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On-Line Edition

Vintage RACER

VARAC MEMBERS MAGAZINE



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Scooter Elcombs' Racing Days

Jack Boxstrom and the 1962 Players 200

Bill Brack and the 1968 Mosport 250

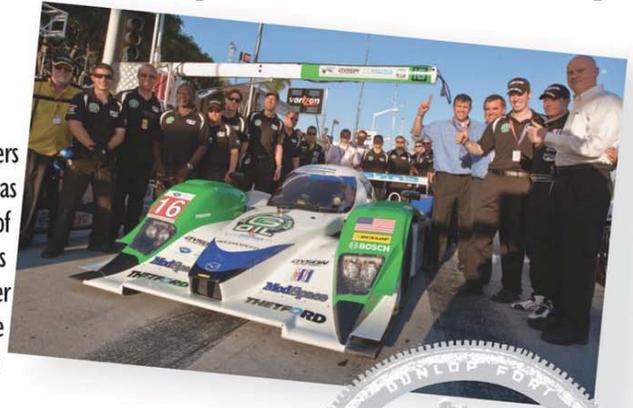
Dave Good at Put-In-Bay

Cam McRae at the 'real' Watkins Glen

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VARAC, the Vintage Automobile Racing Association of Canada, was formed in 1976 to provide a central organizing body through which Vintage Race enthusiasts could communicate and organize race meetings for eligible Vintage and Historic racing and sports cars.

The Spirit of VARAC can be expressed as a wish to preserve, restore and race historically significant cars in a form as close to the original specification as possible. Of course, there have been many improvements in motor racing safety equipment, circuits and technical advancements in materials since these cars were built.

Those restoring and preparing cars for Vintage Racing are encouraged to incorporate and take advantage of these improvements where they can be incorporated without diminishing the vintage character of the car. We feel that Vintage Racing should be enjoyable and rewarding to both the participant and spectator with a minimum emphasis on trophies and awards. Let's keep the fun in Vintage Racing. If you are interested, call any of the directors listed on this page. The opinions and suggestions expressed by contributors to Vintage Racer are those of the author, without authentication by or liability to the editors, or the Directors or VARAC. To subscribe FREE, send an e-mail to Jeremy Sale at jeremy.sale@varac.ca with your membership number

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INSIDE THIS EDITION:

Another year is nearly over; our members have travelled far and wide and share some of their fun in this edition. Dave Good relates his weekend of racing at Put-In-Bay, Ohio, a very vintage experience that many might not have heard of. And it's not far from here!

Cam McRae has some thoughts on Winter Reading and the Old Course at Watkins Glen.

Jack Boxstrom leapt from a humble Morris Minor to the 1962 Player's 200 in a Lotus 9, racing against Jim Hall and Dan Gurney. He tells us "what it was like out there!"

Bill Brack relates what it was like to race against Al Unser, Richard Petty and others in Bill's one and only Grand National Stock Car Race.

And if you want vintage, have we got a story for you! Scooter Elcomb, VARAC's newest Life Member, tells you what racing was like before it became vintage!

Thanks to all who helped me out with stories and photos through the year.

See you at the track! J.S.

Jeremy Sale

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Crowd control before lawyers, in 1958.

Hay Bales and Sports Cars

Put-in-Bay Road Races Reunion 2012 Brings Real Sports Car Racing Back to Historic Island.

“This is the most relaxing vintage race I’ve ever attended,” said vintage racer and Turner enthusiast, John Ruth following the fourth annual Put-in-Bay Road Races Reunion (PIBRRR). John’s comments echoed those of many of the entrants of more than 50 cars that participated in the 2012 edition of what is arguably the most authentic vintage racing event going because it seeks to re-create what it was really like to race a small-bore sports car back in the 1950s and early ‘60s in the Great Lakes region of North America.

Put-in-Bay on South Bass Island just a few miles offshore the “north coast” of Ohio in Lake Erie between Toledo and Cleveland hosted sports car races each year from 1952 to 1959 and once in 1963. The races were held on the narrow tree-lined public roads of an island enclave which has changed very little from what the place was like fifty or sixty years ago. The Cleveland Sport Car Club ran the ‘50s races while the Waterford Hills, Michigan Road Racing Club resurrected the race for the final year in ‘63.

PIBRRR began in 2009 when a group of vintage racing enthusiasts led by long-time vintage racing pros Bob Williams and Jack Woehrle hosted a reunion event where original drivers and cars joined current vintage racers and other vintage sports car enthusiasts to not only celebrate the island’s

historic racing past but also to plan to bring those same types of cars back to the island to rejuvenate the island’s racing heritage.

“The Put-in-Bay races are as significant as the ones held at places like Elkhart Lake, Wisconsin and Watkins Glen, New York where the first sports car races took place in Post-War America,” says event director Bob Williams. “What’s unique about this place is that the races began at a time when sports car racing on public roads in urban areas was drawing to a close in those more celebrated places largely because of concern for public safety. But at Put-in-Bay, thanks to a variety of factors, the public-road racing continued for a decade longer than those other venues with no recorded serious injuries to drivers or spectators.”

The cars that competed in those races were small sports cars with under 2,000cc of displacement and sports racers (purpose-built closed-wheel racing cars) under 1,500ccs. Marques included production cars from makers such as MG, Triumph, Porsche, Alfa Romeo, Lotus and many others and race-bred cars such as Elva and Cooper as well as many home-bred varieties. The drivers were strictly amateurs, racing for the fun of it, but many went on to make significant names for themselves in racing. These include Carl Haas, Chuck and Susy Dietrich, Chuck Stoddard, Tom Payne, Ralph Durbin and a long list of others.



Winner Chuck Stoddard in the #22 Alfa along side Russ Smith in the #17, 1959 race. That same car raced at the 2012 event!

The photo below is from the paddock of the 1958 race. The Elva Mk III #58 was entered by William Bradley of Detroit. The white #28 is a very rare Fairthorpe Electron driven by Al Miller from Akron. The #64 Karman Ghia was entered by Leslie Smith of Akron.



2012 Put-in-Bay Road Race

BY DAVE GOOD

David Holmes (with his 49 MGTC ; ex Tommy Hoan) , Brian McKie (SVRA Driver –a frequent VARAC participant-with his 65 MGB) , myself (59 MGA) along with our crew chief, John Burgess had the pleasure to attend the 2012 Put-in-Bay Road Race Reunion , Sept 19 -21 (Wed-Fri).

Put-in Bay (PIB) is a waterfront village located on an a Lake Erie island, almost directly south of Pelee, off the coast of Ohio (Sandusky area) . Through Detroit, it was a 550 km haul from Caledon. PIB is a beautiful spot-very tourist focused- alot of history, waterfront attractions, parks, pubs, restaurants, resorts, etc. We arrived Tues afternoon and , surprisingly, it didn't take long for us to find a pub!

The Reunion is a celebration/tribute of the original sports car road racing that took place on a 3 mi street circuit through PIB in 1952-59 and 63. The race was very popular and was for production sports cars under 2 litres. John Burgess actually attended the event in 59 as crew for a Cleveland based driver, Manny Holder, who won the feature event in a Porsche 550, after Chuck Dietrich (a well known US road racer and US National Champion) went off

course at “ Cemetery” Corner – we were quite surprised that very few of the local barmaids didn't recognise John during our visit!

Access to the island is by a 20 minute ferry ride. As part of the event, we could park trailers on the mainland and drive the race cars on to the ferry to the island. We decided since we were running MG's that we'd need access to alot of

tools and spares so we took our trailers over. We used our cars to run

The event, the fourth annual, ran Wednesday-Friday (Sept. 19-21). The event was presented by PIB Road Race Heritage Society ,a group of volunteers, made up of vintage race people, including Jack Woehrl, Bob Williams and Manley Ford -all well known to those of us that run events in the eastern U.S. They create a very welcoming, friendly atmosphere.

Wednesday was a focus on the history of the original races with a lot of very well put together presentations, photos, memorabilia and a roundtable discussion by a couple of original drivers-one of whom was Carol Henning Clemens, the ONLY women to compete at PIB.

She ran in '63-Previous to 63, weren't permitted to race....but they did let the very accomplished race driver, Suzy Dietrich drive her TC as a pace car (which she still hasn't forgiven the powers-to-be for!). Carol ran an MGA (yeah!) tagged “Lady First” , and finished third after a stop to repair some damage from a balked start. In viewing



A competition Turner leaves the ferry @ PIB-he must of needed fewer tools than our MG's



David Holme's TC in front of PIB Town Hall

the presentations and photos and seeing how many of the entries were MG T series cars you really appreciate the impact these cars had on sports car racing in NA! You also realize how close the crowd is to the racing! As pointed out, the spectators really appreciated the haybales-it gave them something to sit on. One particular area where spectators lined up, was behind the building-now Joe's Bar, at cemetery corner where they formed a line which moved back & forth depending on the control the cars were under exiting the corner!

Wednesday afternoon, we also ran 2 re-enactment laps of the original course at a pretty good pace-those utility poles are very close to the cars!

At the Wednesday AM participants meeting they discussed protocol & schedule for the event (surprisingly no blend line warning!) as well as island wildlife (1 coyote, 2 fox) including "chiggers"-a small insect in long grass (like where we paddocked!) that will create multiple very itchy bites on your ankles, legs and rumoured to migrate up your body!-of course we had phantom Chigger bites all week (Fire Ants at Sebring-Chiggers at PIB-it's a tough sport!)

Tech included a rolling brake test-a feature from Tech "in the day". You accelerate, lift both arms and apply the brakes hard to ensure the car doesn't pull. John Burgess took my car through this, and it passed after 3 attempts, once he could get his feet untangled! John advised that those with experience, "in the day" would hold the steering wheel with their knees to pass the test. Here's hoping Mike doesn't

Thursday was racing-this was the first year that actual racing was included in the event. The island airport was closed for the day and the volunteers placed hay bales on the runways to create chicanes and designate corners to create a .8 mile circuit.



Re-enacting the crowd from behind Joe's Bar.



Holmes on the original course.



Cemetery Corner- pole on apex.



