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On-Line Edition



Vintage

RACER

VARAC MEMBERS MAGAZINE



Inside:

Dreossi at Goodwood! (AND Spa AND Brands Hatch!)

Vic's Pics from 2010. Plus: Mustang Round Up!

Canada Class Mystery Car! And more!

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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.

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ON THE COVER:

Doug Elcomb gives us the inside scoop on his racing adventures with the unique Dreossi at three iconic race tracks, not just Goodwood but also Spa and Brands Hatch! So shut up about Turn Two already because Doug can talk about Eau Rouge, Druids and Lavant Corner!

INSIDE

Our thanks to ace photog Vic Henderson who sends us his favourite pics from 2010. Plus Anthony Polito and Jim Middleton were prevailed upon to tell us a bit about those gorgeous Mustangs! Plus: The Canada Class Mystery Car! Diane and Danica! A diabolical Trivia Quiz! And more!

THE VR IS ON-LINE

Your comments and contributions are always welcomed. Please contact me at the address below. Jeremy Sale.

Jeremy Sale

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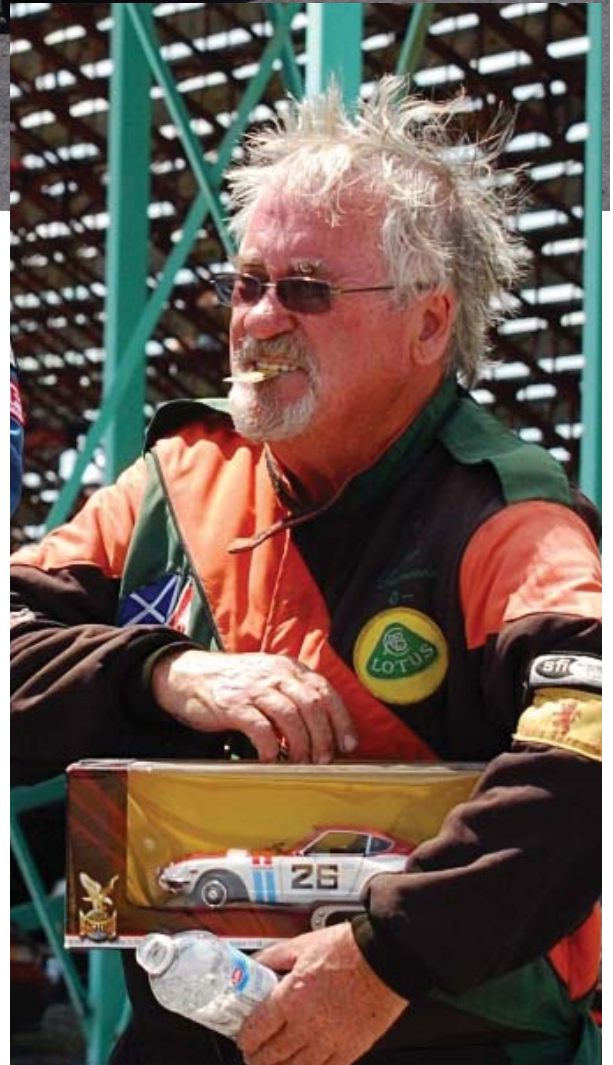
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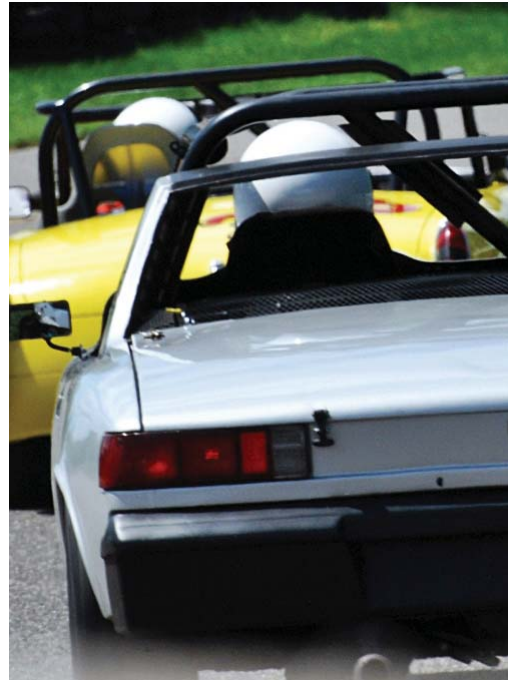
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Vic's Pics of 2010



On the next few pages are some of Vic Henderson's great photos from 2010. As editor of the VR I sincerely thank Vic on behalf of all of us for his photo contributions to our magazine. Vic and Darlene are fixtures at the tracks we race at, and are always ready to dig through the files when I need a particular photo for a story. Thanks Vic and Darlene!







