



PIT SIGNALS



LATE BRAKING NEWS FOR THE VARAC VINTAGE RACER - May, 2017 - JEREMY SALE



Mt Doom at Tongariro National Park NZ

Inside: Back From his adventures Down Under...Doug and the Dreossi, (sounds like a good movie title!)



Unloading at Perth, AUS.



Your club needs YOU!

Volunteers are needed NOW to make the 2017 VGP a really great event, see inside for details!

Inside! 2017 VARAC Drivers Challenge.

IMPORTANT NOTE: VARAC Car Eligibility Forms MUST be submitted prior to race events in order to be included in the Drivers Challenge.



Hurry! Your club needs you right now! Calling on all members, we need volunteers for VARAC Vintage Grand Prix! Please help make the VGP a success!

We are only a few short weeks away from this years Vintage Grand Prix and the time has come to ask for "volunteers" to help out with the event.

First and foremost, Aileen Ashman is working as the event Chief Registrar, but she needs two or three computer literate people to help her. This is not a job you can just show up and do - some advance training is required on the motorsportsreg registration system. These positions are particularly well suited to family and friends of members. The workload is heaviest on Thursday afternoon, and Friday morning.

Second, paddock marshals are required for Wed after 5 and Thursday all day. We need help at these times to ensure the paddock is set-up with reasonable traffic flows and that the correct cars are in the right places. The Chief Paddock Marshal for the event is Paul Einarson, but for set-up 3 or 4 assistants would be helpful. I will have a couple of scooters and a golf cart available for the people working these positions. A few hours spent organizing the paddock properly might save us all a lot of grief on the weekend...more on the next page!

...Volunteers needed!

...Third, podiums. We could use two or three experienced members (or their spouses or friends) to work the podium on Sunday afternoon for the feature races. It would be even better if someone will commit to working as the podium photographer so we can get pictures of everyone as they receive their trophies (not individual shots, but 1st, 2nd, 3rd all together for each class). I know we have dozens of photographers covering the event, but we to nail one down at the podium in order to get these shots.

Finally, scrutineering. The club only has a couple of licenced scrutineers - it is very important that anyone with some extra time Wed evening, Thursday during the day and evening, and Friday morning to head over to scrutineering to help. Similar to last year, we'll work using an assembly line method - different people will inspect specific parts of the car and at the end of the line the licenced scrutineers will sign-off if the cars pass. I fully expect 200+ entries again this year and less than half of them will have annual techs. We need people in scrutineering to process the rest.

If you are able to commit to any of these volunteer roles please contact me directly at ted.michalos@varac.ca

Your club
needs you!
Thanks!



Back from Down Under, Doug and the Dreossi...

Doug Elcomb surely must be the most widely travelled VARAC member! At right Doug with the Timaru NZ trophy, awarded for the Spirit of Historic Racing. If you haven't read Doug's epic blog, here is the link to this latest adventure Down Under, well worth the read! "The Plan" starts here:



<http://canadaclassadventures.blogspot.ca/2016/10/the-plan.html>

(Start here and work your way up the titles on the right hand side of the page, or go to the bottom of the page and click on "Newer Post".)



At left, another Canadian car far from home down under. This is Richard Bishop-Miller's 1960 Autosport Mk II.

The Dreossi, some notes from Scooter...



There are only a few vintage race cars almost guaranteed to get their picture taken at the track and the Dreossi is one of them! But first things first, let's introduce the cast of characters; the driver, Doug Elcomb, his dad, Dave Elcomb, sister Kedre Murray, and last, but by no means least, mum, known as "Scooter" Elcomb. Doug and Kedre came by their racing genes honestly, Dave had raced a three wheel Morgan and he and Scooter shared a Berkley. Scooter later shared the Berkeley with Doug for a while, until the Dreossi came along. "Mom was faster than I was." says Doug. Doug's sister, Kedre Murray, did Flag and Communications at Le Mans every year at the chicane on the Mulsanne Straight, also at Sebring, The Glen, Lime Rock and Laguna Seca.

We asked Scooter Elcomb for some background on the Dreossi....

The Dreossi

By Scooter Elcomb

What is that strange looking car on the Formula Junior grid?

Why does the driver sit so straight up when you can only see the other guy's helmets? The Dreossi Special was a forerunner of FJr, in our humble opinion. It was

designed and built the same year that Colin Chapman changed the racing car design world by introducing the monocoque, with the strength of an eggshell in its wholeness.

Canada Class was introduced after WW11 for 'cheap racing'.

Ha! Perhaps it was at the time, as the only rules were engine and gearbox sizes restricted to 800 cc overhead cam (Fiat and Crosley), 1000cc overhead valve (Sprite, A Series) and 1250 cc flat head (Prefect). Engines and gearboxes had to come from Production Cars costing under \$2,500 at the time.

Cut to the chase: the Dreossi has a Sprite engine (948 cc bored out), Fiat Multipla (early minivan) gearbox upside down. Early Mini front wheels. Corvair rear wheels, as Ray Dreossi worked at the GM Oshawa plant! (See the trend here? Doug's dad built and raced a G-Modified as our local Morgan dealer also sold Renaults so they could get parts cheaply.)



