



PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS JULY, 2018 - JEREMY SALE



Missing man formation...



VARAC Vintage Grand Prix

This story from Victory Lane by Jeremy Sale



Jeff Green, 1972 Lola T300.

Photo by John Walker

The VARAC Vintage Grand Prix at Canada's Canadian Tire Motorsport Park opened with record-breaking grids and the promise of a great summer weekend of racing. But, as the story goes, "It was the best of times, it was the worst of times." In vintage racing you never really know what to expect, perhaps inclement weather, possible mechanical problems...but of course you never expect a fatality.

On Saturday, June 16th, Jeff Green, (above) an accomplished racer from Illinois, left the track at Corner 8 in his 1972 Lola T300 and succumbed to his injuries. Seb Coppola, president of Formula 5000 Driver's Association said "Jeff began racing with the Formula 5000 group in 2016, having purchased the ex-Jerry Hansen 1972 Lola T300. He was an experienced racer, having raced in the Pro Mazda Series. He was very supportive of F5000 and thrilled to be able to race the car of his boyhood hero. The Formula 5000 group is devastated by the loss of our friend and race partner. We will miss him dearly."

Jeff's F5000 Lola car was an entrant in the Formula 5000 feature for the 2018 VARAC VGP. Fittingly VARAC welcomed Brian Redman as Grand Marshall. Along with multiple wins in various formulae Redman won the F5000 championship in 1974, 1975 and 1976. In addition to the F5000 entrants the VGP welcomed the great MGVR group, who made this their Focus Event for 2018. It was a wonderfully promising start.

There was a packed schedule lined up, on and off track, with three full days of racing, involving grids for all Vintage and Historic racing machines. Minis to Mustangs, Canada Class to Formula cars. Racing for seven groups of cars including the Royale Formula Ford Challenge Series, the Toyo Tires F1600 Championship, Monoposto, Small Bore Vintage & Historic Cars (under 1.3 litres), Big Bore Vintage & Historic Cars (over 1.3 litres) and a big field of the Canadian "Classic Group 70-90 cars, (cars dating from 1973 to 1998 including Alfas, Corvettes, Porsches, Mustangs and many others.) Grids were huge, 50 plus in Classic, Vintage Big Bore and Vintage Small Bore, with competition promising to be fierce throughout the field.

The forecast was a bit iffy but fortunately the weather people were wrong as usual and so, under warm and sunny skies, the schedule began on Thursday, June 16th with orientation and lapping sessions for those so inclined to learn this challenging track.

Friday opened with practice, qualifying and races and finished at 6:00pm when the unique Steam Whistle Paddock Tour began. The Paddock Tour concept is simply to move people around and get them to mingle and meet, talk about their cars, and eat some dinner, along with great beer, of course! Steam Whistle Pilsner beer was available at each stop. There were chicken wings with the Triumph racers, submarine sandwiches with VARAC, and desserts at the Royal FFCS area. And to round out the evening Kim & Company, a nine-piece band played until the sun set. Competitors, crew, and volunteers were all welcomed and all seemed to have a great time.

On Saturday racing continued with more great weather and some really full grids. "Mini Meet North", the largest assembly of Mini's in Canada, provided an

avenue for owners of this popular marque to gather together and show off their cars all weekend, and they also had an opportunity to lap the track on Saturday.

Racing continued Saturday afternoon until the very serious incident involving Jeff Green brought an end to competition. A full day wrapped up with the evening reception held in the CTMP Conference Centre. At the banquet the MGVR, our magnificent Focus Group, presented their annual awards to deserving MG Vintage Racers. The "Tommy Hoan T Cup" went to Steve Konsin. The John Targett "Doff of the Cap" to Phil Cooper, the Bill Parish "Master of Speed Deception" award to Mark Sherman. 'The Big Copper Bucket' went to Brian McKie. Congratulations and many thanks to the MGVR racers, a huge and very welcome part of the 2018 event! I should add that at this point no one knew what the situation was regarding the accident, just that it was severe, but later details began to leak out on social media.

The weather on Sunday was hot and sunny, but naturally the mood was somber as the sad situation was confirmed. The F5000 did a few tribute laps in honor of their fellow driver, the cars in formation, with an empty spot left open for Jeff Green.