VARAC's Adventure at the Canadian Motorsport Expo

By Geoff McCord

Vintage race cars typically don't like being dragged out in the middle of winter, but that's what three intrepid VARAC members did to their race cars to bring some vintage racing vision to the Canadian Motorsport Expo January 21st -23rd. For the first time in its short history, VARAC provided a well turned out display to the fledgling CME show to promote VARAC and vintage racing at Toronto's International Centre.

Richard Navin (MGB), Dave Holmes (MG-TC) and

Tony Guerin (Porsche 911) put in herculean efforts to get the cars out for the display and man the show at various times during the three days. The cars looked great in front of the VARAC backdrop covered in many pictures representing what we are all about.

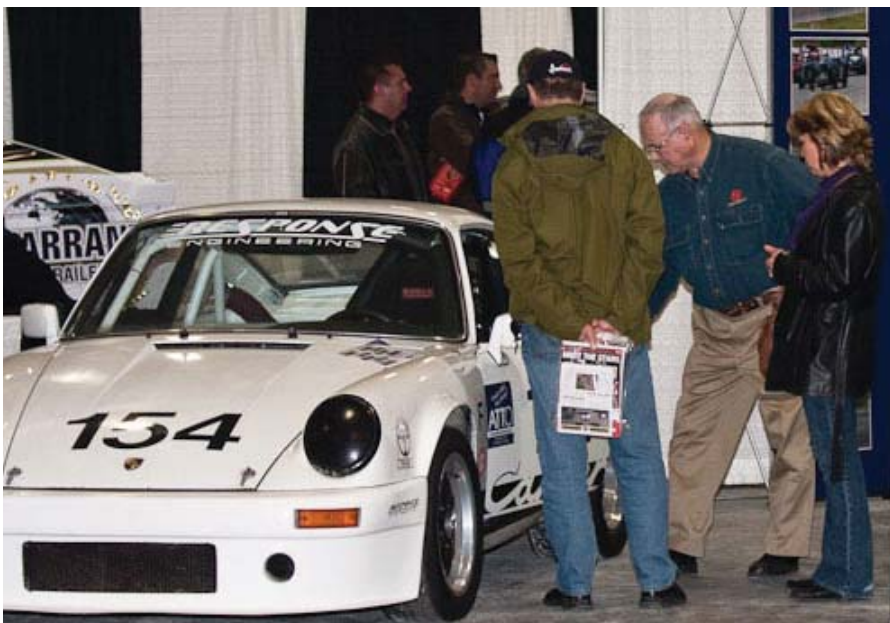
The cars were spotless though each carried the patina that evidenced so well what we do, race. Of particular note was the Holmes TC, complete with photos from its 1953 Watkins Glen race. It really added a special dimension to the VARAC display. In hindsight, all we were missing was a vintage open wheeler (did someone mention Bateman). Perhaps next time. To Richard, David and Tony, thank you for the time and effort you put in to represent us at the show.

"It was a great excuse to see some racing buddies and talk racing", says Richard Navin. "We put the cars in on Thursday afternoon, and took them out after the show closed on

Sunday. In particular David Holmes was there every day and invested more time than anyone. The display looked great and although we are talking to the converted, I was asked several times what the Festival dates were, so we know that there is a group of interested people who both look forward to and plan to attend our Festival as part of their motorsport calendar. Standing by race cars and talking racing stories in January is a great way to shorten the off- season."

The display of race cars is one thing, but it all came

together due to the volunteers who participated in manning the booth over the three day weekend. It was busy some times and not so at other times, but without the commitment of time by Joe Lightfoot, Bob DeShane, Andrew Celovsky, John Kinnear, and Chris Creighton, the effort would not have been nearly as good. Thank you for supporting VARAC and the Expo.



Radu Repanovici | Racing In Focus



way to get the adrenalin flowing to kick start next season's preparations.

Cheers, Geoff McCord



The Hubley Bluenose Special

By David Boon

(You may see David Boone's #6 Hubley Bluenose Special at the VARAC Festival. Dave has hauled the Hubley to Mosport for display at least four times during the VARAC weekends. He has even done a couple of circuits with it when the Sunday collector car group had their turn on the track. He has also raced it at the annual February four day event for vintage oval track cars at Zephyr Hills, Florida. The Hubley is in Canada's Museum of Science and Technology in Ottawa. Over last summer it was the highlight of the "transportation" display --complete with a video of Dave racing it in vintage "big car" heats in Florida.)