Above: At Goodwood

Being locals to Mosport, Ray Dreossi of Port Perry and Cece Simmons of Courtice/Bowmanville went to the nearby junkyard asking for a pontoon. "Which one?" they were asked, "the large one or the small one?" "Huh?" "24' vs 12'?" Well, they took the smaller one, which



Above:Spa in the rain...

turned out to be the fuel drop tank from an F86 Sabre Jet, circa Korean War. Yes, the same year as the Brit, Colin Chapman's monocoque idea. They removed the wooden plug on one end that keeps it afloat when jettisoned over water for recovery, removed the fins (ahhh, Doug, we have to keep those, I told Doug when he had to replace the tub in 1986) and turned it upside down so under the Dreossi car is the flat side for down draft. Ha!

We have to go back a bit now, as who would even buy this "different looking" car? Remember Doug's past history: raised at the race track, did driver's school in his mom's Chevette as the Berkeley B60 had blown a bike piston, his dad raced Morgans and was a charter member of VARAC in '76 with his '32 Three Wheeled Morgan in Pre War class, and he needed a faster car to race. We had seen the Dreossi looking pretty fast at Shannonville, but it didn't finish often. So when Cam Beatty sat with us at an AGM mentioning that the Dreossi was for sale, we three looked at each other...Ha! Done, complete with trailer.

What more could a couple of engineers desire; the Dreossi is a grand puzzle. In fact Doug has often said when a part fails; he has it in his hand and wonders 'What the **** is this from?'

Well it's all worked out well. And what's better to keep a bachelor in the family? Racing pigeons, or racing cars? *Cheers, Scooter Elcomb.*

That Elva Courier Coupe is back!



News Flash! Returning member Stefan Wiesen has re-purchased his Elva Courier Coupe, which he had previously campaigned for many years with VARAC. To free up funds for his Austin Healey 100 EIGHT project, Stefan reluctantly sold the Elva four years ago to VRG member Ken Williamson, in Pennsylvania. Ken was planning to sell the car this spring. Luckily, both had remained in contact. With the name Stefan Wiesen still painted on the roof, the choice of buyer was obvious. Combining with the pick-up of the car, Stefan will have his first race at the Jefferson 500 with VRG and then appear at the Festival. Welcome back, Stefan!



Tim Sanderson signs with Downtown Porsche CEO Helen Ching-Kircher.

Toronto, Ontario, March 16, 2017

Following a highly successful 2016 race season, Downtown Porsche officially announced on Thursday, March 16th that they are returning to the Ultra 94 Porsche GT3 Cup Challenge Canada by Yokohama. The 2017 season will feature the all new Porsche 991.2 GT3 Cup Car. And we proudly introduce our new team driver, Tim Sanderson.

Tim is no stranger to winning. In 2014 he was the Gold Class champion. In both 2015 and 2016, he placed 2nd in the Platinum Masters Champion in the GT3 Cup Challenge.

Tim in his own words explains that he is “absolutely passionate about motorsport” and has been for a very long time. Growing up only a few minutes away from Mosport (Canadian Tire Motorsport Park as it is now known), his first visit to the racetrack was at the young age of 4 – and he hasn’t left since. The 2017 season will be Tim’s 6th year competing in the GT3 Cup Challenge.

“We are excited to have Tim join our team this year” said Helen Ching-Kircher, Dealer Principal and CEO of Downtown Porsche. “His experience, passion and commitment to success aligns perfectly with what we have been building with our racing partner Speedstar Motorsport. We look forward to a great 2017 season.”

When asked what racing meant to him, Tim responded, “Racing is the infinite pursuit of the perfect lap. You just keep going around and around and around and [try] to go faster every single time. Racing is in my blood. I enjoy it. I enjoy the competition, the speed, the excitement, the camaraderie. I am very proud to join the highly successful Downtown Porsche / Speedstar Motorsport team and I can’t wait for the season to start!”

We are equally enthusiastic to have Tim join us. Welcome to the family Tim and good luck this season!



The Miatas are coming, the Miatas are coming!

The first Spec Miata race was held in February 2000 by the NorCal Region of the National Auto Sport Association. Because of the support of Mazda through Mazdaspeed, and the wide availability of the car on the used market, lots of inexpensive parts, and the simplicity of maintenance on the cars, Spec Miata became a hugely popular class. Now SVRA, with Mazda Motorsports, has introduced the “Mazda Heritage Cup”. Hmm. Checking around a bit, a typical race-ready spec Miata can now be purchased on the market for \$8000 and up, depending on race win history and specific mods. Yup, the foot is in the door my vintage friends! And I have to admit, there is a certain fascination in racing a car that doesn't depend on Olde Country witchcraft to maintain. When I used to race a Bugeye Sprite I can't count the number of times people would come up and say, *“I used to have one of those...I'd love to get another one.”* ...And I would advise them to get real and go buy a Miata! Now look what's happened!

Ye Olde Editor.

Britain West Motorsport Open House

Britain West Motorsport have put the finishing touches on their brand new 10,000 sq. ft. shop and so they invited us all to their open house, Saturday, March 18th. On hand were over 20 exotic formula cars, sports cars, rare vintage racing cars, including



a lovely Formula One Cooper, once driven by Bruce McLaren and some more “regular” British vintage cars. We were also able to have a gander at Ted Michalos’s “new” red Lotus 23B. A tasty piece of race kit, hope I didn’t leave any drool marks...I see VARAC has two Lotus 23s entered at BEMC...