The revamped schedule continued for most and, in addition to lots more racing, all street cars participating in the Field Of Dreams Classic Car Show were invited to tour the track at lunchtime.

The packed Sunday schedule included the "Legends of Mosport", an opportunity for a Q&A with Grand Marshall Brian Redman and Canadian Champion Eppie Wietzes, hosted by former competitor and writer Norris McDonald. Interesting to note that both Redman and Wietzes started their careers racing humble Morris Minors!

It was a full weekend, blessed by great weather, big grids and tons of track time. Many, many congrats to VARAC's VGP Director Ted Michalos and his great team of volunteers. Already looking ahead to 2019 VARAC invites all vintage racers to join us at CTMP for the 40th anniversary of VARAC's very first race, held at Shannonville in May of 1977 and won by Bob Dengler in his 1954 Ferrari 375MM. Mark the date down. June 15 through 18, 2019.

For more information check www.varac.ca

Our thanks to all the great VVGP photographers

[VVGP Photos](#)

There were photographers everywhere!
VARAC and Pit Signals thanks ALL the
super photographers who covered the
Vintage Grand Prix: Richard Coburn,
Howard Lipman, Bill Stoler, Ray
MacAloney, John Walker, Giancarlo
Pawelec, David.J.Fulde and more...





Photos by
John
Walker...

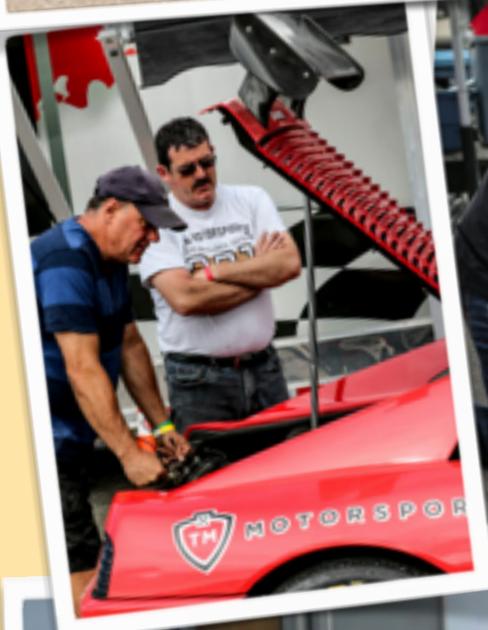
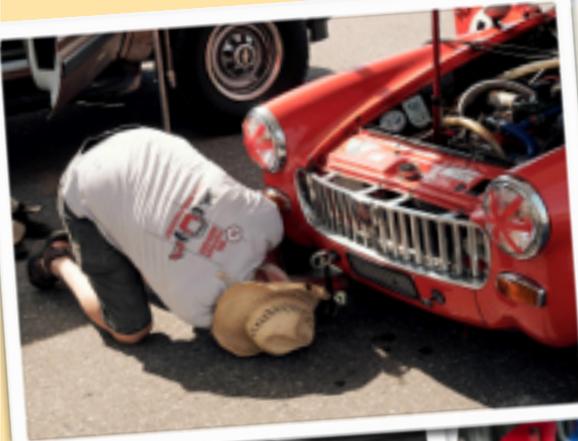




Photos by
Richard
Coburn



The Joys of Vintage Racing...



Your Comments...

Ivan and Colleen Samila, Lotus Seven S4: Colleen says: "Ivan came back to the paddock by tow truck on Friday morning, the oil light had come on and he had pulled to the side, worried about his new engine (below). In a hopeful voice he said to me; "How about an engine swap to get back and race Sunday morning? Or just lay low and enjoy the weekend watching others race?" I was far too tired to work so darn hard doing an engine swap. I told Ivan, if Cam (our neighbour and retired mechanic) was available, he could come over and help swap the engine while I made dinner! Back home just after 5pm, Ivan and Cam start tearing the engine apart; dinner was ready by 7pm, we even had a lovely strawberry shortcake that Cam's wife brought over for dessert. We relaxed until about 8pm when the boys started work again...



Stefan Wiesen: During the lineup prior to race grid, Stefan Wiesen's lovely Elva Courier caught fire. (Above) The car was parked near the track's fuel tanks and several race cars, however fast action by racers and track emergency worker quickly extinguished the flames. Stefan says "The damage is minimal, though the mess is huge!" Great work by Jim Holody; first on the scene his quick reaction ensured no major damage was done.