During the 1930's in late September, the annual Nova Scotia Provincial Exhibition was held in the city of Halifax's spacious fairground property. Over the six days that the exhibition was held, one of the more popular events were the auto races that were held on the half-mile dirt horse race track.

These races were the highlight of the auto race season for the Canadian maritime province's race car drivers, and the substantial prize money also attracted many of the top cars and drivers from the Boston, Mass area.

One of the Canadian competitors at the fall Exhibitions was Halifax resident Reg Hubley, who by mid 1930 was a consistent winner in his #6 on the Nova Scotia dirt ovals. Reg was a skilled mechanic who ran his own auto repair shop on Halifax's Vestry Street. In 1937, in preparation for the race season of 1938, he, along with brother Oz Hubley, built a new car, designed to meet the "advanced" race technology presented by some cars now being powered by Ford's A and B

engines!

For a power plant he chose a sturdy 1925 Chevrolet "490" block and installed a 1928 "Superior" head. This OHV engine was of about the same cubic inch displacement—171 ci—as the Model T based flathead four-bangers that were so popular in the race cars of the era, but was much more solidly built. The "490" was often referred to as the "Poor man's racing engine."

The chassis and rear axles is Model T but the special front axle, the two racing spindles and the four radius rods had been bought and shipped to the Hubley team earlier in the decade from the warehouse of the legendary Chevrolet brothers—the makers of the Fronty heads. The healthy looking four wheels were from a 1930's Chevrolet. The radiator was adapted from a Willys.

The newspaper articles from 1938 report that the car was not only capable of attaining a speed of 100 mph but was also the winner of the annual Exhibition auto races. War came to Canada in early September 1939 and the Exhibition races were cancelled for the duration.

The #6 was now taking up valuable space on the floor of the Vestry Street shop and it was soon decided by proprietor Reg Hubley to temporarily hoist the car up into the rafters of the garage. There the car rested, out of sight and out of mind, and thus escaped the pressure of the wartime scrap drives.

After I acquired it in 1995 the car was made mobile and has been named the Hubley Bluenose Special. It has been painted Nova Scotia blue with the shield of the Province incorporated in the logo.

Once in a Lifetime -- Well Maybe

By: Pat McDiarmid aka Speed



June 18, 2010 promised to be a beautiful test day at Mosport, for me... the sun was shining and there was no threat of rain. That in itself lately is wonderful. But as the end of the day came I got a chance to try something I had always wanted to do. Drive a race car on track at Mosport.

Most drivers have given me that "ya right like I'm really gonna give you my car" look when I teased them about taking the car for a spin, well Stefan Weisen of VARAC did just that. At the end of the day he came to me helmet and keys in hand and said Get Going!. Well once I truly believed that he wasn't kidding (and a lot of convincing from a couple of the Grid Crew) I climbed into Stefans Porsche 944 (co-owned by Jeremy Sales and once owned/driven by Scott Goodyear). It took a while to get strapped in as both Stefan and Jeremy are a lot taller than I am....and finally it was time to go.

In the beginning, once they had convinced me to go I was told there was only two cars going out for the last session.... wrong... by the time I was ready to go there was 13 cars heading out onto the track.... No looking back now.

Darlene and Sherry kindly showed me into pit lane..and about half way down I suddenly realized that hey I'm in a race car heading for the track... I understand now why pit speed is hard... I wanted to floor it then and there. But caution prevailed and I entered the track at a reasonable speed. First lap was that amazing rush of yeah I finally did it. Second lap was - wait - speed I need MORE SPEED and the third lap is when the other 13 cars caught up.

Coming off 2a I noticed a car gaining on me rapidly, he didn't quite get to me until I had almost rounded 3, I motioned him to go around but nope he slid in behind me through corner 4 and on we went heading for 5 - I realized that now I had 13 cars behind me ... didn't they know I was lost too :-)). Once around corner 5 -(and let

me tell you I did that corner like I was on a rail).... They all passed me. Okay now I saw speed and I followed as fast as I could - actually never losing sight of the last car all the way around, pretty good for a beginner if I do say so myself.