We were able to tour the shop, check out the cars, meet the Britain West Motorsport team and try our hand at a racing simulator, though I decided not to embarrass myself in front of the younger crowd lining up “for a go”. Besides, no Mosport video was available on the machine; we are so lucky to have this iconic track in our neighbourhood. Lots of products were on special, plus refreshments and door prizes as well. It was worth the drive from Mississauga! Started in 1975 by Oliver Clubine, now run by son David, BWM has an in-house machine shop, tooling and testing dyno. The immaculate shop was a perfect venue to see some of the race cars being worked on.

Check them out at: <http://britainwestmotorsport.com/>

Michael Snowdon

From Claude Gagne

I believe many of you will remember him. In early April 2017, our dear friend Michael Snowdon lost his fight against cancer after two months in hospital in Cincinnati, OH.

Mike grew up in the GTA and attended the Kingston Royal Military College before a successful career in the

packing industry. Even without an engineering degree, he was functioning like an engineer, with several innovations to his credit. He spent most of his career in Ohio. He more recently lived in Montreal until his employer shut down, only to move back to Ohio to finish his career before retirement at 65, only a couple of years away.

He has always been a keen Lotus enthusiast, first with Europas and then with Sevens and Elan +2s. He got into racing in his early 50s with a pristine olive green GRD number 86, ex-David McConnell of the 70s, which he raced several times at Tremblant and Mosport. (BTW, GRD was mostly ex-Lotus employees). He was also an avid racer with SVRA, and raced at most historic venues in the USA. Last June, we spent a week with him and his wife Rose at their home near Cincinnati, OH in between races at Indy and Mid-Ohio, where we also paddocked together.

Since he spent most of his adult life away, he may not have been a member of VARAC for long, but he was going back to Toronto frequently since his mother and brother still live there. Nicole and I will greatly miss him. RIP Mike.

Claude Gagne.





A QUIET REMINISCENCE OF JOHN SURTEES

By
Gary Magwood

*At left, Surtees at
Mosport. CMHF
photo.*

OK, We're all familiar with his outstanding racing history and some of us with his interaction "away from the racing world" here in Ontario. In 1993, Lee Abrahamson, a recent arrival from South Africa with a passion for motorsports, approached me about the idea of establishing a Canadian Motorsports Hall of Fame. This led to a discussion about creating what became The Vintage Auto Sprints at Christie in the conservation park near Hamilton.

We decided we needed an international star from F1 to publicize these two events so we approached Stirling Moss. He was less than accommodating and wanted "silly" money to grace us with his presence. Our second choice, John Surtees, turned out to be a surprise bonus. I picked up John and his wife Jane at Pearson International with little fanfare. He was charming and delighted to be asked to head up both events: "Guest of Honour" at the inaugural CMHF Induction Dinner and "Grand Marshal" for the Sprints.

After confirming his appearance, I immediately recalled his horrific crash in practice for the first Can-Am Race at Mosport, September 1965, when his Lola T70 shed a left front wheel, soared over the guardrail and landed upside down on the outside of Turn 1. I was a year into my budding aspirations to take on the racing world by thrashing an outdated Yachuk Special Canada Class car. The Can-Am Series was making its first appearance at Mosport and many of the world's best pitched up to drive these outrageous, unlimited

Group 7 machines. Witnessing practice action on the outside of Turn 3 perched atop my Riley 1.5 took my breath away. Watching these loud, seriously fast cars come barreling over 2 and screaming right up to the entrance to 3, virtually with their noses aimed at my precarious perch, nailing the brakes in what appeared to be a futile attempt to slow down enough to turn in and then burying the throttle part way through as they fought to straighten out enough to head down the hill into 4. Then the announcement that Surtees had crashed and was being airlifted to hospital made me realize that, regardless of a driver's skill and experience, crashing was never far from a reality in their chosen careers. As most of you know, John made a full recovery and went on to win the 1966 Series.

Not only was John a willing and gregarious "star" but a very quiet gentleman away from the track. As the result of "hiring" him for the events previously mentioned, he invited me to visit him the next time I was in the UK. And so I did. A quick call to his office in Surrey, I believe, and a couple of days later I rolled into the driveway of his lovely country house. A knock on the door and Jane answered saying he was expecting me but was down in the "shed" working on a couple of bikes. This shed turned out to be a substantial garage and storage area where I found John assembling an old Norton engine. He looked up, said hi, shook my hand and proceeded to show me his array of vintage road racing bikes. I can't recall the exact number but there were MV Augustas, Nortons, an Aerial or two and other Brit bikes from before and after the war.

Anyway the best part of the tale takes shape when John asked me if I would stay overnight, and what I was planning for dinner. I said I needed to get back to London that evening so he suggested that I join he and Jane at a great pub (aren't most of them in the UK?) that he frequented. "It's on the way back to London," says John, "So just follow me there." At which point he hops into a Mitsubishi SUV thingy and sets off down the road with me in hot pursuit in my rental Focus....