The rolling brake test

There were approximately 25 vintage race cars entered as well as another sports cars 25 entered for “lapping”. Cars were basically of the circa that competed in the original events. There were 2 race groups-< 1500 cc and above. There were 5 track sessions-practice, qualifying, 2 group races and a “all-comers” finale race. A lot of track time! Due to a mix of persistence and attrition, #37 MGA managed a 2nd overall in the finale!

A great event- pretty relaxed and friendly. Highly recommended



Course setup-Mercedes Hay Wagon.



Good's MGA-a little shorter due an over anxious colleague in chicane!



More racing action-yes, Mike-a TR4 ahead of an MGA! And I'm not lapping him! This is Allen Goode leading VARAC Good- Allen won the feature race

Photos by: Put-in-bayphotos.com
www.put-in-bayphotos.com (John Rees), Larry Carlson, and Dan Mainzer, courtesy of Manley Ford.

JOHN FITCH

John Fitch died Oct. 31 at the age of 95. Born in Indianapolis Aug. 4, 1917, Fitch's stepfather was the president of the Stutz Motor Car Co. An Army Air Corps. enlistee, John shot down the first jet fighter, a German Me-262, with his P-51 Mustang. He was later shot down himself and spent the last three months of WWII as a POW.

He began racing an MG TC on the East Coast, moving up to a Cadillac-powered Allard, with which he won the 1951 Argentine Grand Prix. As the SCCA's first national champion, he was hired by Briggs Cunningham to race his eponymous Chrysler-powered car to a win at the Sebring 12-hour race in 1953.

Recruited by Mercedes-Benz, he was paired with Juan Manuel Fangio and Stirling Moss on the German team, and was about to take over for teammate Pierre Levegh in the 1955 Le Mans 24-hour race when Levegh's fatal crash killed more than 80 spectators. Following Mercedes' subsequent withdrawal from racing, Fitch helped develop Chevrolet's Corvette into a racing contender, culminating in a GT-class win for Cunningham and Corvette at Le Mans in 1960, the first for an American car. Fitch raced competitively until 1966.

His engineering background and racing experiences led him to invent safety barriers, including the ubiquitous Fitch Inertial Barrier, those sand-filled yellow plastic barrels now standard safety devices on highways across the U.S.

In 2005 Fitch, at 88, went to the Bonneville Salt Flats in Utah to try to break the land speed record for the class of sports car he had driven so successfully many years before. But his car, an rejuvenated Mercedes 300 SL Gullwing, had engine trouble, and he fell short of his 170-m.p.h. goal and the record.

A post script from John Greenwood: "I spent a wonderful evening with John Fitch at Watkins Glen a few years ago. I was at a table at the "Glen Club" with Fred Samson and John Sambrook, when those two got started into a heated discussion about something that nobody cared about. Well, they got into it big time, so I wandered over to a nearby table to have a smoke with Rick Cook of Michigan. This older fella came over and asked if it was OK if he sat and smoked his pipe with us. Sure, we said and he introduced himself to us as John Fitch.

Of course I knew who John Fitch was, but I had never met him, so we started this terrific conversation that ended up as a super night, that lasted well into the wee hours. The clubhouse had mostly emptied so there were just us few hardy souls left to mop up the many half bottles of wine sitting on top of the now closed bar.

I had a great evening with J. F. I had seen him drive at Harewood in an event that pitted the NASCAR stars of the day against the sports car crowd in the late 50's or early 60's. I think that Ollie Clubine was in that race too, Fitch drove a Porsche RSK. John had a great laugh talking about that Harewood event, as most of the folks who interview him had never ever heard of this Canadian race track. He told me that he raced a few times at Harewood in his career. He then regaled me with his exploits as a fighter pilot



and racing for Mercedes, Cunningham and Scarab, and testing cars for everyone who was anyone. Racing with, and against Stirling Moss, Fangio, Carroll Shelby, Phil Hill, etc. He talked about the famous races, Le Mans, Carrera Panamerica, racing in Italy, meeting the Hollywood stars of the day, etc. He talked about his work with safety barriers, and other inventions of his, and of course, lots and lots of neat old racing stories, well into the early morning.

I was not race driving that weekend and was sleeping at the track in my van. So I just had to crawl home across the paddock. It was strange that no one ever came to throw us out of the Glen club. Maybe the cleaners came later to lock up but we were there well after everyone else had left. What a wonderful evening and a wonderful memory. John Fitch was a great, great race driver, a gentleman of the highest order and a humble man. JG.



Watkins Glen-The Old Track

STORY BY CAM MCRAE. PHOTOS COURTESY OF THE INTERNATIONAL MOTOR RACING RESEARCH CENTRE AND CAM MCRAE.

Last October, Diana and I went on a pilgrimage - and found the Mother Church of Sports Car Racing. Ostensibly, the purpose of the trip was to attend VRG's last event at the Glen, get a feel for the scene and re-experience what is now known as Watkins Glen International Raceway. I hadn't been back since the days of the "bog" and I wasn't prepared for what we found. The

place has been totally NASCAR'd. Acres of asphalt, massive spectator stands and the track reduced to an ARMCO tunnel. We weren't impressed.

We stood at the top of one of those bleachers and watched an epic battle between two old Volvos, a P1800 and a 122S.

Their racing antics were splendid, but the setting was all wrong. The effect was surreal. Thank goodness we still have Tremblant, Lime Rock, Mosport and their like.

Disappointed, we decided to tour the area, beginning with a walk through the old town of Watkins Glen. The place

has changed remarkably little since the days of the first, through the streets, sports car race in 1948. Although the businesses inside have changed, the buildings and store fronts remain. About half-way along Franklin Street, the main drag, there is a tourism office cum visitor



(Above) The feared Stone Bridge. (Top of page) The start/finish line at the Schuyler Court House.

center that features automotive racing art in its windows. Wandering in to take a look, we were accosted by an elderly guide who quickly ascertained our interests and turned out to have a wealth of knowledge about racing in the old days. When she was just a kid.



**Top) Start of the 1950 Watkins Glen Grand Prix.
(Bottom) Bill Milliken rolls his Bugatti.**

Towards the end of our visit she asked: "Have you driven the Old Track?" adding, "It's all still there, you know." Noting my stunned look, she immediately produced a map! A barely legible photocopy, it did show the way 'round and pointed out significant landmarks. The map is a bit of racing history in itself. It was drawn in 1952 by Sam Cobean, a New Yorker cartoonist who lived alongside the course - and was a racing fan

Nothing to do but to give it a try. We had to backtrack a couple of times, spur roads that would have been insignificant back then are now paved parts of the New York road system. The track itself is now all pavement. In 1948 it was a 6.6 mile melange of concrete, asphalt, oil and chip, and gravel. A race was 8 laps for a total of 52.8 miles. We found the route, going around twice, rubbernecking all the way, stopping to read the commemorative markers spaced along the course. Then, somewhat starry-eyed at what we'd done, we headed off for a tour of the Finger Lakes region.

The next morning we were on a tight timeline to get home. But, I already had thoughts of this article so I tentatively asked Diana if we should take another lap. Seems she had the same thoughts. So we went 'round again, this time seasoned veterans of the Old Track. After a quick photo-op at the Courthouse start-finish line, we launched off in earnest, heading our Santa Fe Bugatti-substitute the few hundred yards down Franklin Street to a quick right-left combination that sends you up Old Corning Hill, a slope much steeper than the back straight at Mosport. By the time you've reached the "White House S" at the top, the grade has stretched beyond two kilometres! How did those old sports cars make it without boiling over?

The next section is a long undulating straight under a



rail overpass with enough downhill to allow you, and the car, a brief respite. You'll need it 'cause at the end the road rises up and then plummets down into the canyon that is Watkins Glen. At the bottom, rushing at you, is the feared, storied, iconic Stone Bridge. (At a Glen racing regalia shop in town you can purchase everything from mugs to ball caps emblazoned with images of the bridge.) In order to set up for the next uphill, you have to turn right - either before, or on the bridge.

I'm told that some early drivers arrived about mid-track and drifted across the bridge surface.(OMG!) In the Abarth, chicken that I am, I'd probably come scorching down the left

side - BRAKING, BRAKING, BRAKING - downshifting all the while. Then I'd get the car safely rotated and accelerate diagonally across the bridge to the next turn-in point. (You can get a sense of it from the accompanying photo)

The bridge has stout low walls. (Not to current DOT specs!) In an impact, a low, fragile car would accordion itself into a much smaller package. A taller, heavier car would likely trip over the wall and land in the creek, wheels uppermost. I'm told that one of the original racers did just that. Frantic bystanders rushed to the scene, crying "Are you all right? Are you all right?" A calm voice emanated from below the tangled wreckage suggesting that if they'd lift the car off him he'd be able to tell!

The route out of the valley is much more squiggly than the map suggests. It's a series of uphill bends plus some more turns at the top that is very reminiscent of the Rattlesnake Hill Climb. To get through it quickly would require some deft motoring.

With that I was struck by the realization that those early racers had no access to the skills and techniques that we take for granted. Late apex, trail braking, heel and toe downshifts, linked turns and so on - all things we learn at racing school, observing other drivers, from books, TV and the internet. All things they were just discovering.

The last of those turns spills you out onto another fabled part of the track, the Railroad Straight. It's famous because during the races the train schedule was actually modified to allow the cars to pass over the level crossing unimpeded. Locals have immortalized it as "The Day The Trains Stopped". Great trivia, but the straight was significant for me because it is a very long, gentle downhill. Meaning that by the time you reached the end you would be going faster than anyone, would ever want to go in an MGTC.

And at that point you enter Big Bend, which can only be described as a screaming downhill, turning all the way. At the bottom you round out in a harsh left around a "flatiron" building. (There will be G-forces in at least three vectors.) The turn was originally called Thrill Curve, but is now known as Milliken's Corner. Bill Milliken barrel-rolled his Bugatti into the haybales on the other side during the first race in '48. Emerging with just a small scratch on his arm, he went on to become a veteran of more than 100 racing starts. Bill remained active in motorsport almost to his death last July at the age of 101.

After Milliken's, it's an easy drift back on to Franklin and a charge to the finish line. As we passed the old storefronts it was easy to conjure images from those photographs we've all seen and imagine the waving, cheering crowd as you roar by. Our Santa Fe took an imaginary checker at the courthouse - and it caught me off guard.

I was deeply moved.