After 4 heavenly laps I pulled into the pits, sigh, slowing down again and returned via



gasoline alley to the grid. My heart was pounding so hard from the excitement I almost had to sit for a minute before I got out of the car. And yes I'm hooked. Stefan I have to say the Mike is mad as heck at you... I got the bug and he has to pay for it! Thanks Stefan



"I feel safer on a racetrack than I do on Houston's freeways."- A.J. Foyt

Mustang Round Up!



Photos By Dale Amy and PicsbyVicsr.com

We are fortunate to have some great looking cars on the VARAC grid but there are a couple of cars that definitely cause a few double-takes. That's "double" as in two beautiful white and blue Shelby Mustangs.

Cars that are both pretty to look at and brutally fast. Like many race enthusiasts of a certain age I just love the Shelby Mustang, indisputably one of the iconic cars of the sixties. Having a passing acquaintance with both drivers (OK, mostly being passed) I wanted to know more about both the cars and the drivers. I asked Anthony Polito and Jim Middleton to give VR readers some background on themselves and their cars. Polito is 48 years old and owns Polito Ford Lincoln and Kawartha Lakes Honda in Lindsay. Middleton is 65; he owned four Honda and Toyota dealerships but is now semi retired.

Vintage Racer: "Let's start with you, Jim. How did you get into racing?"

Jim: "Like many other people I dreamed of racing when I was young but unfortunately couldn't afford to actually do it. I did do a couple of track days and a Bridgestone race school in my late forties and then, on my fiftieth birthday, I finally went into CASC and applied for a race license. I then did a year of regional racing, driving a Honda Civic, and the following year got my national license. I shared a Honda Prelude with Anthony in the Motorola Cup series for four years. However my eight year old daughter was a bit worried about her dad racing and getting hurt so I went back to just

the odd track day for the next eight or nine years."

VR: "How about you, Anthony?"

Anthony: "I started racing motocross dirt bikes at 14. When I was 16 I started rally driving with Peterborough Motor Sports Club and solo events in my VW bug. From there I ice raced the VW and in the early eighties ice raced an R8 Renault Gordini in the studded tire class. Then in 1985 I did a full season in Formula Ford in a Citation Zink. After that I took some time off to pursue business interests but in 1991 I

returned to ice racing in the studded tire class for two years, racing a Ford Festiva. In 1995 I raced a Multimatic Taurus SHO in Motorola Cup and the

following year a Mustang Cobra, again with Multimatic, and with teammate Scott Maxwell. The following year was when Jim Middleton and I got together in the Prelude."

VR: "So when did you two decide to form a vintage team?"

Jim: "Well, we had talked for a number of years about racing a Shelby Mustang in a vintage series. Obviously Anthony owning a Ford dealership made it easier to pursue this idea and then when Bart Slot joined him as one of his service managers we were really ready. Bart, his wife and son have been involved in racing for a number of years and Bart has also had a number of years building race cars."

VR: "So which car came first?"

Anthony: "Our first vintage race car is the #46 Shelby, we acquired the #146 Shelby the following year. We found #46 in San Francisco. It was a rust free, black plate '66. The car was such a nice clean vehicle that we decided to start with acid dipping the shell. Because safety was foremost in mind we had a professional cage builder complete the cage. The car is 100 percent historical correct to SVRA rules."

VR: "And car 146 is your car, Jim?"

Jim: "Yes, it's actually an ex "Hertz Rent a Car" and had



been raced for a number of years previously. It was purchased through Legendary Motor Cars. The car had been well prepared and was in excellent condition when purchased. It had a Trans-Am type dash, though, and we decided to put in a '66 dash, we wanted more of an historic look. I also thought it would look great if the cars looked like twins. I quickly found out we could do this; all it took was money!"

VR: "Speaking of money there must be financial pros and cons of racing such powerful cars, right?"

Jim "Probably the cons of racing historic Mustangs are that they have manual disc and drum brakes, manual steering and bias ply tires. They are not aerodynamic; they eat tires, are not that easy to drive and are monsters in the rain. Yes, and they love to drink gas!"

Anthony "On the other hand the pros are easy, for example that wonderful feeling while hitting 151 mph at the end of the straightaway at Mosport!!! It's also nice hearing the favorable comments from spectators and marshals at the different tracks where we have raced. And there's also nothing better then hearing the roar of two V8 engines at 8,000 rpm!"

VR: "Do you have a favourite track?"

Both: "Our favorite track is probably Mosport; however the full track at Calabogie is very special. Mt-Tremblant has

always been one of our favorites, though Watkins Glen was a very special experience for us this past September. Being a part of a 41 car field of similar cars was amazing and the roar at the start of the race was incredible." *Jim:* "A highlight of that weekend was Anthony winning third overall and a podium on Sunday."