If you're familiar with Brit country roads, I won't need to elaborate, but if not, know that they are narrow, twisty, unlit, hedgerow-lined driving challenges. Add to the mix was a road still soaked from an earlier rain. But I figured as long as I could monitor his brake lights all was going to be well. After all, even though I was following a word champion to a pub, I should be able to keep up by braking when he did. So I did, until a sharp left hander, where I braked in response to John lights, turned out to be a classic example of him late braking. I got caught going in a little hot and I understeered into the hedgerow! Backing out I tried frantically to catch up because I had no idea where I was or even which way was London.



Above: Surtees at the Christie Sprints.
Photo by Bob Harrington.

But, with great relief, only a very short distance ahead, I spotted John and Jane standing next to the Mitsu and I pulled into the parking lot. I'm not sure, but I'm convinced to this day that he had the faintest of grins on his face that Jane matched with a raised eyebrow! "OK, Gary?" he asks. "Yes, thanks," I respond, trying to bring my breathing back down to a normal rate! All in all, after a pleasant visit, great meal and not too much motor racing chat I headed for the nearest M Road back to London. We exchanged Christmas cards for a while but never talked to him again.

Thank you, John Surtees, you were a worthy champion and inspiration both on and off the track and provided me with a couple of memorable moments.

RIP. *Gary Magwood.*



Holme's TC Awarded Gold Medallion: *By Dave Good*

David Holme's ex Tommy Hoan 1948 MGTC was awarded SVRA's Gold Medallion at Amelia Island SVRA event in March. SVRA's Gold Medallion Car Certification Program recognizes and awards race cars and car owners with cars which are prepared in a manner that accurately represents competition during the time periods they were originally raced . Approximately 150 cars presently have Gold Medallions.

The TC which is maintained and raced at certain prewar events by David certainly meets this criteria as well as having a rich Canadian race history. As has been written about here previously the TC was originally campaigned by Canadian Tommy Hoan in the early 50's and includes history such as the original Watkins Glen and Grand Island street courses. Congrats to David –another kudo for his work in maintaining Canadian race history

2017 VARAC Drivers Challenge

NOTE: VARAC Car Eligibility Forms MUST be submitted prior to race events in order to be included in the Drivers Challenge. Points from the best 5 of 7 eligible championship events will be accumulated to provide up to three annual championship awards in each VARAC class as well as one overall Vintage/Historic champion and one overall Classic (G70+, G90) champion. Only drivers who have submitted a VARAC Car Eligibility Form will be eligible to accumulate points, and only drivers who have completed a minimum of three events will be eligible for the end of season championship awards. Points will be awarded to drivers rather than to teams or cars. VARAC Vintage Grand Prix volunteers who cannot participate at the VGP event may choose another event on the North American schedule to replace the VGP event and need to notify the Race Director prior to the VGP event. All competitors shall self-designate their class based on the time bracket charts set out below. The Race Director has the right to re-assign competitor classes if they deem it appropriate. "Break Outs" may occur at any track with published time brackets, with the exception that there will be no "break out" penalties applied to the VARAC Vintage Grand Prix. A competitor, who, during qualifying, achieves a lap time which is officially timed as faster than the break-out time for the class entered shall be listed in the results as "Break Out" and shall be placed at the rear of their class on the grid for the race. A competitor, who, during a race, achieves a lap time which is officially timed as faster than the breakout time for the class entered shall lose one lap for each break-out lap.

Competitors who break out at least once on two race weekends during the season will be re-classified for the following event. Competitors that break out in two or more sessions on the same weekend will also be re-classified for the following event. In the event of a tie in the scoring, the 6th event will be added in, and then the 7th if necessary to break the tie. If a tie remains a coin toss will be used to make the final determination. Questions or concerns? Please contact the VH or Classic Director for clarification.

POINTS

5 points for starting the race – Saturday race and Sunday afternoon feature race

5 points for finishing the race – Saturday race and Sunday afternoon feature race

3 points for class win – Saturday race and Sunday afternoon feature race

2 points for 2nd in class – Saturday race and Sunday afternoon feature race

1 points for 3rd in class – Saturday race and Sunday afternoon feature race

Points are accumulated on a unique Driver, Car, Class combination. Competitors re-classified during the season will keep participation points (only, not podium) earned to date.

Competitors who have not submitted a VARAC Car Eligibility Form at the time of the event will not receive championship points for that event. Competitors have an opportunity to submit their form before the next event to have points re-calculated for the previous one event. (Prior events to the last event will not be recalculated.)