At 5 minutes after midnight Ivan turned over the new old engine. Success! Tired and extremely happy we bid adieu to Cam and in true vintage spirit, Ivan was on grid for the race Saturday morning, and each race after that to fulfill a wonderful weekend."

Your Comments...

David Sim (Former ASA AC Delco Challenge Series Stock Car, Number 82) “What a great event, I met so many wonderful people with a shared passion for vintage automobiles, my compliments to everyone who made it all happen, I will definitely be back next year!”



Richard Navin, MGB: “It was great to get #246 out for the first time this year (right) and first time since the new motor. Obviously the tragedy affected the entire weekend, and yet it was a terrific weekend of racing for us. I enjoyed many dices for position, both as passer and being passed, it was terrific vintage event and from where I was, ideal vintage driving and courtesy.”



Steve Konsin, an MG racer out of the Atlanta area, brought his TD as well as his MGB (below): “Thanks to VARAC, MGVR and perfect weather we had a very memorable race weekend. The racing was very interesting



with the large grids and long sessions. I had a great race with Manley Ford in MG TD and beat him by just .004 of a second to win the Tommy Hoan Trophy, which was very special. Thanks again for putting together a great event and I hope to make it back next year now that I have a little experience on the track!”

MG Vintage Racers highlights from VVGP

By Chris Meyers, Editor, MG Vintage Racers' Newsletter

Thursday evening is the traditional MGVR "Meet and Greet" party at MGVR Central where our gang and friends gather to rekindle old friendships and begin new ones. I counted around 80 revelers who enjoyed potluck finger foods and burgers, dogs and sausages courtesy MGVR and Chef for Weekend Bill Moncrief.

Shifty Six Racing provided a keg of Hockley Amber Ale, which proved to be the beverage of choice as the keg was finished as the party wound down!



Friday track schedule included practice and qualifying sessions but due to on-track mishaps track time was limited. The MGs were split between Vintage Big Bore (MGBs) Group 4 and Vintage Small Bore (MGA, Midget, T Series) where I raced. Many of us anticipated the after-track festivities that featured VARAC's version of the traditional Paddock Crawl where entrants and crew traveled the paddock visiting food and Steamwhistle Beer stations. The wings were better than ever this year and the Subway sandwiches are a personal favorite.

Saturday's on-track sessions included one qualifying and one race session per group and the all-important MG-Triumph Challenge Race. Once again on-track mishaps limited track time punctuated by a fatality in the F 5000 Group Race. I cannot possibly share with the reader the mood in the paddock after the incident. My heart goes out to the racer's wife and family-

MGVR Highlights...

Saturday at VARAC's Banquet MGVR presented annual awards to deserving MG Vintage Racers. This year's recipients:

Tommy Hoan T Cup, awarded to the first T Series racer to cross the finish line in the All MG (or MG/Triumph Challenge) race.

Due to scheduling problems and cancelled races we awarded the trophy to the first Group 2 race. This year's winner was Steve Konsin. Top right.

John Targett "Doff of the Cap" Trophy awarded annually to the 4 cylinder MGB racer who honors the MGB racing tradition by preparing his racecar to traditional standards. This year's award winner was Phil Cooper. #62, right.

Bill Parish "Master of Speed Deception" Award given annually to the MG Vintage Racer who has fun with his fellow competitors and exemplifies 'speed deception' in his on and off-track manner. This year's winner was Mark Sherman. #607, right.

MG Vintage Racers Spirit Award 'The Big Copper Bucket' is awarded by vote of his/her peers to the MG Vintage Racer who most exemplifies the spirit of MG Vintage Racing. This year's award winner was Brian McKie (at right) with Chris Meyers, left, Mark Brandow, 2017 winner, centre.



MGVR Highlights...

Sunday's on-track activity is always unusual as groups become smaller due to attrition (plenty of that among Triumphs, not quite as much among MGs) and early departures. I ran in Group 2's first session and then packed up to leave. Group 2 was relatively untouched by big mishaps up to Sunday's first race, when two MGs met at Turn 3 and essentially ended our session early.