Remembering Frank Harnden

By John Kinnear

I first met Frank around the rally scene of Belleville and Kingston in the late 1960's. He had started doing rallies and slaloms with the Quinte Auto Sport Club of Belleville in about 1965. A highpoint of that era for him was winning the 1967 Waterson 450 rally with his life long buddy and partner in crime, Terry Kemp, driving Terry's Mini. One of their more exciting moments was narrowly missing a large black bear somewhere in the north Hastings bush in the wee hours of the morning. The next year he went racing, aided by the able wrenching of Terry, in of course, a Mini. The racing included the Bulova Series with lots of great racing against some of the top shoes that inhabited that great series. 1970 saw the boys take on the Sundown 6 Hours with co-driver Pierre Mandeville, Terry as chief mechanic, Denis Palmer as tire changer, Ron Walsh as timer and yours truly as gas man. The Mini ran out of gas out at Turn 8 leaving Frank to coast in and have us push the car down pit lane to our appointed stall. Unfortunately, the driver of a BMW opened his door just as we were passing and the Mini's front fender 're-adjusted' the door so it touched the BMW's front fender. Hopefully, the owner has forgotten. Frank packed in the racing in 1972 and moved on to many other endeavors. Spare time was spent on off-road motorcycle riding and sailing where he became a well-known figure around the Belleville Yacht Club's sail racing events. A few years ago, after watching me having such a great time racing with VARAC he went out and bought another Mini, joined our club and raced with good results as time and finances permitted. Unfortunately, this didn't last long. A pinched nerve in his neck severely limited his mobility and he had to part with the Mini. Then came the next blow, a diagnosis of cancer. He dealt with his situation with a humor and dignity that I found inspiring. He passed away on Oct. 28 and as per his instructions, Terry, Denis and I along with three others carried him to his final resting place. He had told us that he would need his pit crew one last time. I felt quite honored. R.I.P. old friend.

John Kinnear.

Craig Hill: January 9, 1934-November 1, 2012

(From the Canadian Motorsport Hall of Fame)

In a driving career that spanned almost 40 years, Craig Hill raced and won in almost every type of racing car, from midgets and super-modified stock cars to sports cars and sophisticated open-wheel formula cars. He was Canadian Formula B champion in 1969 and '70, driving a Formula Ford he modified to formula B spec. He co-drove with Ludwig Heimrath to win the Sundown Grand Prix in 1973 and 1974. As advertising and promotions manager of Castrol Canada, he was instrumental in that company's wide involvement in all forms of motorsport.

Craig died unexpectedly in his home in West Lorne, Ontario. He is survived by Jeanne Hill and sons Michael and Mark, and by Debbie McFeeters and daughter Karen (Kirk); by grandchildren Katrina (Rion), Aaron (Catherine) and Matthew; by brothers William and John, sister Joan and by his faithful dog Shadow.

John Greenwood

"Bob DeShane and I attended the celebration of life gathering of old friends and family to pay respects after the sad passing of Canadian champion race driver Craig Hill. The parking lot was filled to overflowing and anyone who ever drove more than a few laps at Mosport seemed to be there. Grey was the predominant hair colour and the conversations typically started with "Who did you used to be?"

Bob DeShane "There were lots of our friends there having enjoyable conversations, Craig's sons were there and offered some insight into life with their dad. They were very proud of him. A slide show looping through showed Craig in various cars at different tracks. All in all it was a great way to say goodbye to a Canadian driving icon."

Gary Magwood "June 1969, Mosport, Can Am, preliminary race, Craig in a Lotus 61 and me in my Merlyn Mk 11a, prize money was a grand for first! Craig and I went at it for about 20 of the 25 lap race...swapped the lead almost every lap, Jim Paulsen was going nuts in the tower and the crowd was actually watching. Anyway, a couple of laps from the end we both knew whoever was in 2nd on the penultimate lap would probably win by drafting past on the straight. I made the mistake of watching Craig too much in my mirrors and not getting on with opening up a gap so he couldn't draft me ...I was so intent on what Craig was doing that I drifted onto the shoulder just before the hump and had to lift for a second ...that's all it took for Craig to blow by me

and pick up the grand!! This was a lesson I put to good use many times subsequently ...focus ahead, not behind...Thanks for the lesson Craig."

Ken Graham, fellow racer and friend: "I first met Craig in the early sixties at the CNE when he drove a supermodified. We hit it off well as we both drove sprint cars, he in the midwest and I in the northeast. We both enjoyed all aspects of motor sports - road racing, oval track, asphalt and dirt. We also both shared a love of dogs, of course.

We always had lots to talk about when we met a couple of times a week, as we lived in close proximity to each other. In winter months we would watch 16 mm race movies from the Castrol archives and get together with Jim Paulson (RIP) and Bob McAllister (RIP) to watch the Daytona 500 on television.

Craig and I spent many years attending the SCCA runoffs at Road Atlanta. I did the driving and Craig did the cooking

(and what a great cook he was). Craig told me one time that, "I was the only one he enjoyed being a passenger with because everyone else he rode with wanted to impress him with how fast they could drive and it would scare the p—p out of him". We would stay in my RV at the track from Monday to Sunday watching practice, qualifying and races.

Over the years, I remember Craig would be at my house every Thursday evening to get my copy of National Speed Sport News, as it was the only real connection to auto racing



Photo By Allan de la Plante

back then.

In the early Eighties, Craig talked me into buying a Can-Am TQ midget, as he had arranged a ride for himself. He came with me to my first midget race at the Indy Speedrome for the Thursday night before the 500 race. On the way home from there, we stopped for a Can-Am race in Ohio and I let Craig race my car. I am fussy about who can drive my street car, let alone my race car; however, Craig was the only one I felt confident about driving my race car, which he did on several occasions. He drove with his head and not his foot!!

One year he apologized for forgetting my birthday and presented me and himself with airline tickets to Ascot Park in California for three nights of World of Outlaws and one night of CRA racing (non-wing sprint cars). Hill arranged infield/pit credentials for us as well. What a trip! I have stories that I cannot put in print. Since Craig retired and moved to the London area, we kept in touch by phone every week up to a few days before his passing. I am going to miss him terribly.

"Race on, my good buddy. Race on."



BELLA MACHINA!

By Andrew Celovsky

As fall approached it became time put away the summer toys. Goodbye dear sweet race cars. Goodbye dear sweet Italian street cars. Then meander into the back forty to drag forth the bland and horrible winter cars. In our case, the bland winter car is a 1993 Toyota Tercel and the horrible winter car is a 2001 Hyundai Accent. Both vehicles transform driving from a delightful pastime into a utilitarian chore that would make any Marxist-Leninist proud.

As the transition day approached, I scoured the Internet desperately hoping some magical webpage would relieve me of my winter penance in the Accent; at less than a new car price. I clicked through the usual characters; Kijiji, Autotrader, ebay.com, and ebay.it (one of my personal favourites). Maybe there is a rust-free Acura from the Southern states? Yet nothing really leaped out at me to make my heart go pitter-patter. Click...click... click... "Please save me from another winter with the Hyundai!" Click... Alfa... whoa. There

in Toronto was a little company importing older Alfas from Europe (Non-compliant North American cars are allowed into Canada after 15 years with only a few questions). This little Toronto firm had a couple of ads up on Kijiji; a silver automatic Alfa and a black Alfa. Flip out an inquiry ... "you wouldn't happen to have a red Alfa, 6-speed manual gearbox, leather with wood trim?" You never know, asking is cheap. Now, it's always a bit risky buying a grey market car; serial numbers do not line up in the insurance database, and while emission testing is required, it becomes decidedly unclear what standard must be met. Luckily, my insurance company understands my special needs... and etest?... well, that just takes arguing time. So, \$10k later, I have a stunning red 156 Alfa, 24 valve, all alloy 6 cylinder; and nary a tear shed for the Hyundai.

Truthfully, this just means I have upgraded from the Accent to the Tercel. On the other side of the household, Sandra gets numerous compliments on her new Alfa.

<http://www.alfaromeoimport.com/index.html>

“Elle Va” – She goes – The Story Of The Elva Car Company

Over the years the ranks of Elva drivers included established British names like Archie Scott Brown, Stuart Lewis-Evans, and Stirling Moss. Mark Donohue scored some of his earliest wins in Elva Courier and Elva Formula Junior cars.

The Elva team also helped Bruce McLaren establish the seeds of a racing dynasty, building the first McLaren-Elvas. Elva founder Frank Nicholls left school at fourteen and after working a few years joined the army, receiving severe injuries in the North African desert. Leaving the Army with a gratuity and some mechanical skills, he bought a small garage business. After achieving success with his sports racers the prototype Elva Courier was built in early 1958. Frank designed the Courier with a ladder frame type chassis. It had to be a sports car that was relatively simple to manufacture, be competitive on the track, and easy to maintain or repair. The pretty prototype aluminium bodywork was built around the chassis by Williams & Pritchard, but production cars used ‘grp’ bodywork moulded from the original. Much of the car was produced in-house by Elva - the power unit being the MGA 1500cc unit with matching gearbox. The standard car was quoted at just under 14cwt (about 700 kg) with a 0-60 time of 11.2 seconds and a top speed of 100 mph. They were very light with a Fiberglass body and a space frame on two 3 inch tube frame chassis weighing only 1350 lbs. and they came with disk brakes on the front. They have an almost perfect 50% / 50% weight distribution. Soon the improved Mk.II Courier appeared - together with the racing version named the Courier Spyder. The Courier also came in ‘kit’ form, avoiding the onerous British purchase tax! The car was supplied fully trimmed and wired, and required just eighteen hours to complete.

However, there were problems ahead when the expected money draft for the latest cars shipped to the US failed to materialise. It appeared that the distributor had financial difficulties and cars were both on route and awaiting delivery on the dockside in New York. Despite desperate attempts to recover the situation, Elva Cars was forced into voluntary liquidation and as a result Trojan Limited bought the rights to the Courier in 1961 and who continued to develop the Courier and produced several models until the mid-sixties.

