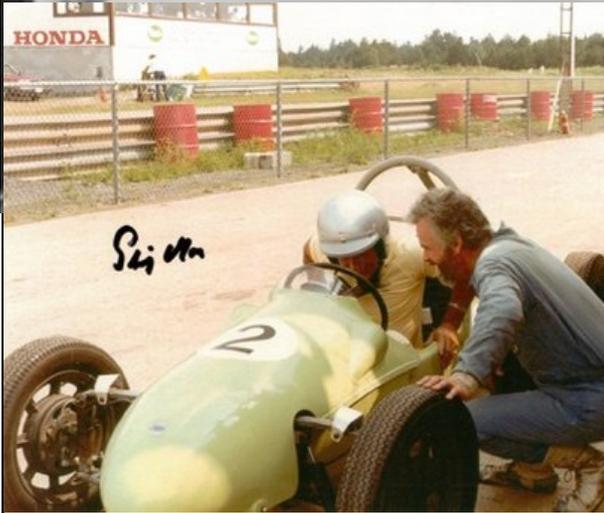


In this issue: Cam McRae cracked the whip and rounded up some 2016 highlights from VARAC members, as well as a returning racer's story, plus the efforts of a new member to make the grid. Also, Claude Gagne tells us about his Lotus Elan restoration. Plus a note on Rapid Reg Hillary, race and rally driver, who just turned 96! John Kinnear contributes a "Scuderia Hysteria" anecdote! At right: Who turned 80 this year? Birthdays, birthdays, birthdays! It's all in Pit Signals!



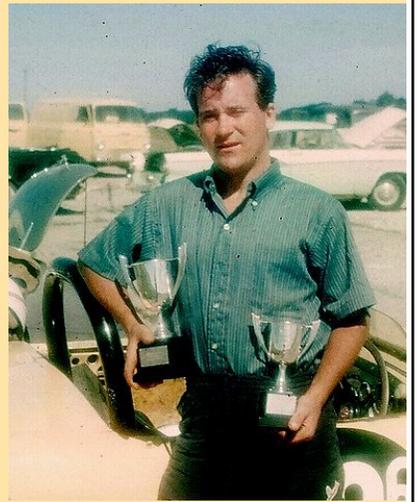
Old age and treachery
will always overcome
youth and skill

Santa John Greenwood, right, turns 80 on Christmas Eve, joining 2016's other new octogenarians, (clockwise) Jack Boxstrom, Walt MacKay and Van Worsdale. They were beaten to the milestone by Phil Lamont, 81 on Dec 21 (seen here with Stirling Moss) and his much younger friend Bill Brack, 81 Dec 25th.



As mentioned on the previous page Jack Boxstrom turned 80 on September 27th, "First I got depressed, but Kathy said, "Well Jack, 80 is the new 70!" So "that Greenwood guy is just a kid to me!" Kid Greenwood, right at Harewood, says "The Bugeye Sprite was almost a new car at the time!"

Phil Lamont says, "81? Who woulda thunk it? In my inspired youth at the Toronto Star, friends had a pool that I wouldn't make it to 30! I was living the 60's Mad Men lifestyle at the time!"



Phil sent the photo (bottom) of his "much younger friend" Bill Brack in the Lotus 49B at Tremblant, 1968. And that's young Phil (left) driving even younger Jack Boxstrom's Can-Am car through scrutineering at Mosport in 1965. "That weekend a trailing arm mount broke when Jack was hustling down four at Mosport -he ended upside down in the creek bed at the bottom of the hill!"



Santa might be a little late....



Please drive safely!

This photo was taken in the sixties on one of the Canadian Winter Rallies. The driver of the Saab, an American I believe, didn't seem too concerned about the situation, in fact he told me he would like a copy of the photo, but in the rush I didn't get his name. Anyway, it's a fun photo and an opportunity for me to gently remind VARAC members to please...stay right side up over the holidays! J.



Winter tires, anyone?

Claude Gagne: Race Restoring a Lotus Elan!



Claude, why a Lotus Elan and where did you find the car?

Well, I am a long-time Lotus fan. In fact, I started vintage racing with a Lotus Europa, but I had to sell it because I did not fit too well in it. I then raced a Seven, until the roll bar was deemed not safe enough by CASC. I then found my current Lotus 61M Formula Ford. Great fun, but other than the CHGP or the Sommet des Légendes, I find myself running with cars with doors and fenders, unless I go to the USA with VRG or SVRA, which is not ideal given the longer travel distances and the weak Canadian dollar. I then started thinking about getting a closed wheel race car. Then I remembered Ron Wanless racing an Elan some years ago....



I already owned a couple of Elans so I thought that would be a good idea: light car, superior handling, 4-wheel disc brakes, decent power, etc. But I did not want to butcher one of my Elans in order to make a race car, on top of the risks inherent in racing. So I started

looking for a basket case Elan that would be suitable for restoration as a race car. That was back in 2011 when I had just retired and figured that I would have all the time in the world to play around!

With that in mind, I found that Elan in York, PA. It was not a basket case, and therefore more onerous than what I was looking for, but it was an Elan racing project that had been stalled for a few years and the owner wanted to move on. The chassis had been reinforced, à la 26R, the body was on primer, and everything else was apart, other than the engine partly assembled. So Nicole and I hitched the trailer in the Fall of 2011 and went to southeastern PA to pick up a car in boxes!