I wish to thank everyone who made this year's MGVR Focus Event a success, including VARAC's Dave Good, Event Chair Ted Michalos, and the VARAC volunteers whose yearlong planning culminates in one of the largest vintage race events in North America. Thanks to the corner workers and race control volunteers who did their best under some trying circumstances. Thanks to Shifty Six Racing for their help with Thursday's party. Thanks to my MGVR staff (Larry Smith, Dan and Jane Leonard, Chris and Cheryl Kintner, Dave Smith, Greg Prehodka and new Treasurer Eric Russell) who help me throughout the year with MGVR stuff. And thanks to the MG Vintage racers who participated in this year's Focus Event!

Chris Meyers, Editor
MG Vintage Racers' Newsletter
MGVRMeyers@comcast.net



Brian Redman, our Grand Marshal at the VVGP!

By Jeremy Sale

Photos by Ron Kielbiski



Redman at Mosport

Reading Brian's autobiography *Daring Drivers, Deadly Tracks*, published in 2016, is an experience for any driver, vintage or otherwise. The list of races Redman competed and won in is staggering. This book brings back memories of some of the greatest cars and most famous tracks in motorsports. The sports cars Redman drove include Ferrari 312PBs, Porsche 908s and 917s, as well as Ford GT40s. And the iconic race tracks! Redman had four consecutive wins at the Spa-Francorchamps 1,000k race for sports cars, two wins at the Nurburgring with Jo Siffert and Jacky Ickx, a win in the iconic Targa Florio, and three wins at the Daytona 24 Hours as well as two wins in the Sebring 12 hour race. He led the Le Mans 24-hour race five times but unfortunately was never able to notch that much-desired win.

One of the finest all round drivers in motorsport Redman also competed in 15 World Championship Grand Prix, driving for Cooper, Williams, Surtees, McLaren, BRM and Shadow.



Eppie Wietzes competing with Redman at Mosport

After a brief retirement Redman signed up with Sid Taylor and competed in Formula 5000 in Britain. After finding success there Taylor realised that there was plenty of money on offer in the US when in 1972 the US Formula 5000 series offered a \$20,000 winners purse at Watkins Glen. Redman and his team jumped at the opportunity, crossed the pond, and lashed their Chevron B24 onto an open trailer, invested \$500 in a suspect station wagon and set off for upstate New York.

Later still, driving a Lola for Jim Hall and Carl Haas, Redman won the Formula 5000 Championship three times in a row from 1974 to 1976, against opposition including Mario Andretti, Jody Scheckter and Al Unser. In 1977 he suffered a serious accident in his Lola F5000 car at the Mont-Tremblant circuit, it took him 9 months to recover; but he returned to win the 12 Hour Sebring race in a Porsche 935. He later drove one of two Group 6 World Championship 936 Porsche 2.1 turbo at Le Mans and Silverstone in 1979. Later in his career he achieved more success in endurance racing, winning the 1981 IMSA GT championship.