Having built a few of the tubular cars from stock parts (Stefan Wiesen’s Coupe with chassis number E1007 is one of these cars), the Mk.III Courier and Mk.IV coupe prototypes

were shown to the Press at the RAC Country Club, Epsom in September 1962. By April 1963, there were eighty cars on the order books, and it was not long before the Mk.IV roadster was on the drawing board. This new car, with new chassis, different body styling and the option of ‘Tru-Track’ all-independent suspension, was offered with either the MGB 1798cc or the Ford 1500GT units. In October 1963, this car was announced



Stefan Wiesen’s rare Elva Courier Coupe Mk2.

as the first 100mph plus sports car with four-wheel independent suspension at under £1,000 including tax. Records show that Trojan built 210 Couriers, including four ‘Sebring’ race versions of the Mk.IV ‘T’ Type. There were 175 roadsters, just 35 coupes, and 152 were LHD.

Stefan’s car was originally sold in England and then shipped to the US in the 1980s. It finally found its way into John Greenwood’s garage awaiting full restoration. Stefan commissioned the job to Terry DiFrancesco in Stouffville in 1999. Finally, in 2004, the car was ready to go on the track. Since then, it has been regularly raced in the East and Midwest, highlights being the fastest ever historic GT car lap in Schenley Park and first finishing Courier at the Elva Reunion in Sebring. His is the only MK2 style coupe racing in North America (well, only about 10 or so were built).

The above condensed from a story by Robin A. Fairservice. Based upon information found on various web sites; in particular <http://www.elva.com/index.php> Additional information was also obtained from a recently published book: “ELVA THE CARS THE PEOPLE THE HISTORY”

For Your Winter Reading

By Cam McRae

It's the winter of any racer's discontent. Still months before the season starts, too cold, too early to work on the car with any enthusiasm. So, why not work on you? Settle in with a good book on race technique and get a head start. Hit your local library, ask some of your racing buddies, check out DRB (see below). Find a book that's good for you. And do your homework.

Both driving a race car and tuning a race car fit nicely into the grey areas of knowledge - part technology, part black art, part intuition. I contend, however, that the more information you have, the more likely you'll be able to access your powers of black art and intuition. Two prime examples, learning a new track and launching a new race car.

When you arrive at an unfamiliar venue, you bring along all the driving techniques you've mastered - or that you've studied. The challenge is to apply them to a layout that becomes increasingly familiar with each lap, building-on until the "rhythm" appears and the intuitive aspect starts to work. Your movements slow down, smoothness ramps up and lap times decrease. Without a driving technique knowledge base, however, you could flounder around forever without a chance of getting comfortable, or fast.

That knowledge base has been endlessly scrutinized and analyzed. From Piero Taruffi to our own Ross Bentley, the delicate skill of getting a car around a corner has generated thousands of words. Like your choice of race car, your choice of how-to-drive book is very personal. I find some of the point-to-point instruction manuals tedious, others swear by them. In contrast, I just re-read Brock Yates' Sunday Driver* and re-learned a lot. Not in the specifics, but in the attitude - part of the black art.

A race car's first outing is another challenge. By definition vintage cars have been around for a while, there's usually information readily available on suspension settings, tire pressures and the like. But, if you haven't much experience setting up a car, or analyzing its on-track behaviour, it can be a daunting task. Those with knowledge and experience can bring a car to the track dialed in to all the recommendations and then make those intuitive changes that make a race car comfortable and quick.

Like driving, the technology of race car prep and set-up has

been subject to a lot of wordy discussion. In this case, thankfully, I can make a couple of recommendations that are perfect for the vintage racer. Back in the 'seventies two racers published books that evolved from highly successful careers as builders and racers. Those books have become classics and, given their time frame, couldn't be more helpful for our form of racing and race car.

San Diego's Fred Puhn was yet another one of those SoCal pioneers, a hotrodder in SCCA's sports racer classes with his phenomenally successful Quasars. He gifted us with his experience in an HP publication entitled How To Make Your Car

Handle. His simplified approach and great photos make the book the place to start if you're a novice and a worthy refresher if you need it.

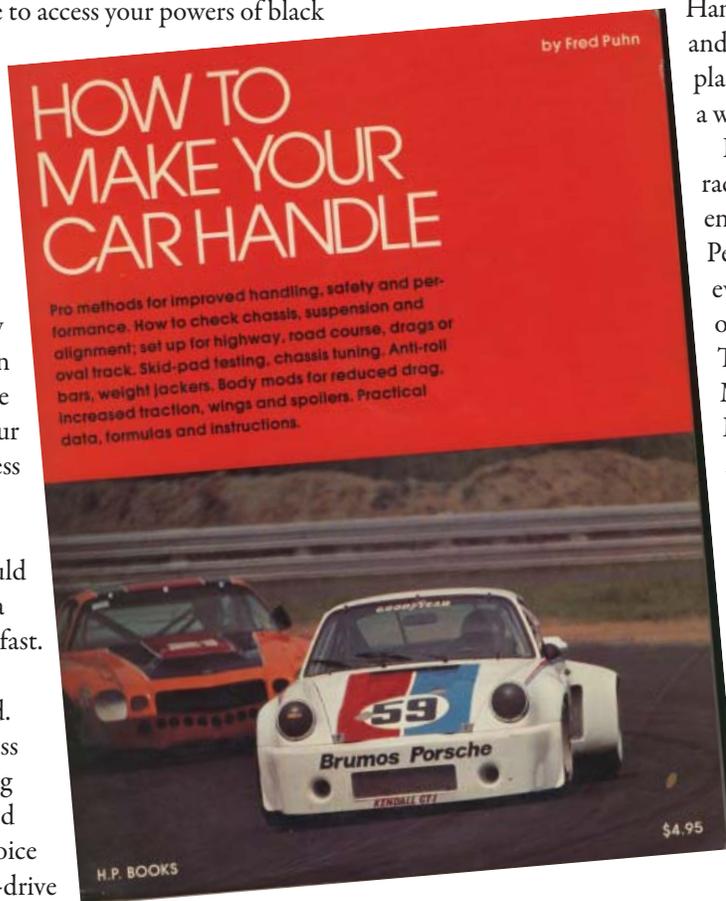
Paul Van Valkenburgh was a racer who made his mark as an engineer with Chevrolet and Penske and as a journalist with every sports car mag worthy of the name. Plus, he co-wrote The Unfair Advantage with Mark Donahue. Paul's Race Car Engineering and Mechanics is my bible. I have many other, more deeply technical tomes, but if I want to sharpen my skills and my intuition, I always go back to this book. Often to get me up to speed before I delve into something more exotic.

DO THIS: Whether you're studying weight transfer or turn-in points, pause, close your eyes, visualize, re-read, do it again.

Work on the procedures and concepts until they become your own - alloyed deeply into your personal reservoir of technique, black art and intuition.

(In this on-line age we're quick to click on Amazon or ebay. But, we have a local source in Jim Roseborough's DRB books. Jim is a long-time friend of VARAC, his stall is there at every Festival/CHGP. Try him first. 800-665-2665 / 416-744-7675 info@transportbooks.com)

* For those who haven't heard, my wonderful colleague, Brock Yates, (the "Assassin") is struggling with Alzheimer's. Remember him for the Cannonball Run and for lines like "The Harley thing is just Halloween for old guys". Send him some good thoughts. C.M.





Jack Boxstrom looks back at the June 1962 Players 200

(VARAC founder member and RM Auctions' racing & sports car specialist Jack Boxstrom began racing in a Morris Minor, scoring a win in his very first race at Ontario's Green Acres circuit in 1961, before graduating to a "real" racing car – a Lotus Mk IX for 1962. Today he participates in the vintage and historic racing circuit entering about a dozen major events annually – usually at the wheel of his Chaparral 1, Sadler MK 5, Ferrari 250 GT, Aston Martin DB4 GT or his MG TC.)

J.B. "At this year's Mosport historic Canadian Grand Prix, held June 14–17, 2012, I raced my ex-Jim Hall Chaparral, the very same car that lapped my little Lotus 9 endlessly in the 1962 Players 200 Grand Prix 51 years ago. For me, race car collecting is all about the memories, so I am very fortunate to find both the Lotus 9 and Hall's Chaparral in my small, current collection today. Ace track snapper Colin Fraser gets credit for the great Mosport Chaparral photos, while Ed Hyman and Bob English both provided Lotus 9 pictures."

"In 1961, having had the racing-bug since I was a car-crazy kid in Sweden, I bought a used two-door Morris Minor 1000 sedan. This poor little puppy was subjected to pedal-to-the-metal abuse around the Harewood Acres and Goderich, Ontario circuits until it self-destructed in a dramatic smoky explosion when the crank and block broke during that fall's Mosport Indian Summer Trophy Races.

(Who knew you couldn't rev a Morris Minor to 8,000 rpm, anyway?) For 1962, I switched to a seven year old, but hopefully more reliable, 1955 Lotus MK 9 sports racer (besides, it fit my bank loan budget—the loan being granted for "home improvements"). By now, I was a member of the Canadian Race Drivers Association (CRDA), which organized the two Mosport Pro races, the June Players 200, and the fall Pepsi-Cola GP. For some inexplicable reason (Canadian content?), after a handful of club events, I was allowed to enter the June 1962 Players 200 Pro race, which featured international superstars like Innes Ireland, Masten Gregory, Roger Penske, Joakim Bonnier, Bob Holbert, Rodger Ward, Jim Hall, and Dan Gurney. When I expressed my concern about being thrown into the deep end with this school of sharks, the race director just said, "Jeez, Jack, get a big rear-view mirror, and when they come up to lap you, just get out of the way!"

"Someone told me about a new invention: a 12-inch curved mirror available as an option on a "Humber Super Snipe." so I went to the Golden mile, Scarborough Rootes dealer and soon had it mounted on my Lotus."

"Other Canadians allowed to start the 200 included Ross de St. Croix (Lola MK 1), Francis Bradley (Lotus 19), Ludwig Heimrath (Porsche RS 60), Oliver Clubine (Torus Special), and Dan Shaw in the Sadler-Chevy MK 5. Run



Player's 200

FOR THE PLAYER'S TROPHY

SANCTION F. I. A.

Organized by Canadian Racing Drivers' Association

MOSPORT PARK June 9th, 1962

Official Programme 49c. PLUS TAX



Boxstrom buckles up.

in two heats, the second annual Players 200 green-flagged around 1:00 p.m. on a beautiful sunny June 9th in 1962.”