2017 VARAC Drivers Challenge

NOTE: VARAC Car Eligibility Forms MUST be submitted prior to race events in order to be included in the Drivers Challenge

	CTMP	SMP - Pro	SMP - Long	CMP - East	CMP - Long	Le Circuit
VH1	Under 1.40	Under 1.18	Under 2.04	Under 1.21	Under 2.27	Under 2.00
VH2	1.40 and slower	1.18 and slower	2.04 and slower	1.21 and slower	2.27 and slower	2.00 and slower
VH3	1.45 and slower	1.20 and slower	2.07 and slower	1.23 and slower	2.32 and slower	2.03 and slower
VH4	1.50 and slower	1.22 and slower	2.10 and slower	1.25 and slower	2.37 and slower	2.07 and slower
VH5	1.55 and slower	1.24 and slower	2.13 and slower	1.27 and slower	2.42 and slower	2.11 and slower
VH6	2.00 and slower	1.26 and slower	2.16 and slower	1.29 and slower	2.47 and slower	2.15 and slower

	CTMP	SMP - Pro	SMP - Long	CMP - East	CMP - Long	Le Circuit
CL E	1.31 and slower	1.14 and slower	1.58 and slower	1.16 and slower	2.17 and slower	1.50 and slower
CL F	1.35 and slower	1.16 and slower	2.01 and slower	1.19 and slower	2.22 and slower	1.55 and slower
CL G	1.40 and slower	1.18 and slower	2.04 and slower	1.21 and slower	2.27 and slower	2.00 and slower
CL H	Under 1.31	Under 1.14	Under 1.58	Under 1.16	Under 2.17	Under 1.50
CL V	VH over 2500 pounds					

	CTMP	SMP - Pro	SMP - Long	CMP - East	CMP - Long	Le Circuit
FC I	1.45 and slower	1.20 and slower	2.07 and slower	1.23 and slower	2.32 and slower	2.03 and slower
FC K	Under 1.45	Under 1.20	Under 2.07	Under 1.23	Under 2.32	Under 2.03
FC L	F70+, F90 run on Libre grid					

FLORIDA'S COLLIER COLLECTION REVS IT UP

A visit to The Revs Institute for Automotive Research

Story and photos by Doug Switzer

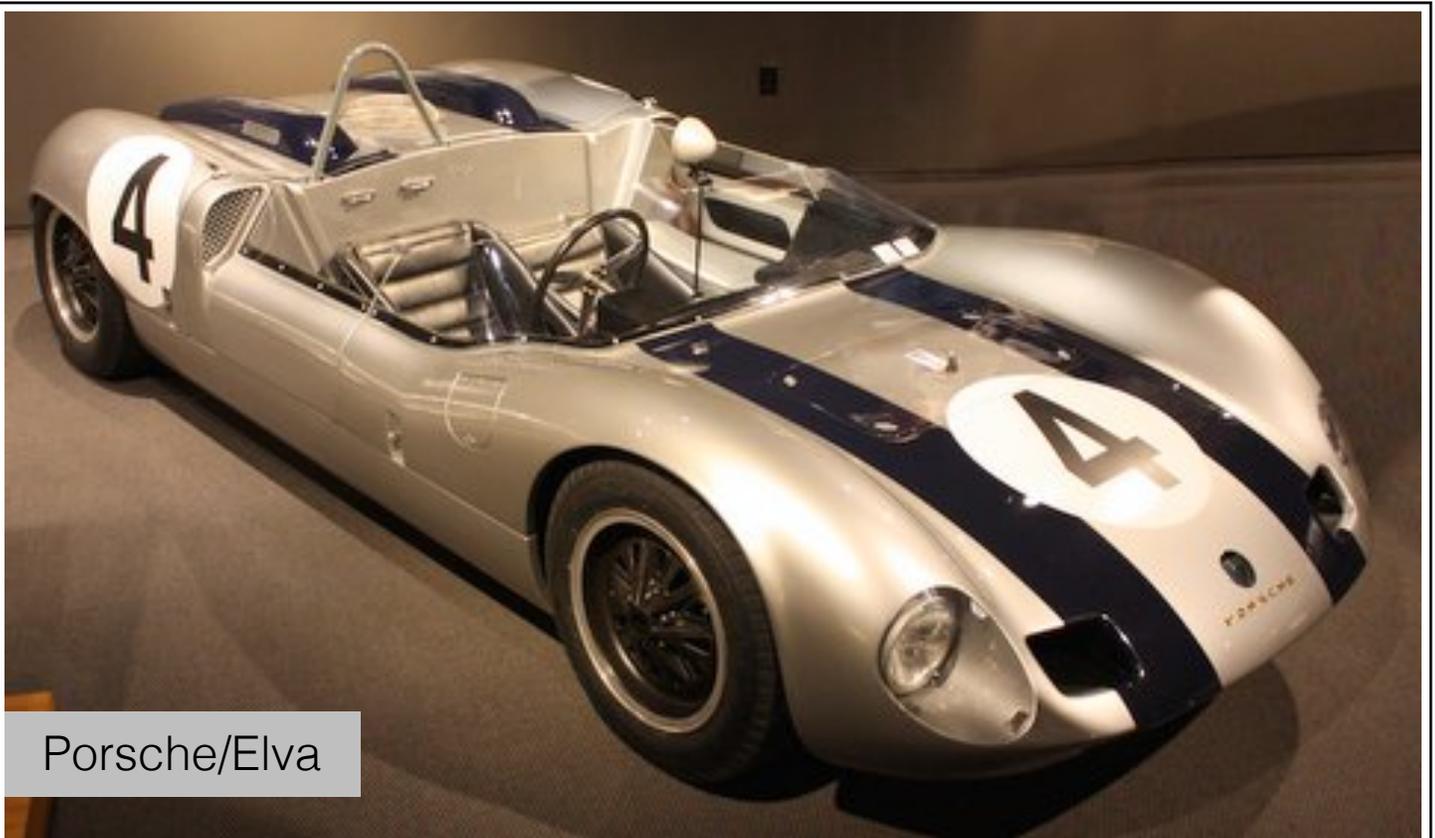
You can call me old-fashioned, I am. That's why I own a couple of old MGB's, race my old vintage FV and I get all misty-eyed over fine, old analogue machinery while all the current and latest whiz-bang gadgetry on wheels leaves me cold. So, on a recent holiday to southwestern Florida, I indulged my appetite for cars that at least theoretically, I could actually work on and understand, and cajoled my wife and a couple of friends into taking in this interesting and delightful museum.