Question: Who did the restoration and how long did it take?

The car sat in my garage for about a year before I could turn my attention to it. I found a body man who agreed to spray the body for a very reasonable amount, i.e. a race car paint job, certainly not concours. When the car came back, there was overspray on the chassis, suspension and brakes. So with the help of my son and two of his friends, we lifted the body off the chassis and I disassembled everything before painting all the bits and pieces separately.



With the help of the same crew, the body was put back on the chassis once the suspension had been reassembled. In order to save time, instead of reassembling the twincam engine, I decided to use a Ford crossflow engine (built by Dave Rollo) that I had bought for my Seven earlier, but did not use because its dry sump pump is mounted up front as opposed to on the side of the engine, and which interfered with a crossmember in front of the Seven chassis. No such issue with the Elan, so why not? I well realize that power will not be the same but this is only a temporary measure, the idea being to get the car running first and then assemble its proper engine in due course. The better plans don't always work out as expected, and in spite of the engine shortcut, it took me four years of on and off work to complete the project. I should say four winters, as summer is way too busy to spend time on a restoration!

What was the biggest challenge in the restoration process?

It seemed that everything that I would undertake would have a wrinkle. The differential is no fun to slide in, especially with the reinforcing bracket to hold it in place under racing conditions. The roll cage was fun too, it is a bolt-on from Safety Devices in the UK that is FIA approved, but you have to cut the fibreglass in the wheel wells in order to slide some tubes into the sill and then redo the fibreglass. I kept the windshield, and that takes a few hours to push in very gently in the fibreglass frame. The CV joints, replacing the stock donuts in the rear drive, were a pain to put in. With electronic ignition, the tach had to be converted. With a different engine, the exhaust manifold had to be fabricated. And on and on...

I had also decided to convert the RHD of this car (originally registered in the UK) to LHD as I figured that shifting with the right hand would be more instinctive in racing conditions. So I needed to source a LHD steering rack as well as a LHD pedal assembly. And since I

had kept the windshield, in order to be in a position to easily convert the car back to road configuration, I wanted to keep the wooden dash board look, so I had to make one up for LHD. I did not want to cut off the door window frames and did not want the door windows, so I had to fabricate some plates to hold the door latches. Even the radiator would not fit right away, even though it was the original radiator that came from that exact location! So take your pick as to what was the biggest challenge was!





Question: When you first got out onto the track, were you happy with the way the car went?

First time out was at the Fall Classic at Tremblant at the end of

September. I knew it was going to be only a shakedown as I had only driven the car on the grass around the house to make sure that the brakes were working, that all gears were available, etc. I was ready for issues like engine, transmission, cooling or braking but certainly not handling. I have Spax adjustable dampers on all four corners but did not check what the spring rates were. I had carefully measured the height of the steering rack to minimize bump steer. And since I was using original suspension arms and front roll bar, I simply adjusted front toe-in. So what a surprise: the car was running fine, except for terrible handling. Too much leaning in the curves, which was inducing tremendous understeer. I cranked up the adjustment on the dampers as well as the spring platforms for a firmer ride but saw little improvement. I checked the camber on all four wheels and measures were all over the place, in part due to the uneven ground no doubt. Similarly, the toe-in in the rear was non-existent, where a bit of toe-in should be the norm. I will have to recheck all this in my shop over the winter and maybe get some adjustable wishbones front and rear, depending on the results.

In spite of all this, I entered 5 of the 6 sessions, even if I was the slowest on the track with my woes. To my great shame, I must admit that I did only two laps in the qualifying session though: I ran out of fuel! The fuel cell is only 5 gallons, but that is no excuse...



Finally, in the Sunday morning race, on the last lap, the gearbox got stuck in second gear, so that was the end of the week-end for me. But even then, I was quite pleased. I managed many laps in a totally unknown and untried car. I had compliments all week-end long on how good the car looked. Spectators were taking lots of pictures. Of course, I wished I had been faster, but at least I know in what direction I have to put my efforts over the winter. And best of all, I did put the car back on the trailer in one piece, albeit with a jammed gearbox!

Claude Gagne.



2016 Highlights with Cam McRae!

When Pit Signals Editor Jeremy Sale invited me to compile a group of “highlights” from the 2016 season, I agreed with guarded enthusiasm. Although I thought it was a great idea, getting a group of race drivers to put something on paper, on time, is, as I told Jeremy, like “herding cats”. Nevertheless, I reached out to a cross-section of VARAC members, some seasoned veterans, some New Kids on the Grid. And, some whose voices we don’t hear often enough in Pit Signals. I told them that it could be a comment on their season, or a highlight, or a lowlight. Everyone likes to read about somebody else’s mechanical disaster. We all have enough of our own. There were a few felines in the group, but overall, everyone responded in true VARAC fashion.

As for the McRae family, we had a great season. Only three races, but each was a well-run event at a venerable, storied, and picturesque race track. Mosport, Lime Rock and Tremblant - nothing better.

As far as my highlights go, two stand out. One was acting as MC for the “Legends” event at the CHGP. Call it bench racing with some old friends - who just happen to be international motorsport greats. The star of the show was the man I’d known the longest. It seemed like we were losing Craig Fisher a couple of years ago. He would attend a Legends meeting, but would sit in the audience, not participating. He has subsequently turned that around, this time entertaining us with his wit, his firmly held opinions, and especially the sharply recalled memories and well-told stories of his time in the Trans-Am series.