“Dan Gurney rocketed into the lead, having taken the pole, followed closely by Penske, Gregory, Ireland, and Hall, who qualified 5th. Yours truly started near the back of the pack, but I remember thinking, “at least I have the best seat in the house to view the action!”

“By about lap three, a charging Jim Hall propelled by over 400 Chevrolet V-8 ponies had forged into the lead, where he would be for most of heat #1. Determined to stay out of his way as he approached to lap me every seven or eight laps, usually on the back straight and going 90 mph faster than my Lotus, I would attempt to spot his approach in my new curved mirror. This diabolical device was, however, so radically curved that when I spied a white dot in it, Hall was actually on my rear bumper! The resulting sonic boom as Hall went by with inches to spare nearly blew my little Lotus off the road. At the end of a grueling 2 1/2 hours over two heats, Masten Gregory’s Lotus 19 took the win over Penske’s Monaco and the fast Porsche RS 60 of Bob Holbert. The best Canadian home after a steady drive was Francis Bradley (Lotus 19) in 4th, Ludwig Heimrath in 7th, and yours truly (Lotus MK 9) in 14th overall.”

“Not bad, we thought, especially since I had to stop often to add water. My “crew chief,” Phil Lamont, had to fiddle with six dzus fasteners each time in order to remove the hood to add the H2O! Our first job after the race was to discard the useless curved mirror. But never mind that— unlike nearly half of the starting field, we finished, and I still maintain that I had the best seat in the house for the 1962 Mosport Grand Prix! “

Jack Boxstrom.



ENTRANTS

PLAYERS "200"		ENTRANTS			
No.	CAR	CLASS	ENTRANT	DRIVER	ADDRESS
1	Duila Special	2	Veodal Oil Co.	Olivier Gondebien	Belgium
2	Lola	1	N. Ross de St. Croix	N. Ross de St. Croix	Montreal
3	Ferrari 24	2	United Dominions—Laystall	Imax Ireland	Scotland
4	Lotus 19	2	United Dominions—Laystall	Masten Gregory	Kansas City, Mo.
5	Maserati-Ferrari	2	Alan Connell	Alan Connell	Fort Worth, Texas
6	Talar Special	2	Upraight Enterprises Inc., Brys Mawr, Penna.	Roger Penske	Gladwyne, Penna.
8	Ferrari TR	2	Bob Hurt	Bob Hurt	Washington, D.C.
9	Porsche RS 61	1	Bernard Viki, Clifton, N.J.	Joakim Bonnier	Sweden
11	Stebro Mk. III	2	Stebro Motors, Montreal	Norm Namerow	Montreal
14	Porsche RS 61	1	Robert Holbert	Robert Holbert	Warrington, Penna.
15	Porsche RS 61	1	Bob Donner	Bob Donner	Bedford, Penna.
17	Lola Medallion	1	Da Kane Corporation, St. Charles, Ill.	Bill Stone	St. Charles, Ill.
25	Lotus 19	2	Whiz Car Care Prod., Toronto	Francis Bradley	Scarborough
31	Lola	1	Matthew Kleinman	Matthew Kleinman	New York, N.Y.
39	Porsche RS 60	1	Eglinton Caledonia Mtrs., Toronto	Ludwig Heimrath	Scarborough
40	Cooper-Buick	2	Rodger Ward Enterprises, Speedway, Ind.	Rodger Ward	Indianapolis, Ind.
45	Lotus Mk. 9	1	Jack Boxstrom	Jack Boxstrom	Toronto
49	Porsche RS 550A	1	Willies Downtown Porsche Service, Toronto	Jim Mazzin	Toronto
55	Comstock Special	2	Comstock Racing Team, Toronto	Fred Hayes	Toronto
65	Lola	1	Grant Clark Automobiles, Scarborough	Grant Clark	Scarborough
66	Chaparral	2	Chaparral Cars, Midland, Texas	Jim Hall	Midland, Texas
72	Torus Mk. I	2	Minshall Motors, Brantford, Ont.	Oliver Clubine	Brantford, Ont.
74	Eiva Mk. 6	1	Carl Haas Automobile Imports Inc., Chicago, Ill.	To be Nominated	
78	Ferrari 3 Litre	2	Dick Hahn, Yakima, Washington	Jerry Grant	Kent, Washington
79	Ferrari 2.0	1	Allan Jacobson, Albany, N.Y.	Frank Rand	Chicago, Ill.
94	Ferrari TR	2	Wayne Burnett	Wayne Burnett	Chicago, Ill.
95	Ferrari TR	2	George Reed, Jr.	George Reed, Jr.	Midlothian, Ill.
96	Lotus 19	2	Arziera Bros., Montebello, Cal.	Dan Gurney	Riverside, Cal.
99	Porsche RS 61	1	Willard Storage Battery Co., Cleveland, Ohio	Herb Swan	Cleveland, Ohio
111	Lister-Buick	2	Hamilton Vose III	Hamilton Vose III	Chicago, Ill.
132	Lotus 15	1	Gulliver Motors, Hamilton, Ont.	Harry Entwistle	Hamilton, Ont.
149	Jaguar D	2	John B. Cannon	John B. Cannon	Montreal
166	Sudler Mk. 5	2	Ecurie Parliand, Port Credit	Dan Shaw	Toronto
328	Corvette Spl.	2	Stan Burnett	Stan Burnett	Seattle, Wash.



USVGP Watkins Glen, CTMP Celebration

By Richard Navin.

As usual, in September we travelled to Watkins Glen for the US Vintage GP and the Collier Cup race for MG's and MG powered cars. Friday night has the famous laps of the original circuit and the car show in the village. Saturday, we have both the second Group 3 race and then the Collier Cup. Sunday has the final Group 3 race completing a fine weekend of vintage racing.

The Collier Cup race was held in pouring rain, which reduced the field significantly, as many US drivers do not go out in the wet. My decent qualifying time on Friday allowed me to start on the front row as the attrition from rain moved me up. I started outside pole beside the very quick Midget driver who had won the Collier Cup race the previous two years. At the start the



"My fastest laps ever at CTMP Mosport."



Richard Navin receives the coveted McGregor Award from Bob DeShane, left, and Del Bruce, right.

Photo by myRacing Images.

Midget rocketed off as we turned onto the front straight, but before the green flag was shown (???). I held my speed until the starter's flag waved but the Midget was already long gone and approaching T1. Nevertheless to my delight I caught him and passed him before the end of the first lap and then was never headed right to the checker.

The conditions were very challenging but I just concentrated on being smooth and driving the rain line. I had the fastest lap of the race and in these conditions I certainly tested and appreciated the Dunlop tires I use! Finishing second was Jeff Devine and 4th was Dave Good, so the Canadians finished in three of the top four places! Winning the Collier Cup race earned me the Denver Cornett Cup, which is a dream come true and I was absolutely delighted to be the first Canadian

driver to do so. The Collier Cup itself is voted on before the race by the drivers, based on vintage attitude, car preparation, and driving skill, and this year was presented to Ed Cronin.

The last event of the year, Celebration, defied the dire weather predictions and we had terrific fall conditions. This weekend I enjoyed vintage racing as it should be; very competitive with extremely close racing, no blocking and no contact. As expected, the open wheel guys and Jeremy Sale scooted off into the distance but in the next group, those of us "with fenders", had a great dice. Stefan Wiesen, Dave Morgan and I were all over each other all weekend, changing places many times, often more than once a lap. In fact I had two or three memorable laps where Dave and I were nose-to-tail and even side-by-side in the section from T10 to T3. Great racing! Very satisfying for me, with the heat of competition I was able to get my fastest laps ever at

CTMP Mosport.

It will be a long winter, I can't wait until next year, the V/H grid is growing and racing will be even better. Richard Navin.

The Jim McGregor Spirit of Sportsmanship Award

Every year the membership of VARAC votes for the club member deserving of the McGregor Award. This prestigious honour is given annually to the individual who in the opinion of the racing members of VARAC best exemplifies the spirit of and dedication to vintage automobile racing in Canada. The Vintage Racer asked for Richard's reaction: "I was completely shocked to be named this year's recipient of the McGregor Award, many thanks to those who voted for the award. I am honoured to be included on the list of VARAC people who have received this recognition." Richard.

Registration Forms...

From Eligibility Chairman Joe Lightfoot

While I do have a great many "Registration Forms" in my file, it is clear that there are a lot of folks who have never sent me one. Some of the ones I have are quite old and the information is not that good (we have improved the form a lot). Also, some of the forms I have are not filled out completely.

The VARAC Board has agreed that what I really need is a completely new form filled out by everyone for 2013. A new 2013 Form will be available shortly.

Eligibility Approval

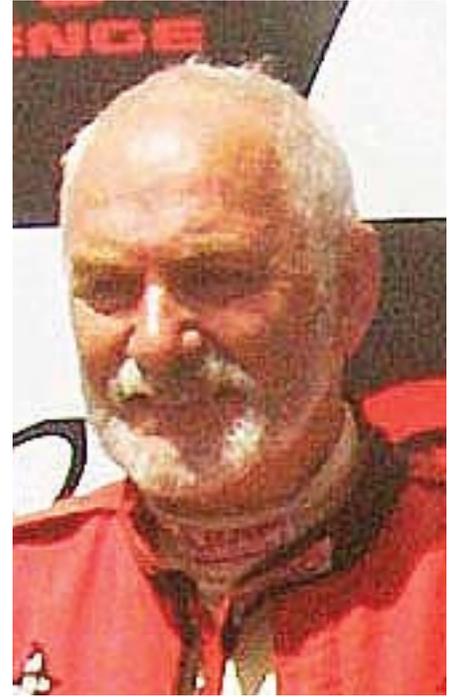
I was reading "the rules" from another Vintage organizations' website, and one of statements they made was that when you send in a Registration Application, you receive a "provisional pass".

This is a good statement to make, and in truth, that's what you are getting when you send in a Registration form to VARAC. We are relying on you, the applicant, to know the rules and prepare the car as such. Unless there is something that clearly is not right, you will not hear from me and essentially you will get a "provisional Pass".

There are several places on the form where it says, "is this ---- period correct", and at the bottom it says "I have read and am familiar with VARACs' Rules and Regulations."