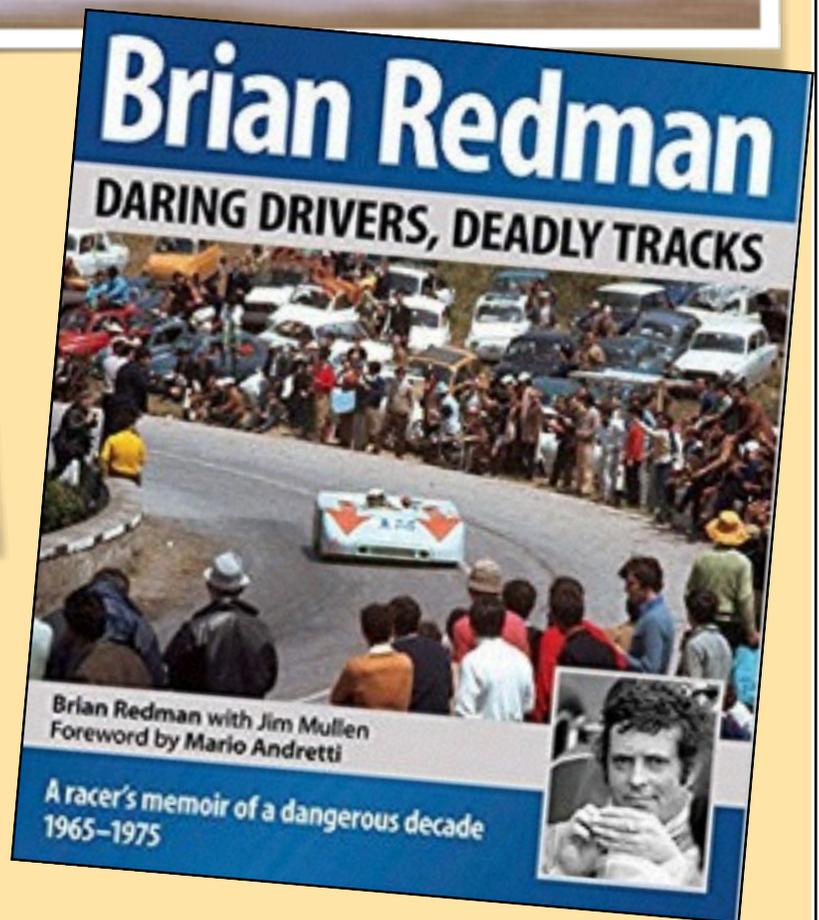
Like many vintage drivers I have a small collection of racing books. I have managed to weed them down to just the ones I really enjoy. You and I may differ on which books deserve to make your collection, may I humbly suggest that this one clearly belongs! I can't help smiling when I read about Redman and the cars and tracks he drove. Spa, Le Mans, the Targa Florio, Monaco. Mario Andretti wrote the forward to the book saying "Brian writes like he drove, right to the point and always with passion. He has managed to cap a pretty terrific racing career with a pretty terrific racing memoir." With all due respect to Mario I would take out the two "pretty" references and say "A terrific racing career and a terrific racing memoir." IMHO.

The title of the book; *Daring Drivers, Deadly Tracks*, may be explained in Chapter 1. "Between 1965 and 1975, one in three top-level drivers of world championship sports prototypes were killed in their cars or as a result of on-track crashes. The odds were worse for those of us who also drove in Formula 1." Yes, as someone once said, it was the best of times, it was the worst of times. For example, on crashing in a Formula 1 Cooper at Spa, Redman relates that a marshal, without removing the cigarette from his mouth "*started to undo my belts, igniting spilled fuel and causing the car once again to burst into flames*".

A few more random sentences from the book;

"Stavelot, a long right-hander, is taken in top gear at about 170mph..." (gulp) At the South African Grand Prix; *"Half the field wore no seat belts, preferring the risks of jumping out or being thrown out to the chance of being trapped in a flaming car"*.

Yes, things really were different then...



To get the full flavour of what it was like to make a career driving the fastest cars in the world on world-famous tracks I recommend that you read this book. It's a personal memoir, well written by Brian Redman with Jim Mullen and there are many wonderful photos illustrating this excellent book. A great way to get to know more about our Grand Marshal, Brian Redman.

Lapping Day at VVGP-thanks Walter!

For years VARAC invited car clubs to come and run on the lapping day, alternating with the race car sessions. A couple of years ago Walter Davies took on this project and has made it a big success, generating valuable revenue for VARAC.

Pit Signals asked Walter Davies about the event.

“This year we had 33 street cars, including everything from historic Morgan +4’s, BMW, Audis and Datsuns, even a brand new 2018 Mustang! For many of these drivers, this is the highlight of their year, and for some, it ticks off an item on their “bucket list”. A dedicated team of VARAC Mentors work with the Lappers to train them and make sure that they are safe to go out on the circuit.



I want to say a great big THANK YOU to our Mentors, without whom the Street Car Lapping couldn't run. This year, we had 17 VARAC members volunteer; Richard Navin, Doug Switzer, Ivan Samila, Nick Pratt, Ed Luce, Dave Morgan, John Greenwood, Robert Metcalfe, John

Hawkes, Doug Kurtin, Hubert Lee, Richard Poxon, Alan Morris, Andy Januszewski, Andrew Celovsky, Dave Good and yours truly.

Each Mentor worked with 2 cars, and all Lappers were delighted to learn from their Mentor and were very complimentary about the quality of the information and experience their Mentor was able to pass on. Our proud record of never having an accident in the Lapping Group was, sadly, broken this year when one of the Morgans nosed into the wall at Corner 9. The driver was running a video, so we can see that he wasn't driving recklessly and Martin Beer, the Morgan “guru”, who has examined the car, believes that a tyre separated from the bead, causing a sudden swerve into the wall. Some mechanical problems you simply can't anticipate - luckily the driver was uninjured.”