The other was having son Rob on the scene as an integral part of Team McRae. Rob has been hanging around race tracks since before he was born, He’s knowledgeable, skilled - and he’s big and strong! Although his chosen sports don’t involve engines - mountain bikes, skiing, racing sailboats - he has maintained a passionate and infectious enthusiasm for auto racing.

So, take note that these racer’s submissions have been published in a casual, but thoughtful, order. Read them in sequence. They tell us a lot about who we are. And, why we do what we do.

It falls to me to report the first one. I had buttonholed our esteemed President, Del Bruce, asking for a one-pager. But he begged off, citing all the work he had to do for the up-coming AGM. (A likely story). Instead, I asked him for one sentence. He replied: “Turning a 1:34.47 and breaking out of F Class with a motor 130HP less than the one that turned a 1:32 in E Class.” Yep, Del, that would be a highlight!



2016 Highlight! Returning to the Grid: Phil Soden.

After retiring from racing five years ago, I found that the racing bug was growing in me again, so last September I purchased a “race ready” MGB.

By November the car was fully stripped to bare metal and the rebuild began. Meanwhile the engine was delivered to John Dodd for rebuild. New pistons, rods, camshaft, Webers and many smaller items. John later delivered a wonderful engine. The pressure was now on to get ready for the first race; oops, missed that one but later found myself on the grid at the Festival, and what a grid: fifty plus cars *and all faster than me!*

My last race on the VARAC grid was with my Mallock 11B in which I managed to get down to 1.34, so in my mind I thought I might be close to the other MGB's in terms of time: big mistake! I think my first time was 2:20 and I was lapped several times by all the other cars. Good job I had effective mirrors as I spent more time looking in them than looking where I was going. I would like to say I got below 2 minutes by the end of the Festival, but alas, no way. I did however have fun (after I stopped being terrified).

The other races that I attended were much more relaxing and I even got to pass another MGB . I did slowly realize that my lack of speed had something to do with being five years older and my inability not to use the brakes on corners where I knew they were not needed at my slow rate of knots, something to do with self preservation!

Am now looking forward to next year....

Highlight! 2016 Racing Season: by Frank Mount

For us the season began with VARAC's Canadian Historic Grand Prix at CTMP. It is always nice to start the year with an event that is less than two hours from home. We always run the TC #104 here since the CASC rules do not allow the TB Special as it lacks a fuel cell and the roll bar does not conform to their design. Unfortunately the TC broke a half shaft early on and we became spectators for the balance of the weekend. Still a well run, fun event.



Next up was the Pittsburgh Vintage Grand Prix which is an event that I particularly enjoy and have attended annually since returning to racing in 1998. Here the TB required a new seal in the brake master cylinder before being OK'd to race. All seemed good until I plowed straight through the hay bale chicane. I guess we didn't do a thorough enough brake bleed. Luckily no harm was done and "Babe" ran well for the balance of the weekend.

Next we travelled to Waterford Hills in Michigan which was our MG Vintage Racers Annual Focus Event. We have not missed one of these events since 1998 even traveling to Hallett, Oklahoma in 2006. I first raced at Waterford Hills in 1962 in my MGA Twincam. We always have a good time there and enjoy their hospitality.

On the Labour Day weekend it was off to Lime Rock Park in Connecticut. This event attracts a lot of Prewar entries and our TB Special does well there managing a second and third place finish over the course of the weekend. Two weeks later for the fifth and final event of the season we travelled back to Lime Rock with the TB for the VSCCA Fall Finale. This year's event featured Prewar cars and again had a very good grid of entries. It was a great weekend the "Babe" and I received the Jerry Sherman Award for general car preparation and sportsman like driving. The corner workers apparently decide the driving part. All in all, a good season with no major repairs required before the start of the next year!

Looking Back on the 2016 Season: By John Kinnear

I'm sorry to say that my 2016 season was shorter than usual as I only entered two race events. Between life getting in the way and an aversion to racing in hot weather, I did not get in much racing. However, the two were both memorable. The CHGP was one of the best ever and I enjoyed the action both on track and off. We shared paddock space with our good friend Dick Odgers with his Morgan and the Pub Night on Friday and the buffet in the Conference Centre on Saturday were 'icing on the cake' on top of 3 great days on the track. The best was saved for last as I hit my personal best lap on the last lap of the final race. As always, I love racing with the VARAC racers and our visitors. Just too many to name!