When you sign this, the onus is on you to know what you are doing.

However, if it turns out you are wrong (through lack of knowledge or attempt to deceive), you won't receive 50 lashes, but you will be expected to make it right in a reasonable period of time. A reasonable period of time could be immediately, or before the next race, or in a month or two, or before the next season. It depends on the seriousness of the issue, or the difficulty and expense of correcting the issue, or even the time of year that the problem is detected or whether it was an honest mistake or an attempt to deceive.



Eligibility Chairman Joe Lightfoot

ZELIG AT THE TRACK



"Colin, there's no way that wanker Surtees is going to drive my Lotus...."

2012 VARAC Racing Champions

THE VINTAGE AUTOMOBILE RACING ASSOCIATION OF CANADA HONOUR THE 2012 RACE CHAMPIONS

*The Vintage Automobile Racing Association of
Canada (VARAC)
honoured their 2012 “Champions” in a presentation
on Saturday November 10th, 2012.*

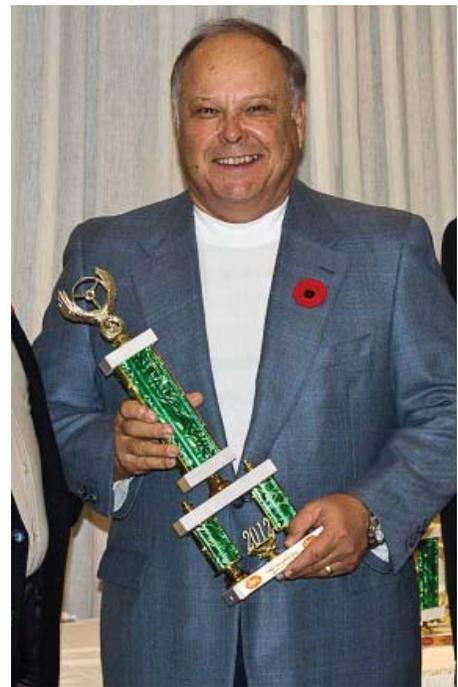
2012 VARAC Championship Awards

VARAC Group 70+

G70+ Overall Champion – Mike Steplock
G70+, H Class, 1st – Steve Clark
G70+, E Class, 1st – Dave Margolese
G70+, E Class, 2nd – Tim Sanderson
G70+, E Class, 3rd – Jamie Sutherland
G70+, F Class, 1st – Dan Rosewell
G70+, F Class, 2nd – Peter Schlag
G70+, F Class, 3rd – Kevin Young
G70+, G Class, 1st – Mike Steplock
G70+, G Class, 2nd – Doug Kurtin
G70+, G Class, 3rd – Andrew Atkins

VARAC Vintage/Historic

V/H Overall Champion – Howard Freeman
V/H, K Class, 1st – Ed Luce
V/H, K Class, 2nd – Howard Freeman
V/H, K Class, 3rd – Andre Gagne
V/H1, 1st – Ted Michalos
V/H1, 2nd – Jeremy Sale
V/H1, 3rd – Brian Thomas
V/H2, 1st – Joe Lightfoot
V/H2, 2nd – Richard Navin
V/H2, 3rd – Dave Morgan
V/H3, 1st – Bob Eagleson
V/H3, 2nd – Yvon Lepinay
V/H3, 3rd – Peter Lambrinos
V/H4, 1st – Chris Rupnik
V/H4, 2nd – Ken Lee
V/H4, 3rd – Robert Searle
V/H5, 1st – Alain Raymond



Mike Steplock



Howard Freeman

Photo by myRacing Images



Lifetime Membership Award winners: Left to right, Peter Christensen, John DeMaria, Jeremy Hinchcliffe, "Scooter" Elcomb, David Turnbull, Walt MacKay
Photo by myRacing Images

VARAC Lifetime Membership Awards

In addition to the awards for the Racing Championship, VARAC acknowledged the contribution and loyalty of several members by presenting them with the coveted "Lifetime Membership Award". This award recognizes individuals who have exhibited "The Spirit of Vintage Racing" through their involvement with and contribution to VARAC and Vintage Racing over an extended period of time and may include Drivers with a long term history in vintage racing and especially VARAC, also Workers who have significantly contributed to VARAC and Crew members who always seem ready to help others.

Recipients of the Lifetime Member Award in 2012 are:

- Walt MacKay, Racing Driver, Canadian Racing Champion and VARAC member
- Michael Rosen, Racing Driver, Former VARAC President and VARAC member
- David and Nancy Turnbull, Racing Drivers and VARAC members
- Scooter Elcomb, Racing Driver and VARAC member
- Jeremy Hinchcliffe, Racing Driver, Former Director and VARAC member
- John DeMaria, Racing Driver and VARAC member
- Oliver Clubine, Racing Driver, Canadian Racing Pioneer, Former President and VARAC member
- Peter Christensen, Team Owner and VARAC member

VARAC Honorary Member Awards

Vintage Racing is a celebration of "Racing into the Past". VARAC is fortunate to be supported by a number of Canada's greatest racing drivers, National and International Champions who contribute their time and reputations to furthering the "Spirit of Vintage Racing". In recognition of their efforts, VARAC has created a new "Honorary Member Award" for 2012 and beyond.

The "Honorary Member Award" is presented to those who are not current members of VARAC and who have made a significant contribution or continue to make significant contributions to VARAC and vintage racing through their support and affiliation. Recipients may include "name drivers", sponsors or others.

Recipients of the Honorary Member Award in 2012 are:

- Bill Brack, Triple Canadian Racing Champion, Two-time Formula Atlantic Champion, Formula 1 Driver, Motorsport Hall of Fame Inductee
- Craig Fisher, Canadian Racing Legend, Hall of Fame Inductee
- Ludwig Heimrath, Twice Canadian Racing Champion, Twice SCCA Trans-Am Champion, Formula 1 Driver, Motorsport Hall of Fame Inductee
- Gary Magwood, Canadian Formula Ford Champion, Motorsport Hall of Fame Founder
- Eppie Wietzes, Twice Canadian Racing Champion, Trans-Am Champion, Formula 1 Driver, Motorsport Hall of Fame Inductee

The Elcombs, a Racing Family

By Scooter Elcomb

Being honoured with a Life Membership with VARAC, I got to thinking of why on earth? But adding up 56 yrs of all this great foolishness, I guess it's OK. I am considering this a combined honour – my husband and I.

I met Dave in 1956 at Harewood when he was crewing with my brother for a MG TD. They were at Ford Trade School learning how to be Tool and Die Makers, down in Windsor so my parents thought it would be good chance to see their son while he was nearer to Hamilton. Was Karma as I was in Nursing at the General so would rarely get a Saturday off. Not living at home, I had never met Dave before although my brother had brought him home many times. This bit of information might not seem important but it is as my parents gave me permission for my first date with Dave – an all night car rally from Windsor and into Michigan. My brother was engaged to the boarding house daughter so I suppose it was also to meet their future daughter-in-law. My first ride in a sports car was Bro Bob's TD. I thought we were flying with all the wind and body noise. I looked over --- all of 40 mph!

When we got there in the afternoon, Dave's Sunbeam Talbot 90 had its engine out. The transmission was out. The seats were out and the doors were off. Now I am a Garage Mechanic's daughter so knew that this was not good news for the 9pm start. But all went well. I remember crossing the border into Michigan. I knew it was illegal to carry liquor across state lines but I was flustered when the customs asked me, 'do you know this man?' Truthfully, I did not. Do I lie? Luckily Dave saved the day by saying, 'we're casual

acquaintances.' This is now a family saying.

Yes, all went well until 3am when the car stopped dead along with the car's electrics. It was very dark as we were in the middle of nowhere. Dave got out and fiddled with things and said it was the coil. Wonders -- he happened to

have a new one in the back so we were on our way. Something about the difference between 6 and 12 volts. I thought, 'Mmmm, clever as well as good looking!'

We honeymooned in a Morgan +4 but in a couple of years Dave said he'd like to race a smaller Morgan, the 4/4 with a 105E engine. I said that would be fine as long as he made a Will first. In those years there was an Improved Production Class so Dave did various things – made his own carburetors he called Sumals as they were

SUs and Amals. I was worried about the frost down the fenders but it was a good thing apparently. He researched different differential ratios so we got a Triumph Mayflower bits from a county junkyard that even had an old Harvard. I remember our eldest was trying to catch a chicken and got bitten on the knee. The gears worked, as he got better standing starts at Waterford, Michigan, which was our Home Track as only 45 minutes away. Being I.P., Dave was bumped a class so raced with V8 Tigers, Twin Cams and Porsches. He only won when it rained as in those days you only had one set of wheels and tyres – we used Michelin and they had Pirelli.

In those days no dogs or children were allowed in paddocks so the kids and I had a grand time eating wild strawberries inside of Corner 3 at Mosport. We found tadpoles at the bottom of #2. The creek between 4 and 5C had raccoon tracks and froze our bare feet. During the Can-Am days they saw streakers and flaming tents. At Waterford we found poison ivy and snapping turtles. Standing on the outside of #2 there, I saw that Dave's front left tyre was tucked



Dave and I "First in Handicap" Sept /80 at SMP



SMP 1980

under nearly to the rim. I did not want to watch this too closely so I suggested that the kids stay home with a baby sitter and I would volunteer for Timing and Scoring which I found great fun as I didn't have to watch Dave driving so I didn't have to be scared. These were the days when there were so many Formula Vees -- 40 to 45 of them all the way out of sight in Swamp Corner. I ended up doing the Master lap chart by myself for the Announcer. It is great fun to find you can do something very well.

Another Improved Production change that Dave made for the 4/4 was the camshaft. At Mosport he had seen a F Jr driver drop a camshaft into a garbage barrel so he fished it out, took it home and measured the lobes. He then bought a 105E camshaft for \$14.95 and put it on the lathe to grind the lobes to match the F Jr specs. One of these camshafts would last 3 events and then he'd throw it behind the lathe and start another. He had built a Buckminster Fuller's geodesic dome for a garage on a bet over a bottle of Bourbon, so there was lots of room back there with the round walls and the flat lathe. I had suggested that he make me a floor lamp of camshafts but it didn't happen. This is in the days before recycling, I guess.