In spite of the midweek traffic, a beautiful, sunny day made the almost 2-hour drive down from Sarasota to Naples quite enjoyable. Upon reaching Naples we followed our directions into an upscale but kind of nondescript industrial area where we came upon the equally nondescript, almost windowless low building with a simple low sign out the front that said "The Revs Institute for Automotive Research". Once we entered the building we were greeted by a very cheery woman at the

check-in. Our pre-ordered tickets were scanned and we were given programs and pointed on our way. The lobby was impressive with a trio of red sports cars straight ahead on the raised landing above the ground



floor. To our right was a Ferrari 250 LM and to our left a very tidy Lotus Elite (above) and a McLaren F1. This is a promising start!



Porsche/Elva

Beyond the Ferrari is a sign over a doorway that simply states “Porsche: Designed to Excel”... and beyond that, an Aladdin’s cave of historical Porsches. Gazing down the subtly lit gallery you can take in—almost all at once, Porsche’s racing history from just after WW2 to the late 60’s. There’s 550 coupes, Spyders, various versions of RS racers and even a beautiful Porsche/Elva and street versions of some of Porsche’s most coveted creations. Rounding the right turn at the end takes you into the realm of the 906’s, 910’s, 917’s and other exotic machines of the 70’s.

All the cars are presented in a spotlessly clean environment with dramatic lighting and although some of the racers are presented in their “as-raced” condition, this just adds to the authenticity.



Carrying on from this spectacular collection of Porsches, there are several more galleries filled with other mechanical wonders. There's a section dedicated to automotive nobility and some fabulous examples are on display, from extinct and ancient Edwardians to the stately Marques of Bentley, Roll-Royce, Packard, Duesenberg, Alfa Romeo, Lancia, Bugatti, Stutz, Mercedes and Isotta-Franchini.



There's another area housing sports-racers along with some amazing American icons of motorsport like the super-rare Corvette Grand Sport—one of 5 built. A Scarab sports-racer (above) and a pair of Ford GT40 Le Mans contenders occupy adjoining spaces. Just around a corner is an entire gallery dedicated to the racing machines of Briggs Cunningham. The collection has at least one example of every car this famous American Sportsman campaigned including the over-the-top "Le Monstre" wedge-shaped Cadillac that ran at Le Mans in the mid-fifties.



Lancia Ferrari

There's the first racing Ferrari imported to the U.S.—a priceless 1948 166 Spyder Corsa and around the corner from this there's even some very tasty old MG's! There's a wonderful, supercharged 1933 K3 Magnette that has great presence and what has been described as probably the most famous pre-war MG in the U.S., the ex-Miles Collier supercharged MG PA/PB "Leonidis" also resides here. These sit in a stately gallery alongside a Bugatti, some pre-war Alfa Romeos and a wonderful Art-Deco Delahaye, amongst others. There's just too much to see!

Oh, and those 3 red sports cars in the lobby? Another Porsche 904, an Abarth Coupe and an Alfa-Romeo TZ Zagato coupe! You climb the stairs past them (or take the elevator) to the second floor and find yet another couple of interesting Porsches in the Racing Cars and Racing Men Gallery. There's another 550 Coupe in Carrera Panamerica trim and an intriguing Behra-Porsche Formula 2 car that's nestled in with a pair of John Cooper's Formula cars. There's a cutaway Mercedes W154 Grand

Prix car from the pre-war golden age of the Silver Arrows (I had to ask myself: who on earth would cut away a perfectly good pre-war Mercedes Grand Prix car?) There's also the early-sixties BRM F1 car (below) that Graham Hill drove to his first championship!



Also of note is the ancient Mors Grand Prix cars, various Duesenberg and Packard racers, yet another Bugatti that's unrestored and a Ferrari-Lancia ...it all just seems to keep coming!

There's a wonderful mid-sixties Eagle Indy car and a late 70's iteration as well. The last car we saw in the racing gallery is an Arrows Formula One car. It's also fitting that there's many landmark engines on display throughout the buildings and the whole collection is really breathtaking both in its scope and presentation. I had to remove the drool as I left the building.