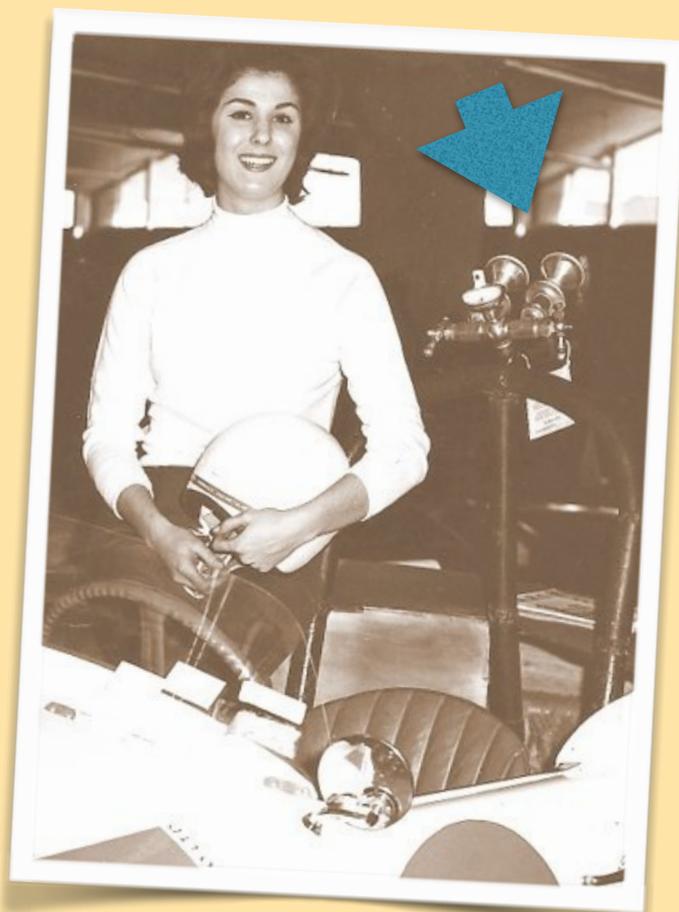
The second event was Celebration and instead of hot and dry, it was cool and rainy. It seemed that I spent the whole weekend trying to get on top of the car with little success. But then, most of the other drivers seemed to have the same complaint. On Saturday, I had a big moment at the top to Turn Two (what a place to do that) as it all went sideways, literally. However, I managed to recover down in the run-off area, and with elevated heart rate, rejoined the race, somewhat chastened. That evening at the wine and cheese beside Ted's trailer, a marshall approached me and wanted to know what in heck I was trying to do out there! On top of that, I had my first spin out, at Corner Nine. As the tail end passed 90 degrees, I decided that I wasn't ever going to catch this one, so remembering driving school, I did both feet in. The MG did another 270 degrees faster than the eye could follow and ended up going more or less in the same direction as we started, at about 5 mph in the runoff area. I down-changed, let out the clutch, did a U turn to check on-coming traffic, then carried on with apologies to my heart for all the abuse. At the conclusion of our final race, I was shocked to receive the trophy for first place in V/H 4! Sometimes awards don't line up with what one would think. Now it is time to put the car to bed for the winter and dream of a greater schedule next year!

2016 by Jeremy Sale.

Pit Signals keeps me in touch with people with similar interests and I am fortunate to have a fairly steady source of race reports, anecdotes and tips from the “Usual Suspects”. Usually I’m either flooded by stories that are too long, or I’m begging for content. There are also great photographers who generously allow us to use their images. I also occasionally try to document the racers and some of the cars of the fifties and sixties. This has brought me into contact with some interesting people. Bill Brack, Al Pease, Ludwig Heimrath, Jack Boxstrom, Bill Sadler, Craig Fisher, Ross de St. Croix and others. And people like Reg Hillary...

Reg Hillary was a well known sports car racer back in the day, as well as a noted rally driver, winning the inaugural Trans-Canada Rally, a gruelling 4,100-mile, six-day race from Montreal to Vancouver. Reg raced various cars, including Triumph TR3s, Austin Healey Sprites and a Daimler SP250. He was and is a “character”. For example I seemed to remember that he affixed a water faucet to the roll bar of his car, for some odd reason. I asked him about it recently, he claimed with a chuckle

that *“The elevated Upshaft operates through the Jockey Sprocket Gears which forces air through the Woffel Tube Assembly to create Down Force through the Fluffel Box!”* Reg turned 96 this November and he is still sharp as a tack. Always well turned out, drives a nice white Cadillac with “Reg” on the licence plate. More than a racer Hillary’s interests and accomplishment are many. Toastmaster. Mason. Air raid warden during the Second World War. Dirt biker. Ice racer. Yellow belt in Judo. There’s a story on Reggie in this edition.



My first VARAC Season: by Paul Austerbury

Like most VARAC members I have always liked old cars. My first car as a 17 year old was a 1973 MGB running on three cylinders and was what I referred to as "rust" blue. Well, it was 10 years old and in Sault Ste Marie, so what should I expect? Anyway I rebuilt that motor and pop riveted a new floor in, as the drivers seat was almost like a Flintstones car. I kept it going for eight years, though I didn't dare open both doors in case the car folded in half!

I turned 50 this year, so I figured it was about time I tried my hand at vintage racing. I live in Kensington Market in downtown Toronto, so I decided I needed a car that I could hopefully drive to and from the races, while using an urban underground parking spot, no garage, and certainly no trailer and tow vehicle! So last summer I bought, sight unseen, a 1970 914 with a later 2.0 installed, which the previous owner used to autocross near Chicago.