The boredom of just grinding and changing the oil brought up ideas for a G Modified car. He used a Renault block as the local Morgan dealer also sold Renaults. Dave designed and built a twin cam head. The rad water went through the frame and the body was fibreglass. To get the shape, he used expanded metal and filled it with dental plaster as it sets up quickly. I wasn't too pleased when he named the car after me -- Avis GT -- as, let's say, it didn't have the lines of an Alfa or Lotus. Dave likes the creative side of things so when the car worked well, he became a Steward at the tracks when they had to wear white shirts and ties. And was Clerk of the Course when Dan



Me with the 'Victors' Spoils' Sept/80 at SMP.



My first drive in the Dreossi, July 7 and 8, 1984.



**"If I might make a few suggestions, Stirling!"
(Stirling Moss in Phil Lamont's car, SMP VARAC Festival '82)**

Gurney asked him what tyres he should use. I became a Marshall working Shannonville, Mosport, Waterford and even Bryar (now called Loudon), when they were short of workers. I wanted to help the Sport for the fun I'd had.

Then we got into boats. Dave made gearboxes for Unlimited Hydroplanes and we sailed. However, he's always wanted a 3 wheeled Morgan. Remember in 1967, we were encouraged to do something special for our country's 100th birthday? --- plant trees, build a tree house, burn your outhouse etc. Dave commissioned Jack Smith over in the UK who had lived

here for some years racing a Twin Cam MGA. His F Jr is in the Donington Museum. Having the Trike to play with was good. The new Trikes don't smell right with no gas dripping on your knee. And the exhaust is simply wrong.

When VARAC was starting, Dave became a charter member so that Pre-War cars didn't have to have roll bars. In those early days, there would be a Vintage grid at the Regional races – a Sprite, a Healey, a Jaguar, a red Ferrari from North Bay and the Trike, so the speed differentials were interesting. Shannonville used to be a go cart track so after the races one time, Dave

suggested he and I take a couple out. I beat him as I was 100 lbs lighter. He said, 'Mother, you have to go racing!' I said, 'Well, if you say so.' He found a Berkeley B60 that would only go 60 mph so I wouldn't be able to beat him again against his 1100cc J.A.P. engine.

Drivers School was pretty basic in those days with Gary Magwood saying, 'You have to use your gears, as the brakes on these cars are as good as a brick being thrown out the back on a rope'. The Berkeley blew a hole in a piston so I used Louw Broadfield's Subaru Brat (the one with the extra seats in the open back). The next year Doug went to Drivers School and used his Chevette Scooter. His teacher was Rick Bye. Doug was at University doing a Engineering Co-op five year programme. He did the work on the Berkeley with Dave consulting as Doug and I traded drives – when he was away at school, I got to drive and when he was home at the plant, he drove. It was very hard to find a safe way to put the roll bar in a fibreglass car btw.

We did this for some years till we shared a table with Cam Beatty at the AGM. Cam wanted to sell the Dreossi so we bought it. We had been watching it over the years and thought it was quirky enough to interest us. It used to go fast but was DNF too many times. Doug and Dave got the Dreossi more dependable so Doug and I continued sharing the drives competing for better times each time. Eventually I realized that I wouldn't be able to fix it so it wasn't fair for me to drive it as it was going so fast. I went into go carts for a while but that was too scary for me.

With Dave not being able to travel, I have enjoyed pit crewing, as I believe we bond with our cars. And as I said at the AGM, remembering Mike Rosen's statement: "Someone has to make the sandwiches."



Me at Waterford Hills, Doug at the back, Dave in the Trike. '82 I think.



Vintage Festival July 30/82. From front to back - Roger Fountain in Cooper Jr, Reynolds in a Lotus 18, McGregor in the Elva Jr, Cam Beatty in our Dreossi before we bought it and John Ash in the Gemini. At SMP. Remember those FJr full grids!

Saturday July 20, 1968

The Mosport 250 for the CHUM Trophy

One of the fascinating things about racing with VARAC is the interesting people you meet. While interviewing Bill Brack for the “sound sketches” on our website he happened to show me a story about his one and only “Stock Car” race. Little did I know where this was to lead me. I spent the next few days chasing down background for this story from Phil Lamont, the Canadian Motor Sport History Group and others. Back in 1968 CHUM radio put up some money for the “Mosport 250 for the CHUM Trophy”. U.S.A.C. provided the drivers. Phil Lamont, who later steered his good friend Bill Brack into a couple of B.R.M. drives in the Canadian Grand Prix, asked Brack if he would make himself available to drive one of the cars in the Saturday only event, even though Brack was scheduled to race on the Sunday at Mt-Tremblant in his Mini and his Lotus 41B, which ultimately did, winning the Eastern Formula B Championship. Now the Mosport 250 was a big time race with USAC drivers like Al Unser, Parnelli Jones, Richard Petty, A. J. Foyt and others, and Brack had never driven a Grand National stocker, but he knew the track well and was determined to give it his best shot. The following is from Brack’s personal story, with information from Phil Lamont and excerpts from various accounts of the day.

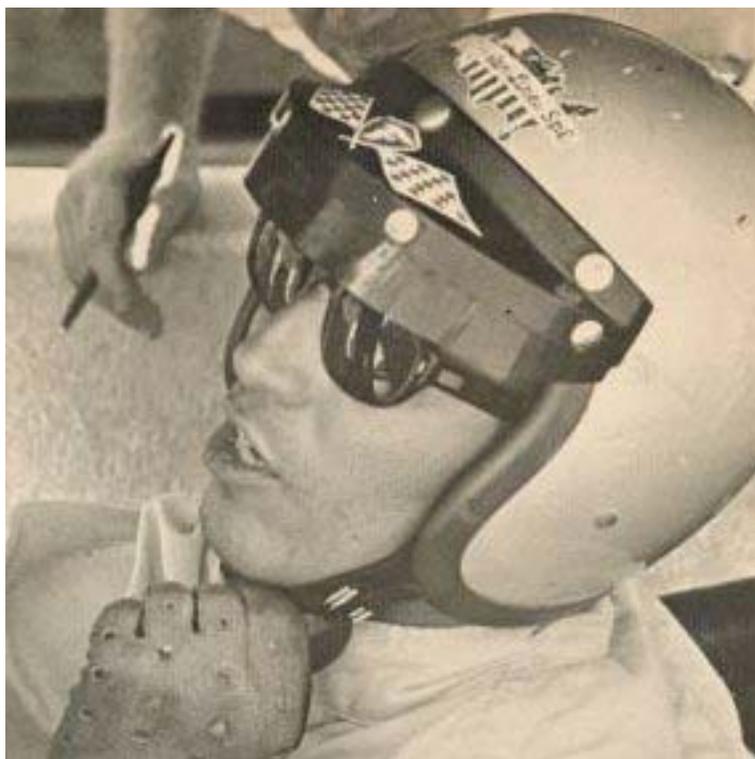
Jeremy Sale

THE RACE

The Mosport 250 for the CHUM Trophy race was to be 250 miles, run in two heats, with \$25,000 total prize money, quite a bit in those days. The paid attendance was about 16,000 “with a total estimated audience of 25,012, including children and pass holders.” In addition to the USAC stars of the day, entrants from just south of the border were invited, one without a driver.....

Bill Brack: “One of the local stock cars from Dearborn Heights, Michigan was a Plymouth Hemi, 426 cu. in, car number 26, owned by Flo and Dave Duncan. They approached the Mosport track manager Phil Lamont to ask if there was a driver available. Phil asked me if I was interested, as he wanted a Canadian driver in the race. I said “Sure! I’d love to take that Hemi for a blast!”

Having never driven a race car like this, I was somewhat concerned. The Hemi was very difficult on the corners, most particularly on the right hand corners. The problem is that Mosport is a right hand circuit, with only three left turn corners and seven right hand corners. So after the practice session I got together with my crew Doug Crosty, Barry Sullivan and Ken Daniels to see what adjustments could be made to make the Hemi go faster. We discovered that the Hemi was still set up for the quarter mile left hand turn ovals and we found among other things, a section of steel railway track bolted into the right rear trunk area, obviously to help the Hemi through left hand corners at the Michigan Stock Car tracks. We removed the railway track that weighed at least 200 pounds and the wheel spacers that were set up for the left turns.



Above, Mario Andretti. Below, Bay Darnell





GOOD OLD BOY STYLE!

We were ready to go but then the driver who had handled the car previously finally showed up! However the Duncan team obviously wanted a change. "I was in the pit when the regular driver arrived." says Phil Lamont. "He was hot and was going to drag Bill out of his car - Dave Duncan floored him with one punch."

Brack: "By the way, I should mention that as usual I was immaculate in my clean white driving suit. As I looked over at the other drivers I noticed they were wearing jeans and T-shirts. I heard one of the drivers say, "I don't know if he can drive a car but he sure looks pretty!"

PRELUDE

At 12:15 Saturday the drivers were paraded around the track in open cars. This was followed by a five lap "Pro-Am Relay Race" in Renault 10 sedans, featuring CHUM stars Larry ("Turn down your radio") Solway, plus DJ's John Spragge, Bob McAdorey, Bob Laine and Jack Armstrong with USAC drivers Al Unser, Parnelli Jones, Richard Petty, Don White and A.J. Foyt. According to Phil Lamont "1968 was the year we (Mosport) had a dispute with CASC. We did not run any CASC sanctioned events. We had Indy cars, stock cars, Go Karts and a motorcycle GP, but no CASC support races." In addition to the Renault celebrity race there was to be a Go Kart race to run in between the two heats.

HEAT ONE

Parnelli Jones started on pole with Al Unser alongside. Further back, behind such stars as A. J. Foyt and Richard Petty was Brack, qualifying in 15th out of 23 cars. Jones, one of those multi talented drivers who could drive anything on wheels, took off from pole in his Ford Torino and built a seven second lead over Unser. Then, according to Jones, a slower car "waved him past but didn't pull over. I hit him which ruined the alignment." This was quickly fixed in a pit stop but Jones went off the course on the pit straight and out of the heat. "I got so darned mad I lost it a little and ran along the bank." Unser and Don White traded the lead until lap 27 when pit stops gave the lead to McCluskey and the first heat ended with Roger McCluskey (Plymouth) first, Don White (Dodge Charger) second A. J. Foyt (Ford Torino) third, Al Unser (Dodge Charger) fourth, and Richard Petty (Plymouth) fifth. Despite being black-flagged for a loose tailpipe, which was quickly fixed, Bill Brack finished tenth in the first heat.