If you are in the Southwest Florida area, do take it in, but be forewarned, you can't just pitch up at their door and expect to get in. To keep the crowds and reserved, docent-led group tours under control, they require you to pre-book your tickets, which is easily done online through their website. <https://revsinstitute.org>

2017 Put-in-Bay Road Races Reunion Celebrating Alfa and All Italian Cars



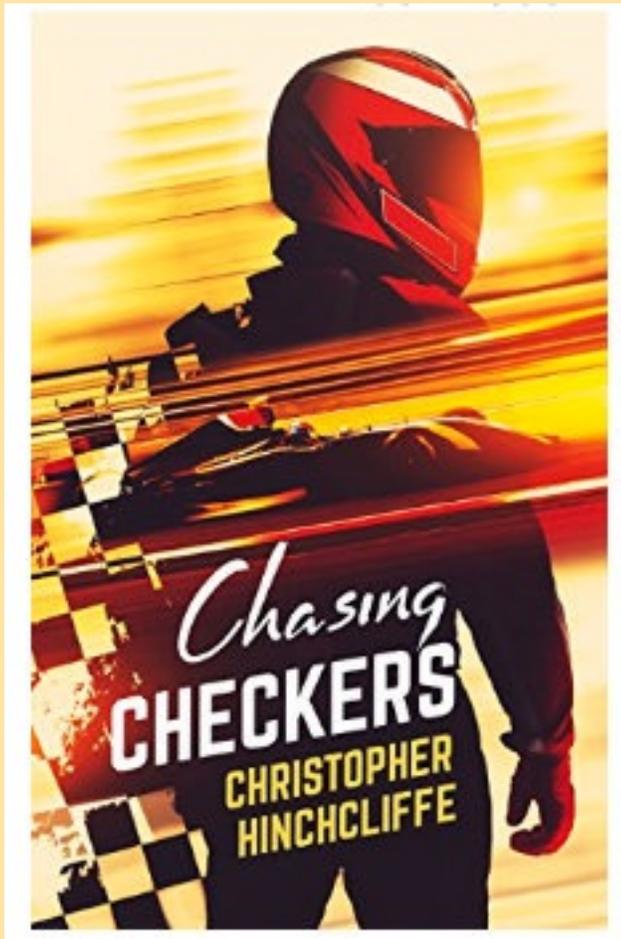
The 9th annual Put-in-Bay Road Races Reunion (August 27-30, 2017) will take on a decidedly Italian flavour as numerous racers of vintage Alfa Romeos, Fiats and (who knows?... perhaps even a few Isettas and Siatas) are expected to descend on Ohio's South Bass Island for this year's event, along with the usual turnout of marques such as MG, Triumph, Porsche, Lotus, Elva, Austin Healey and others. Held annually since 2009 at historic Put-in-Bay, OH -- where small-bore sports car raced from 1952 to 1959 and in 1963 -- Put-in-Bay attracts vintage racing participants and enthusiasts who value a low-key event at a historically significant location where the emphasis is on enjoyment.

The Put-in-Bay Road Races Reunion features two days of spirited racing around a challenging hay-bale lined airport circuit plus an original course tour, a car show, rocker cover races, a "recollections roundtable" program featuring participants in the original sports car races, an on-your-own rally and several social gatherings. New in 2016 was a free trackside "Fan Zone" sponsored by the Put-in-Bay Chamber of Commerce providing tent-shaded bleachers for spectators and plenty of nearby concessions.

More information can be found at: www.PIBroadrace.com.



Hot off the press, available on Amazon...



James Hinchcliffe's brother Christopher has just published a book titled "Chasing Checkers" about a young aspiring racecar driver. It is aimed at young teenagers, both boys and girls, but many members will find it a good read as many events and places are real though the names have been changed. It makes a great gift. It is available both as an e book or online from Amazon, Chapters and Barnes and Noble.

Christopher Hinchcliffe is an author and teacher from Oakville, Ontario. He teaches legal and political philosophy on the side.

PS. I am advised that there is no truth to the rumour that a movie treatment is in the works starring John Greenwood as the wise old racer...

On April 6, 2017 Simpson Performance Products issued a recall for their 2015 Voyager 2 helmets due to potential chin strap problems. If you have purchased one of these helmets please **STOP** using it. For details on how to return the helmet, or to view the recall notice please go here:

<http://www.casc.on.ca/casc-or/simpson-helmet-recall>

While we are talking about helmets, please be aware that as of **January 1, 2017 Snell 2005 helmets are no longer acceptable for CASC-OR regional racing events.** You require 2010 or 2015 helmets for this season.



PIT SIGNALS CLASSIFIED



1960 Sadler Front Engine Formula Junior

Beautifully restored.
Aluminium body with fibre glass tail. 998 legal race engine, 649 cam c/w 45 DCOE Weber, built by John Dodd. One-race-old Dunlop "L" race tyres on Minilite style wheels. Close ratio ribbed Sprite gearbox with aluminium flywheel. Drum brakes all round.



\$35,000 USD

krustyjohn@gmail.com

905 788 9772





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* Limited to products listed and in stock at the time of redemption on the Comat Motorsports website at comatmotorsports.com FOB Burlington ON

Porsche 914 \$8,000 o.n.o.



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

If interested please call John Stammers 905 788 9772
or krustyjohn@gmail.com



1976
Triumph
TR6
Multiple



Concourse Winner \$28,500

This Triumph is a stunning example of a completely original vehicle having a documented total of only 43,471 original kilometers. The car was purchased from the original owner in the southern USA and imported into Canada. The current owner is the third owner. The car has been in his possession for the last 23 years. There is absolutely no rust anywhere. There has never been any body work. The car is not restored and it has been strictly maintained to a no-compromise, superior level of excellence. It has been stored in a heated garage.