Flash forward to this spring where I missed my deadline for Race School at Mosport, only to discover I still had a shot at Shannonville. Of course I needed to do some last minute work (i.e. Friday night) to the car to get it ready and chose to install some Porterfield track pads, only to find the rear callipers to be impossible to change, as the buried fasteners were seized. After swapping them out for another set of callipers from my friends car and bleeding them, I remembered I hadn't swapped out the fronts. Fronts were so easy...10 min. Now to race home and pack my stuff for the weekend. Back out of the shop quickly and step on the brakes...only to realize in my haste I had forgotten to pump the brakes first.....So I backed straight into an old 911 roller parked out back of the shop! Luckily I think, no big deal, but now I will have to visit the paint shop and pull the small dent out in the future. I race home and pack up my stuff and run down to the condo garage to put my stuff in the trunk. Well, that small dent also broke the trunk release mechanism and the trunk was now inoperable! No big deal I say, as a 914 has two trunks.....BUT....it is supposed to rain that morning and the Targa roof is locked in the rear trunk!?! So the back up plan was to bring the 1970 911 instead, would I ever manage to get vintage racing?

Well, I passed my race license course and really had a blast while doing so. Next step, figure out what the heck I needed to do to my daily driver car to enter the Vintage Festival race weekend. I speak to Dave Good and he gives me the lowdown. A big list of items to deal with; Dave hooks me up with Gavin Ivory for a helpful telephone call, as he has a 914 as well. Man, more to this racing prep thing than I had figured! Order my fuel cell from Patrick Motorsports, order a roll bar from Tangerine Racing, order a bunch of stuff from CSC racing...



Roll bar fabrication gets done in the nick of time but of course requires last minute welding the weekend before the races. My friend Brent Hunter (left) does me a huge favour and spends his Sunday welding it up and installing. Lots of stuff to bring, spare wheels and tools, a tent, how will all of this fit in the two trunks of the little 914?

Well, I have been to vintage races in the past and have seen the guys driving up with little tire trailers and tools in tow. I can do that as my car happened to have a tow hitch attachment hidden behind its rear license plate (courtesy of its previous owner).

Friday finally arrives and I head out of Chinatown in the dark in my little car, borrowed trailer in tow and head for my first race day! Exit the highway at Bowmanville and pull into the Shell station to fuel up for the day. Nod casually and say "See you at the track" to the guy next to me with his race car on a trailer, only to turn the ignition and have "nothing"!! Guy next to me helps me push my car out of the way while I fume and wonder what happened? Well it was that famous plague called "vapour lock". I still don't really understand what it means but happily about 15 minutes later it just started. I might make it to the races yet.....

Luckily my friend Jamie Sutherland had saved me a parking spot (with shade) and Gavin Ivory came over to “show me the ropes”. Especially those fiddly little rope arm tethers thingies I had to buy, but had no idea whatsoever of how they were to be used! How the heck do you clip on the Hans device and more importantly how the heck do you get it off when you pull back in the pits sweltering in the summer sun in a black race suit!? Whose dumb idea was it to buy a black race suit? Well, I figured it wouldn’t show the oil and grime. Rookie move I guess.



Well, the highlight of the weekend was to finally get to race wheel to wheel with 44 cars in my grid!! So much more exciting than the DE’s I was accustomed too. I didn’t do that well of course, as I realized just how “tired” my old 914 engine really was but I did manage to drive myself home!



(And I realized that towing a little tire trailer to and from the track is basically a thing of the pastI was the only one!)

2016 My year in review: by Ted Michalos

2016 was a very interesting year. I think we spent more time on rains this year than we have since 2007 and that's saying something. (Who'd of thought I'd still be doing this all these years later and I am still one of the "youngsters in the club!"). The moment I enjoyed the most was passing Joe Lightfoot in turn 3 at Calabogie in the 356. That allowed me to get ahead of the pack and set some good times. Unfortunately, the pack caught up, my tires disintegrated and the throttle stuck wide open in turn 14 and I went "exploring". That was the end of the race for me...but it was a great ride while it lasted!



The most memorable moment didn't involve me at all. Most of you know I have a Bugeye or two and this year all three of the white ones, 123, 456, and 789 were running at the CHGP. Here's a shot that Richard

Coburn took of the three of them together – this one is going on my wall!

The thing that impressed me the most on track this year also didn't involve me – Craig DeShane set a 1.47 in one of my Sprites, 789, and I have to tell you that's one hell of a feat. Imagine how fast he would go if it had a 1275!

When I joined the club in 2006 I was amazed at the camaraderie, the spirit, and the community that VARAC fosters. We're a bunch of people that love to race old cars. There is obviously something wrong with all of us, but it's "wrong" in a good way. I hope to enjoy your company for many, many years to come...

2016, More Challenges: Ivan Samilla

Well, 2015 had been a challenging year! A new car to learn; the oddball BMC transit van front suspension, postal van rear axle, Lotus powered Mallock. A darting, unpredictable, unruly beast. Then an off track excursion in the Lotus 7S4 in August of 2015 netted bent wishbones that after a winter of searching proved to be unobtainable.

So, we had our winter projects cut out for us. So much for a long winter, before we knew it the snow was gone and I still had two cars in pieces! Due to our inability to get parts for the 7, and uncovering chassis issues related to age, we missed our first event at Amelia Island Vintage race. Well, we will have to focus on getting the Mallock ready for the CHGP...

Upon investigation we figured we had found the issues with the Mallocks erratic handling. The front suspension and steering rack had so much play that toe and caster changes under weight transfer were significant. After replacing worn suspension pickups swing axle bushings as well as shock binding we addressed the rear suspension. Here we found a variety of issues, all relatively easy to rectify. In typical fashion the car was completed and ready to race...the day before the CHGP!