VR: "Are the cars fairly equal in performance?"

Jim (laughing): "People at tracks occasionally ask if the



cars are the same, probably because Anthony is so far out in front! I usually respond by saying that car #146 has about 20 hp less, Anthony is about 20 years younger and has run at least 1,000 more laps, but yes, apart from these small differences the cars are

identical!"

VR: "What about the future for the team?"

Jim: "We both enjoy vintage racing, it's a truly great experience and certainly what makes it really enjoyable for us are the people we have met through VARAC and also SVRA when we were down in the U.S." *Anthony:* "We also like the idea that although everybody is racing as hard as they can, we each make sure we have respect for each other's cars."

Canada Class Mystery Car!



By Jake Kinsman

Photos By David Boon & PicsbyVicsr.

(One of the VARAC cars to catch my eye this year was this Canada Class car, a very cool Mini powered machine owned by Jake Kinsman, son of Linc Kinsman. I asked for more info and this is what Jake sent. Jeremy Sale.)

Info on our Canada class car is scarce .We found the car,(chassis) on VARAC's Classified listings five or so years ago. It was in Michigan. What caught our interest was the CASC #469 riveted to the chassis rail.

The fact that it was Mini powered was also a plus so needless to say it came back across the border with us. Fitted to the car was an early 850cc "A" series on a old "Magic wand" trans. Four wheel drum brakes, and a few boxes of bits.

The chassis design is quite different. It is basically two Mini front sub frames connected by a series of 1 inch square tubes, triangulated all over the place. A complete Mini power unit in the rear, complete with standard Mini suspension. A full front sub frame in the front, again with

standard suspension, holds the fuel cell in place of the engine assembly.

The entire chassis appears to have been welded by hand, well done from all we have seen. After stripping the chassis we thought it a good idea to have the structure checked by an engineer, who thought that the original builder went a little overboard with the tubing. He stated that it was," Built like a tank". Better too strong than not strong enough!

All of the Mini derived parts come from a pre '62 Mini... some really odd stuff that you don't see on later Minis. It's right hand drive, of course, again using a Mini steering rack. Body is simple hand formed aluminum panels.

The event in October was my first outing with car. More of a test session than anything. We ran a stock 998cc engine for reliability, as we sorted the chassis out. It handled great! It wasn't fast but it sure was fun. (You know you're small when you look up at the passing Bugeyes!)

Knowing now that the chassis isn't a pig our winter job is a race motor, 998 or possibly the 850. The class limit is 1 litre. Since we prepped the car to 1965 regulations we will keep it that way.The car will be outfitted with fenders, similar to



those on a Super Seven, cycle fenders on the front and full fenders on the rear, made of fibreglass, for ease of build. I will also be fitting a small windscreen, to help deflect the air and oil off my visor. (I started behind John Greenwood's Seven on the Sunday at Mosport. Walter's video helps to remind me why I couldn't see a thing, my vision was blurry for the next five or so laps!)

We met and talked with a lot of people at Mosport, some of the older racers gave us some leads to follow up on. Hopefully we get more info from somebody who saw or remembers the little car from the day when it was a little younger. We are looking forward to developing the car in the future. Faster would be nice! If there is anything you would like to ask or more info you need, let me know. Again thank you for your interest. Cheers! Jake Kinsman.



The Dreossi Special Goes To Europe

By Doug Elcomb

The whole thing really started rolling at Watkins Glen in 2008 at the Formula Junior Jubilee event. A bunch of compliments on the uniqueness of my car, and 'why don't you come to Goodwood' from several racers from the UK. I sent information to the selection committee in December of 2009. Duncan Rabagliati did lots of work behind the scenes, and the invitation arrived in April 2010. Now the real planning can begin.

It is not reasonable to ship a car over for just one race, so the idea was formed to do a bit of a tour. When the FJr schedule came out, it appeared perfect that there were races on the weekends surrounding Goodwood. Brands Hatch before, and Spa, after. Then the Goodwood Test Day shows up just before Brands. That sets the rough plan for racing in September, 4 events in 3 weeks.

With such a schedule, spare parts are critical if there is a problem. So a spare engine and gearbox needed to be built. I had bought a stock Fiat 600 Multipla gearbox some years ago from Don Simmons (son of the original designer). New bearings and seals, a change of final drive ratio, ready to go. The engine was more of an issue. Turns out Don also had most of a 948 Sprite race engine that he had acquired from Ohio. He generously donated the engine to the cause. The rest of the parts were sourced from Britain West. From the colour and prep details, it might have been a Huffaker engine originally.