A completely documented service history from 1977 includes receipts, original bill of sale, factory brochures, service books and shop manuals. Original paintwork is in unique Inca yellow paint. The interior has been refurbished with new wool carpet, door panels, seat diaphragms, trunk kit and new original factory-quality roof and tonneau cover. The electric overdrive operates in 3rd and 4th gear. The suspension is upgraded with Addco front and rear sway bars and new Armstrong lever shocks as well as new springs and bushings. The exhaust is a complete Ansa 4 pipe chrome tip system. The engine has been freshened within the last 3,000 miles by Pinder Engines. Air filtration is by K&N.

The car rides on Panasport custom wheels and Pirelli tires. Additionally, there is a full a set of refurbished original wheels with Red Line tires for that concours-winning original appearance. The owner has other cars and other interests that are pulling him away from enjoying this truly stunning example of an exceptionally well maintained and award winning TR6. This is truly an appreciating, prize winning car, fit for an appreciative enthusiast.

\$28,500 Serious inquiries and offers can be made to Bob DeShane by email [here](#) or call 705-878-5422.



1964 Austin Healey Sprite MK III

1098cc Engine, New engine installed in 2005 in Los Angeles. California Car / Rust Free, always stored inside. Good running condition. Car located in Montreal. Contact: Anthony 514-969-1378 or stockint@gmail.com

Asking Price: \$2100.00



Austin Healey 100 EIGHT.



Reason for sale:
Return to vintage
racing. Finally, the
Big Healey became a
pleasant car to drive.

Based on the original body, that underwent a meticulous detail obsessed restoration, this is the Healey how it should be: powerful (400+ HP), fast (really), reliable (proven components), comfortable (custom made seats/heat shielded), well handling (50/50 weight distribution), stopping (4 disc brakes). We even tuned the exhaust system to sound like a six (some things were worth preserving). Making no profit selling at USD 129,000. Too many details to list, enquire for prospectus:

stefan@ [wiesen.ca](mailto:stefan@wiesen.ca) 416-527-2211.
Check my YouTube channel: Stefan Wiesen.



1972 Alfa Romeo Spider



1972 Alfa Romeo Spider Vintage/Historic race car for sale. Strong running, very stable and easy car to drive. A \$9,000.00 engine refresh was done last season, only three hours on the engine since. Car comes with all of my spare 2-litre parts (blocks, transmissions, etc.)

\$22,000.00 US OBO...

In-car video can be found on YouTube:

<https://www.youtube.com/watch?v=5Tohmu7DNwc>

Contact Doug for details 1-519-301 3761 or at flyinc10@yahoo.com





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

email: mikeatpmsgmarchitecture.com

Full details on this iconic Canadian race car here:

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



EX SCCA ITB ALFA ROMEO SPIDER RACE CAR



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





1975 SHADOW DN7 Matra

Rarest Shadow. Only one built. 30 years in Donnington. Refreshed for Goodwood 2015.

Rick Hall • www.HallandHall.net
Grant Beath • Gbeath@aol.com

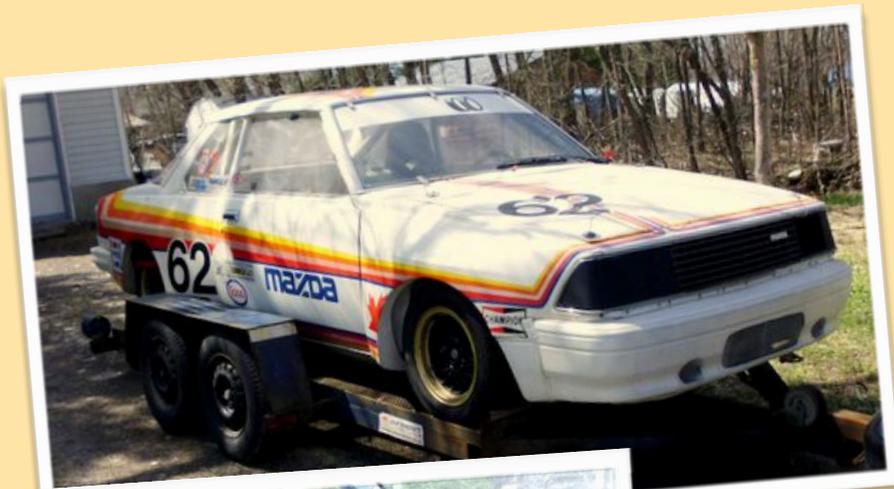


1968 TITAN FORMULA B

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.

\$57,000 US. Call 905 683 7700 or bill.bl@hotmail.com

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



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. Fibreglass fenders with molds, two boxes of parts. The dual axle trailer shown is included in the price. Car is located near Rockland, East of Ottawa.

Contact Roger Haspeck at roghasp@gmail.com





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

Call Gary Allen, 647 405 4048
gtdallen@gmail.com

\$22,000 CDN .



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CTMP MOSPORT, JUNE 15 THROUGH 18, 2017
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