Three generations of Mallocks at the CHGP
My Mk6B, Ted's Mk8 and Brian's Mk11B

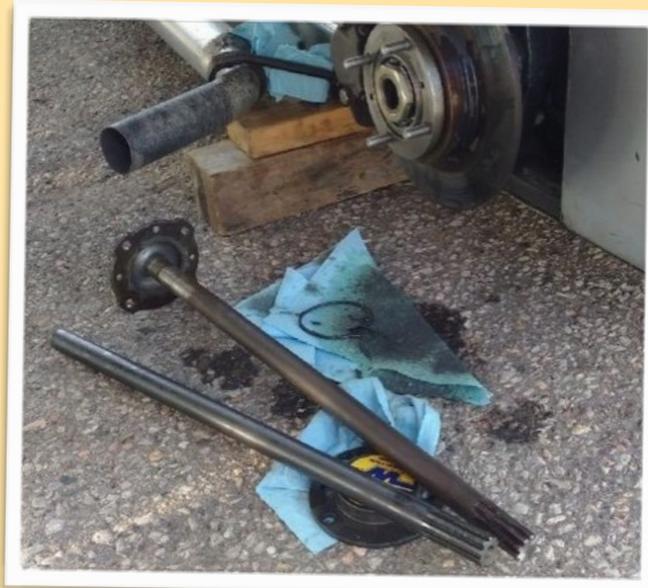
The CHGP was the test, had we cured the misbehaving beast?

Answer, yes. Test day was a success. Most of the handling issues were cured and I could finally start learning the car. Now, time for an annual tech. I rolled to the CASC trailer, hood off and ready. First off, kill switch check – good; rain light check – good; Brake light check..... well, it is raining brake fluid....not good. A hole in the front brake line. Yikes, that could have been very bad if it let go on the track....some racing angel was looking out for me. We replaced the brake line and we're ready for Friday's racing. First session out, car felt good, started getting comfortable with it when, on the exit of the track at the end of the session, I hear a loud bang from the rear...broke an axle....damn. Where will I find a BMC postal van axle? The postal van axle house is a Sprite unit with unequal length axles...the short one broke off at the drive flange.

Now to find one.... with all the Sprites running about someone must have a spare. The search starts... Ted Micholas said if his axles fit I could use his as his Mallock had oil issues, but no luck...his

axle used different splines. Brian Thomas said I could use one of his spare axles but upon inspection I found it to be an inch too long. In Brian's box of spare axles was a stock Sprite axle which he said I could modify to work if needed. So...it is only Saturday morning, still two days of racing remain. Do I pack it in or make it work. In proper vintage racing fashion we will make it work! *(Right)*

Over the next 6 hours I shortened the axle and proceeded to cut new splines with an angle grinder and a cut-off wheel, in the paddock I might add. It was a slow laborious process in which I used a sharpie to mark the shaft, slip it into the dif housing to mark the splines, slide the axle out and grind according...repeat until the axle fits perfectly. Success...we are set for Sunday's races. The only thing I must keep in mind is that my new custom ground axle is likely off a 50 year old Sprite...so fragile at best.



Sunday AM race went well...just took it easy, have to save that axle....no abrupt application of power, keep it smooth. Axle worked perfectly, no vibration or noise. Sunday afternoon race.....let's just finish... and don't break anything. The car felt better and better the harder I pushed it but water temp was getting out of hand. I backed off to let it cool down but it was too late, blown head gasket...

Celebration, our second race of the season.....got the Lotus together, looking forward to driving her. The only problem was the weather. I am not good in the rain. I could blame it on some mechanical issues or the fact that I had 3-year-old tires or find some other lame excuse but the reality is that lack of experience is the reason. So I puttered around in the rain on Saturday...hoping the weather would clear up on Sunday. Sunday rolled around, looked promising. We were out early, track was cold and damp. The car felt good so, track was drying nicely then on the exit of turn 1 the back end let go, I thought I saved it but no such luck.... I tagged the inside wall. Sorry guys for causing a yellow flag. I drove the car back to the paddock but there was something amiss. Damn it.... I just replaced both front corners....never fails. Upon inspection there was little or no

obvious damage except for white paint on my fender and excessive camber on the right front. John Greenwood came to assist and we found that the old Spitfire vertical link had bent....bloody hell...but my new suspension and chassis



looked good as new. John then said he knew he had a used vertical link in his nicely organized new shop, so he and Colleen (above) set off to his house while I took the corner off. By the time they got back with the replacement part I was ready to install it. After a quick alignment check we were off to the races...final race session of the year for us. In closing, for us the 2016 season was an affirmation of what the "Spirit of Vintage Racing" is. Getting out as much as possible, enjoying the cars, but most of all it is the community, the camaraderie, fellow racers helping fellow racers. Thank you all! IVAN.

I met Reg Hillary a while ago at a lunch with some racers from, as they say, “back in the day”. I remembered watching Reg racing years ago but had no idea how old he was until he mentioned that his son was seventy something. What? Turns out Reg turned 96 this November! John Porter is a writer, photographer and a former racer, among other things. He is also a friend of Reggie’s and was gracious enough to allow me to use some of information that he has submitted to the Canadian Motorsport Hall of Fame, in an effort to nominate Reg.