Pit Signals says “A big thank you to Walter and the Mentors, well done guys!”



Feature Race Winners

Clockwise from above:

Big Bore: Jim Middleton, Shelby Mustang. Small Bore: Richard Poxon, 1963 Ginetta G4. Toyo Tires F1600 Championship: Spike Kohlbecker, Spectrum 014-Honda.





Feature Race Winners



Clockwise from above:

Royale FF Championship: #9, Paul Buttrose, 1980 Crossle 40F.

Monoposto: Paul Subject, #77, 1998 Formula Mazda.

Classic: #56, Gregg Clifton, Chevrolet Camaro.



George Maxwell 1938-2018

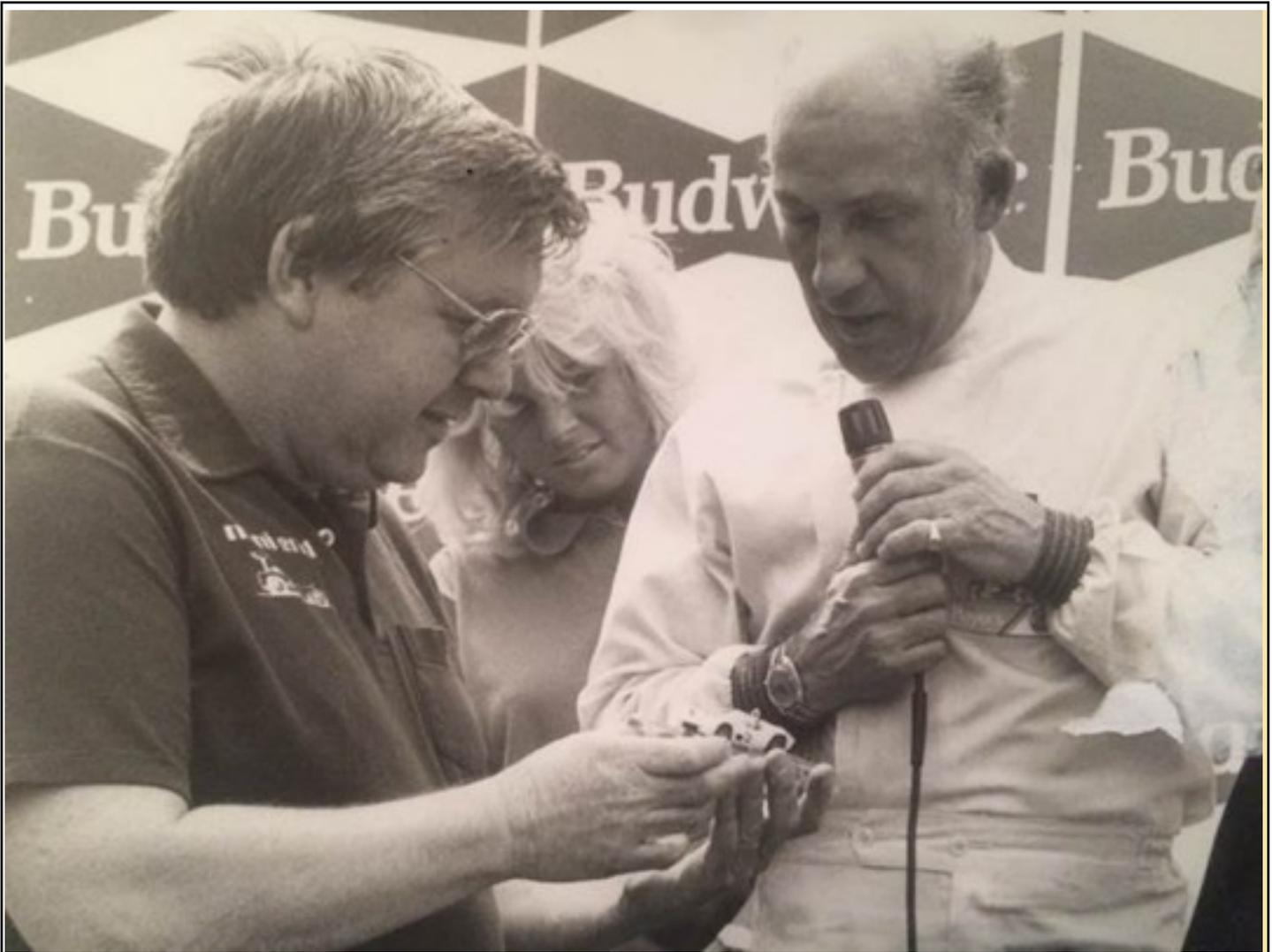


George Maxwell in action at Mosport 1971 in his Datsun 510

A note from the Maxwell Family:

George's journey thru life was fulfilling and immensely rewarding, much in part to his vision and creation of Mini Grid, which allowed him to share his enthusiasm for motorsports and the model car hobby with others of similar interests. His profession was a school teacher, but his passion was cars and car racing. From being a track marshall at Mosport and Harewood Acres in the 1960's and moving on to become the Chief Course Marshall and Clerk of the Course positions at international races at Mosport; then racing himself in a Datsun 510 from 1970 until 1974.

In 1975 George's teaching career took him overseas to work at the Canadian Armed Forces base in Lahr, West Germany. This is where the Mini Grid story really begins. In Europe the model car kit industry was in full swing and George quickly embraced the hobby, with model car shops existing in almost every town and village throughout the Continent.



George with one of his more well known customers – Sir Stirling Moss

Taking advantage of his time in Europe he established relationships with most of the cottage industry sized kit manufacturers (John Day; FDS: Speilwaren Danhausen: AMR: Tron: Grand Prix Models; Western Models etc., etc.,) and upon returning to Canada in late 1977, he launched his new mail order business; Mini Grid Scale Models; in the basement of his Scarborough home. With wife Julia running the administration side; and with the help of friends like Bob Brockington, John Hall and George Webster promoting the hobby and the business; Mini Grid thrived and for the next 8 years the basement on Pebble Hill Square was a hive of activity as the business grew, with not only the mail order business (pre internet of course); but an increasing stream of 'visitors' knocking on the back door coming over for a visit to see the latest arrivals from Europe. Mini Grid had now outgrown "the basement on Pebble Hill".

Therefore, in 1986, Mini Grid opened their first retail store on Hwy. #7 in Unionville, and for the next 17 years George and Julia ran the shop; along with help from equally enthusiastic staff; which now had expanded its selection and expertise to include all the latest in motoring books, videos, art, slot cars and; at the time; the then flourishing die-cast model industry. Supported by an amazing and appreciative customer base (of which George would know virtually everyone by name) they all shared the same interests and passions, and George was in his element. Good times and great memories.

By the early millennium health issues meant George had to take a step back and in 2003 he decided to retire from the business and sell his 'retirement fund'; the building on Hwy. #7. It was at that time Mini Grid moved to its current location on Mt. Pleasant Road. His interest in the business never wavered however, and he would often offer advice, lend a hand, or just hang out in the store or at the Mini Grid booth up at Mosport greeting old friends and customers (same thing to him) and sharing stories. And that was what George was all about - friends. He loved people, always saw the good in them. He had a heart the size of a lion, and just wanted to make everyone happy.

Outside of Mini Grid not much changed for George post retirement. He continued to be active and involved with family, always with wife Julia at his side; always a very proud father of three; and a dotting grandfather of five. His favourite place in the world was at a racing track, and it didn't matter where, even though Mosport would always be top of the list. Fitting then that; with his health deteriorating; his final trip out was last fall to Goodwood Kartways to watch his 8 year old grandson Ryan compete in his Championship deciding race. Ryan won, and the embrace after between Grandpa George and his Grandson was, well, unforgettable. Life had gone full circle as they say.

The last couple of years have not been kind to George as Alzheimer's invaded his body; and for those who remember the always smiling, laughing and jovial man you will understand that he is in a now much, much better place.

Nothing would have made him happier than saying goodbye to all his long-time friends and associates he met over the years thru Mini Grid, but speaking on behalf of the Maxwell Family we know he would want us to say thank-you to all of you who touched and enriched George's life and made it a better place for him.

Gone but never forgotten. RIP George.