The notes regarding pit stops are interesting to say the least...

Lap 2, Barnes, in for over heating, fan belt replaced, Blanchard, gear linkage stuck, cars 15, Jones, and 38, Feldner, collided at turn 8, Jones in to have fender fixed, Feldner out due to collision with Jones, Barnes in for another fan belt, Jones back in lap 13, "car hit banking, tire



blown, trying to fix, hopes to restart”, Jones back in, “out for this heat, has to replace steering arms, re-align wheels” Barnes in again on lap 20, fan belt broken, back in lap 25 for fan belt and gas, stops for good (over heating!) on lap 27. Lap 27 “Petty spun at turn 5. Back on again.” Brack “Has loose tail pipe on left side, he is being black flagged.” On lap 48 McCluskey runs out of gas, refuels, out in 19 seconds. And in heat two: Car 31 (Foyt) “spilling oil on track, smoking on pace lap”. “Petty and Bowsher spun at turn 8.” 31 (Foyt) “Out of race. Blown engine, Oil coming from main bearing and sump.” “Petty off the track at turn 8, driver returning to pits.” 43, (Jones) Retired. “says whole front end gone”. 16 (Petty) “was pushed out of ditch by spectators and his crew. Back in the race.” Car 33. (Koehler) “In and out, nothing done.” 16, (Petty) “In and out, Petty said something but no one knows what he said.”

INTERMISSION

In between heats there was a fifteen lap race for Go-Karts from the Goodwood Go-Kart Club. Why do I mention this? Because on the fifth row of the grid was a driver by the name of Gordon Lightfoot..... yes, him. (If you could read my mind, love...)

HEAT TWO

The second heat started at 4:00 pm with Brack on row five. White and McCluskey were quickly in front and fighting for the lead. They went 16 laps never separated by more than a few feet, while Foyt and Unser were locked in a similar battle for fourth behind Jones, who had quickly charged up from the 20th position. McCluskey was leading the battle when he blew a tire and went over the bank at turn eight. (Lots of tires were changed in this event as the big stockers, plus the aggressive style of driving, deposited gravel on the track, cutting more than a few tires.) Richard Petty lost 10 laps when he went off course and his pit crew “ran across the field to push him back on the track.” White’s engine gave up a few laps later and Jones took over the lead “Petty, running several laps down after an altercation with A. J. Foyt , took off after Jones in an effort to unlap himself. Petty thumped Jones, just to let him know that he was there

and they began a 15-lap scrap. On the 47th lap, with 3 to go, Petty finally got past when suddenly Jones had his engine blow at turn one and he spun on his own oil.” Driving smoothly through all this attrition Bill Brack finished fifth in the second heat, giving him fourth place overall. This in a car which had not finished higher than ninth in two years of competition! Al Unser won overall in a 1968 Dodge Charger, 426 cubic inch Hemi. It was his first win in big league stock car racing. He had

finished fourth in the first heat, first in the second heat and won about \$4,000 and the CHUM Trophy. Said Unser “The field was so strong I had to drive flat out all the way. There was no time to loaf for even a few seconds.”

BRACK: What a great day-but my weekend wasn’t over yet. I then flew to St. Jovite for the Sunday races at the Circuit Mt. Tremblant, Quebec. I competed in three races at Le Circuit that day, starting at the back of the grid because of course I had missed the time trials. I finished second in the preliminary Sedan race in the Mini and won the Formula car race, that gave me the Eastern Canada Championship Series win. I also finished tenth in the Trans Am Sedan event in the Mini. It was a

very hectic weekend for me! I do recall taking a much-needed break! A few days off to “recharge my batteries9”. Soon after that I received a letter from Flo Duncan. In it her apologies are expressed by quoting, “I admit that poor ‘ole silver Plymouth was a dog of a race car but have a heart. It was our first effort of building a Grand National stocker. At the present, Dave is building two brand new cars with the latest suspension. One, a Dodge Super Bee and the other a Plymouth Road Runner both with strong new engines. So if you are so inclined and have no previous arrangements would you drive one of the cars at the next Mosport 250?”

Unfortunately it never happened....I filed it under ”Shouldn’t-Wouldn’t- Couldn’t.”



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Classifieds



1988 ex- Players Challenge 1Le Camaro

Kat Teasdale was the driver with sponsorship from Kit Kat and Woodbridge Group. Car has been upgraded with fuel cell, fire suppression system and performance engine. Other upgrades include aluminum radiator, racing gauges and roll cage additions. Car has just been painted Viper Red and is ready for graphics. There are 16 wheels and tires, including rains and a good set of R1's. The car weighs 3,000lbs. This is my second F-body car and although I have not had the opportunity to drive this one yet, they are very fun to drive with V8 torque and easy handling and the Corvette brakes make for decent stopping power. Asking \$11,500.00 or nearest offer. Contact Jonathan Brett 519-425-1215



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seats. 3 sets of wheels(2kosie, 1 SSR). Built and maintained by JD racing.20 ft pace enclosed trailer negotiablePrice 24,800. Contact Peter – email pmschlag@sympatico.ca. Phone 416-723-5249



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sway bar,heim joint sway bar mounts,Wilwood cockpit adjustable brake bias,BFGoodrich Comp T/A R1 tires,Hawk DTC 60 brake pads,Fuel-Safe 15 Gallon FIA cell,Mallory y 140gph fuel pump,Mallory fuel pressure regulator,Autometer Pro Comp gauges with 11,000RPM Memory Tach,Kirkey road race seat, new in 2012 Scroth 6 Point Harness, Mariah Motorports front splitter,Ron O'Brien 12 point roll cage,Haylon fire suppression system.

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1979 Lotus Eclat Esprit

43,490 miles. Sprint package, Blaupunkt Stereo. Black over tan leather, original paint. 2 litre "907" twin cam engine, Weber carbs, aftermarket aluminium wheels are fitted, owner has original Lotus wheels in storage. Priced to sell at \$12,500. For photos and appraisal form please email Edward Delong at edward.delong@scm.ca

Mini Cooper 'S'

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MGB Parts

MGB windshield \$150, PECO muffler with tailpipe \$50. Contact Gary Allen - email gtdallen@gmail.com

The Toronto Star, Monday, October 22, 1956

BILL SADLER TAKES FIRST GLEN CLASSIC

Watkins Glen, N.Y., Oct 22- (AP)-Bill Sadler of St. Catharines, Ont., won the first Glen classic race over the Grand Prix course driving his "Sadler's Special" sports car at an average speed of 72.5 miles an hour.

Robert Ryan, of Buffalo, driving a Jaguar was second; L. Kinsman of Hamilton, Ont, in a Cadillac was third. The race was 57½ miles.

VARAC Classified Ad Terms Explained

"98% Restored" = Basket case, missing 2% completely unobtainable.

"Rare Original" = Unique one off, all parts must be made from scratch.

"Perfect first car" = So bloody slow no qualified driver would go near it.

"Unique" = Butt ugly Canada Class experiment, hidden for years but unfortunately re-discovered accidentally.

"Race-prepped" = Seat belts installed. Tires inflated. Scrutineers laughing already.

"Recent restoration" = Armor All on tires. Roman numerals on seat belts

"Numerous spares" = Tons of useless junk included because owner's wife getting testy about "all that frickin crap".

"Celebrity owner" = Once raced by some guy only John Greenwood knows.

"Interesting history" = Mostly rumours, only semi-verified appearance was possible appearance at Player's 200, Mosport, in the sixties, DNQ'd.



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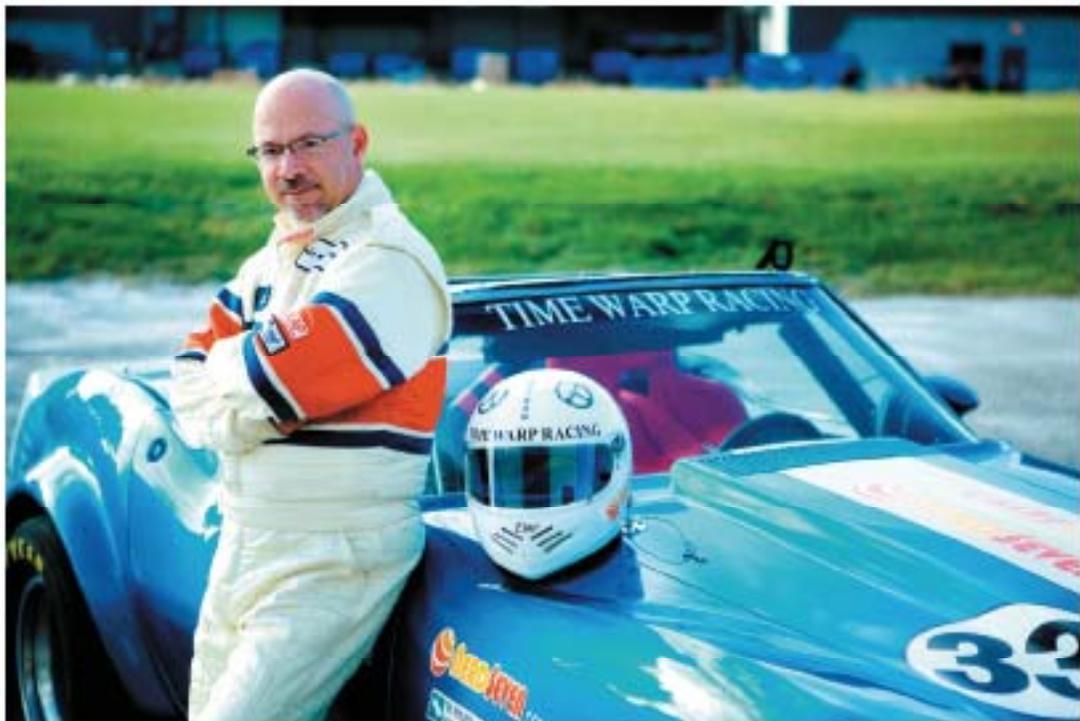
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