REG HILLARY-CANADIAN RALLY-RACING DRIVER

BY J.E.H. PORTER

Photos courtesy of Stevens/ Ron Kielbiski collection

Some motor sport buffs may know the answer to this: What is the link between Studebaker and the 1961 Trans-Canada Rally? It is Reg Hillary who co-drove with Jack Young to an overall win of that gruelling 4,100-mile event. He would compete in 2 of these gargantuan events. He also participated in The Shell Winter 4000 Rally, 1962, with co-driver Francis Bradley. He would drive numerous other rallies too as “works driver” for manufacturer entered cars for Studebaker, Renault and Fiat and numerous other rally events before and after these premiere events.

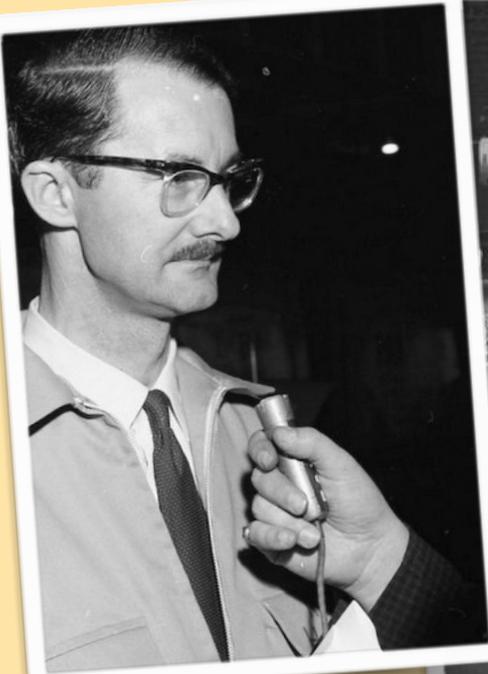


Reggie’s early interest after WW II was flying. He was only 3 flying hours away from acquiring his pilots’ “A” license when he turned to land based motor sport. He started by competing in what we call dirt bike racing on a Duggan frame with a JAP motor. The year was 1950, the location Rye House, Hertfordshire, England. He sustained his most serious injury here, a friction burn on parts not disclosed.

Reg joined the Chiltern Car Club, and won the occasional rally. He was a member of the Chiltern race team pit crew pit crew at both Goodwood and Silverstone in England. Reg immigrated to Canada in 1957 and went work with the Lucas Rotax in Scarborough as a design and Development Engineer. (They were a supplier of parts for the A.V.R.O. Arrow aircraft.) Later, he was the Founder and C.E.O. of R.F. Hillary & Co., a manufacturer and distributor of fence components. He was also President of the Canadian Fence Industry Association and Governor of the American Fence Association.

In the late 50s and early 60s Reg owned and campaigned a Triumph TR3 and later a TR3A. Reg also drove sponsored Austin Healey Sprites for O'Donnell-Mackie, on Bay Street, Toronto. His last competition car was a Daimler SP250. (*This was the one with the faucet fixed to the roll bar "for added down force" or as one VARAC wag has it "drown force". Editor.*) The car is shown below, minus the notorious faucet.





Reg Hillary (above) and co-driver Jack Young combined for the overall win of the first Trans Canada Automobile Rally in 1961. Hillary and Young were one of 108 teams in that rally 55 years ago. Just 93 cars finished the 4,100-mile, six-day race from Montreal to Vancouver.



“Scuderia Hysteria” were Creative...

By John Kinnear

A while back my old friend ‘Willie’ got to telling me the story of how one time, back in the days of Scuderia Hysteria here in Kingston, the boys had rented a garage in a residential neighbourhood. He was there one evening working on his engine while ‘McGurk’ (name changed to protect the guilty) was building a new frame for his Canada Class racer. Presently, he ran out of tubing for the frame and stood around cursing for a while, then picked up his hacksaw and left. A while later he returned with some lengths of tubing under his arm and continued his welding. Willie continued working on his engine. A while later a knock came at the door. When Willie opened the door, there stood one of

Kingston’s finest. The cop asked if he had seen anything strange around there that evening. “Well no” Willie replied, “ I’ve been in here working on my engine and not paying much attention to what might be going on outside”. The cop scratched his head and told



him that a rather strange thing had just happened. Seems old Mrs. Brown down the street was watching her favourite gameshow on the TV when the picture suddenly went bad. She waited a while for the station to get the problem cleared, but when the problem persisted, she went outside to look at her antennae. That is when she discovered that the tower was gone and the head was lying on the ground! Over in the corner McGurk continued to weld. The cop requested that if the boys saw or heard anything that could assist in solving the mystery, they should give them a call and left. McGurk continued to weld...

Conduct Committee

Chair: Gord Ballantine **Deputy:** Brian Thomas

Members: Gary Allen, Andrew Atkins, John Greenwood, Gavin Ivory, Richard Navin

The purpose of this committee is to monitor competitor conduct at designated VARAC supported events and where appropriate, to issue warnings and/or suspensions of entry privileges to such events in the future.

As a member of the Vintage Motor Council (VMC), VARAC endorses and follows the concept of the "spirit of vintage racing". The primary directive of the club is to promote the preservation of these great old cars in a racing format which emphasizes the fun factor, camaraderie, driver safety and etiquette. The sport is intended to provide a format for friendly wheel-to-wheel competition with vehicles faithfully prepared to their era.

All racing is dangerous and only the **proper attitude of the driver** and the careful preparation of the cars will diminish the danger and will enhance our appreciation of this sport.