John Marshall Bowles 1933-2018



Born in 1933 in Croydon, England, John emigrated from Devon, England, to Canada in 1957 and started a distinguished 55-year career in the professional practice of public relations. He was an experienced equestrian and collector of classic cars. He was more than 25 years a member of the Ottawa Valley (Drag) Hunt; and as a motorsport enthusiast, he competed successfully in races and rallies and was an active board member of various motor sport car clubs. These included founder president of the British Automobile Racing Club (Ontario) and the Vintage Automobile Racing Association of Canada.

John wrote about the founding of VARAC. “Canadian motorsport history was made on November 6, 1976 when 42 enthusiasts converged on the 401 Inn in Kingston, Ontario to discuss how vintage racing could get started in Canada. The meeting agreed on a number of key items, including naming the club the Vintage Automobile Racing Association of Canada (VARAC) and appointing five directors, all experienced former drivers, some with strong CASC experience. They were: President: Louw Broadfield, Georgetown; Vice-President: David Elcomb, Windsor; Secretary-Treasurer John Bowles, Ottawa; Roger Peart, Montreal and Jack Boxstrom, Toronto, both directors-at-large.”

John raced a Triumph TR3 in 1958 and later competed in an AC Ace-Bristol, an Austin-Cooper., and a Jaguar E-type (shown above at Rattlesnake Hill Climb). He was BARC-OC’s founder president and was an active CASC director responsible for raising motorsport’s profile. He retired as an international public relations consultant, and was a Life Member of The British Empire Motor Club (BEMC) as well as VARAC. John and wife Shirley Ann enjoyed driving a restored 1974 MGB.

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completely updated with new sump lines and inline filter, new Peterson aluminum dry sump tank and Moroso air vent tank; original Boss 302 oil cooler removed and new racing aluminum oil cooler installed. Note: Peterson inline Oil Sump Line Primer system installed. Original Weaver dry sump pump completely rebuilt by Stock Car Sumps in CA, with new fittings, costing as much as purchasing new pump (receipt with parts numbers and replaced parts with car) Braking system - all new rotors, Porterfield racing brake pads, and new custom NASCAR racing brake lines. Custom period style TA roll cage (designed from photos of Shelby TA Boss 302) built by NASCAR chassis shop. Front and rear suspension, nearly all new with Maier racing Panhard Bar kit welded in place with rear sway bar fitting in original location as rear sway bar used by Briere in the day. New Walt/Chip Hane Performance narrow rear leaf springs and shackles installed. Shocks are QA-1 Single and dual adjustable shocks, in place of original Koni shocks. So much more to mention. It has and came with this Bud Moore Mini Plenum Intake Manifold installed. Also, note the front shock towers brace in front of the engine; this brace was found on the Australian TA Boss 302 built by Bud Moore. So, this Boss 302 was very much race prepped well in the day.

Price is \$95,000 USD. Mark Larsen, Colchester, Connecticut 06415

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1962 Lotus 22



1962 Lotus 22 for sale, older FIA papers. Freshened for Mosport round of Formula Junior World Tour 2017. Winner of both Saturday and Sunday races. 1 weekend on Britain West built 1098cc all steel engine. Head updated and seats installed January 2017 by Mark Balinski. 1 weekend on Dunlop L section tires. 6 weekends on new Koni Dampers. 5 speed Hewland Mk6 gearbox, with recent CWP. Spare set of Lotus Wobbly Web wheels with older Dunlop L section tires. Includes most of a full set of suspension spares including dampers. New uninstalled Peter Denty Roll Hoop included. Same ownership for the past 31 years, with numerous race wins and Monoposto Series Championships in that time. Spare Mk8 Hewland Gearbox fresh, tail mold and all parts for upright engine installation available by separate negotiation.

David Clubine

519-756-1610

davidwclubine@gmail.com



1982 Porsche 911 SC race car

Steel wide body, 3.2 L full race engine, PMO 50 mm carbs, twin plugs, new pistons/cylinders 2016, 915 5 spd custom Guard gearing, Wevo shifter etc, custom suspension with Bilstein shocks, 1979 Turbo brakes, 4 sets CCW wheels, new Hoosier R7, rains, etc, fiberglass body panels on doors, hood, deck, full cage, cell 27 US gal, maintained by Response Engineering, ready to race ! Offered at \$47,500 USD.

Call Gary Allen 647 405 4048 or email gtdallen@gmail.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>