In addition to the "spirit of vintage racing" all VARAC on track activities are based on a strict application of the "no contact" rule. Disciplinary action, if required follows the 13/13 format set out below.

VARAC CONDUCT PROCEDURES

The Chair of the Conduct Committee, or their designated substitute, will act as the contact person with the Race Stewards for each event VARAC attends. The name of the contact person will be widely announced to all VARAC members prior to and at the event.

1. A reportable incident is any on-track activity that results in 4 wheels off, a spin, contact with an object, or contact with one or more vehicles. Reportable off-track incidents may include occurrences of inappropriate behaviour or unsportsmanlike conduct.
2. All competitors involved in a reportable incident are required to report to the Event Conduct Committee Chair (EC) immediately following the completion of a session, or as soon as practicable thereafter. Failure to report an incident may result in an automatic 13 month probation and/or suspension depending on the nature of the incident.
3. The EC will determine if additional investigation is warranted, including contacting the Race Stewards to see if there is a Corner Workers Report or an investigation by the Race Stewards.
4. The EC may appoint one or more Committee Members to investigate the incident for VARAC, the intention being to have Vintage/Historic incidents investigated by Classic (G70+, G90) Members and Classic (G70+, G90) incidents investigated by Vintage/Historic Members.
5. Based on the investigation, the Committee Members will determine with the Committee Chair if further action is to be taken.

6. In the case of an incident with a Corner Workers Report, the Committee Chair will ask for an interview with the drivers and the Stewards and discuss with the Race Stewards what sanctions, if any, will apply at that point.

7. In the case of an incident without a Corner Workers Report, the Committee Chair will report the Conduct Committee's findings to the Race Stewards to discuss if further actions are to be taken.

8. All incidents, whether reported to the Race Stewards or not, will be logged into the conduct log for future reference.

Possible Sanctions available to the VARAC Conduct Committee

The Committee has three alternatives: a warning, probation, and/or suspension. It should be noted that a warning and probation are designed to remind a competitor of the "spirit of vintage racing" before the more serious sanction of a suspension is applied.

1. Verbal warning – to be used only for the most minor reportable incidents. For example: 4 wheels off due to poor weather conditions.

2. Probation – from 1 event up to 13 months depending on the severity of the incident. For example, a driver who was "hit" by another competitor on track might receive a one month probation, while the "at fault" driver might be given a 13 month probation, or more depending on the facts.

3. Suspension – up to 13 months depending on the facts and prior history of the competitor

Appeal Process

1. When sanctions are handed down by CASC-OR the CASC-OR appeal process will be followed.

2. When sanctions are handed down by VARAC the affected driver has the right to appeal the decision to the VARAC Board of Directors by requesting an interview at the next regularly scheduled meeting of the Board of Directors.



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Porsche 914 \$8,500



For sale 197? Porsche 914. I have the ownership and CASC log book. Only raced once, it comes with two engines, one is in complete but unknown condition. The other is stripped down in parts and looks to be all there, but no guarantees. Standard transmission. It's a rolling shell. It passed tech the one time, so all is in order.

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905 788 9772 or krustyjohn@gmail.com

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Mike Adams - mike@pmgmarchitecture.com



See details at

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

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Contact Barry (bltblt@aol.com) or 860-302-0292 for more photos and complete details of modifications

1969 Mini Marcos Mark III



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1978 MGB

I have a 1978 MGB that has been sitting outside for a number of years.

It starts and runs very well and can be driven around the yard (without brakes). It has an overdrive

transmission. The body looks like crap but the underside is in very good condition. I am quite impressed with the condition of the underside,

solid floors and rockers, even the

jacking points are solid. \$1,300 for the whole car, or \$1,000 for the motor and tranny if you take it out. Joe Lightfoot, 613 813 5401. Picton, ON



1968 TITAN FORMULA B

Lotus Ford Twin Cam motor, Hewland gearbox. New brakes, fuel cell and belts. Many spares, including complete body, 3 wheel sets, 6 gear sets, fuel pump, oil tank, etc. Plus Formula 3 MAE motor almost complete, with exhaust, bell housing adapter, and all needed for F3 specs. Maintained by Britain West Motorsports. Turnkey, ready to race.

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1981 Mazda 626 Race Car.



Reduced to
\$4800

This car was professionally built, raced by Luigi Lazzari of Cornwall, Ontario, apparently constructed as a project by a race magazine, with a different element of the build featured each edition.

Luigi sold it to me years

ago and I had intended to race it myself, but my plans have changed as I am selling my house and moving to B.C. and wish to sell the car soonest. It's a lovely car and would be an ideal entry-level vehicle for anyone interested in getting into racing.

Presently equipped with 13B Rotary engine that needs rebuilding or replacing. Two sets of rims, spare gearbox and differential. Disc brakes and adjustable suspension with extra springs.



Contact Roger Haspeck at roghasp@gmail.com
Phone # is 613-446-3358





1969 Caldwell D9 Formula Ford

For sale with fresh engine - 20 min break-in time only, new pistons, bearings, etc. New paint, front body section, 4 complete corners, many gear sets, freshened gearbox, new powder coated exhaust.

Maintained by John Dodd, VARAC car ex-Hinchcliffe, Lamont.

Monoposto eligible, Vintage FF, etc

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