Next on the list would be shipping. Ocean container worked out to be the most cost-effective. After getting info from a number of firms, one suggested by another open-

wheeler, Dave Gold, Atlantic & Pacific Shipping in Canada (and European Van Lines in the UK) was contracted. The car with all the tools and spares was dropped off in Toronto on August 11th for shipping. It was a very odd feeling seeing the car sitting there in the parking lot as you drive away. I think this was the first time my garage has not had a racecar



Arriving at Delta Motor Sport with Iain Rowley (photo Scooter Elcomb)

in it with me home. Scheduled pickup was September 6th near Heathrow. The people at the Canadian Chamber of Commerce were very helpful leading me through the ATA Carnet paperwork (duty free import/export). That made the import customs work pretty easy.

Racing out of country requires more paperwork and approvals. I needed a FIA International licence to race in the UK and Belgium. The stress test ECG was interesting. I think it was the first time that office had

done one on a healthy patient! The doctor used to rally race in Africa back in the 70's until the co-driver misread a note and they had a big 'off'.

My mother Scooter and I flew out of Detroit on September 4th, arriving at Heathrow on the 5th. Having to learn how to drive on the other side of the road after an overnight flight is not the most fun thing to do. Thank goodness for UK GPS maps. One of the highways on the way to our B&B in Rotherfield Peppard was closed for construction, so the GPS instructions were invaluable. Another difference is addresses. Most places have names rather than numbers, like the B&B address is Slater's Farm on Church Lane. The GPS doesn't know all these names, so it is good that UK postal codes will get you pretty much to an individual house. The B&B was a keeper. Penny welcomed us warmly, the local pub was just across the common, and it was less than 10 minutes from

Delta Motor Sport. A number of walks through the local woods and farm areas were used over our time there. Beautiful countryside.

Originally, I had intended on moving the racecar around the UK myself. I had contacted a number of friends-of-friends that had shop and storage space available as well as trailers. The biggest hurdle turned out to be insurance. No company wanted to rent out a tow vehicle to a non-resident. Earlier in my preparations, I had contacted Iain Rowley at Delta Motor Sport regarding transport to the race at Spa. Comparing his schedule and my plans, they meshed perfectly. The guys at Delta (Iain, son Stewart, Martin Brown and George Bunn) are a great bunch and I think we became part of the family. They prepare and support a variety of historic cars - from 1000cc F3 screamers, Lotus 17, MGB, Historic FF2000, to a 427 cubic inch Galaxy. When we arrived on the first day, they had just got back from a race in Dijon. We headed to EVL to pick up the car in the afternoon after confirming its arrival. It was good to see everything in fine shape after close to a month out of my sight. One thing that was difficult to keep in mind is how close everything is. From Stoke Row, Brands Hatch is only 1½ hours away, Goodwood is less than 2 hours, and Brussels is less than 2 hours by EuroStar train from London.

Iain had previous commitments, so Alan Baillie Racing transported the car to Goodwood for the Test Day on Sept. 8th. Alan was testing his 1964 Cooper-Ford T71/73 (MAE) GP car in preparation for the big event as well. He has raced every year since 1961! The morning started out wet, but it dried up after lunch. The first hurdle was passing the noise limit of 105db. We tried a couple of different silencers but ended up with the one I use to not annoy the neighbours at home. It just passed at 104. Having to learn a new track in the wet was probably best. You don't try to go too fast, leaving you time to get used to sight lines and corner shapes. They only had 5 cars on track at a time with 15-minute sessions. No worries about watching your mirrors all the time.

Goodwood is a FAST track. For those that don't know the history, it was made from the access road that the fuel trucks used to get around the RAF Westhampnett airfield during WW2. Corner 1 (Madgwick) is a double apex slightly uphill 4th gear corner with a dip between apexes. Fordwater Corner is just a bit of a bend, but becomes a corner at speed. I hit top revs just before the No-name corner. St. Mary's started out as 2nd gear in the wet, 3rd gear in the dry, became 4th gear once I figured out the line. Levant Corner is very slippery in the wet as it is at the end of the main runway. The turboprops swear that they are not dumping jet fuel, but I beg to differ. It is a 3rd gear

double apex that leads onto the longest straight. I ran out of acceleration at the ¾ point. Woodcote is another 3rd gear double apex that will punish you badly if you turn in too soon. Lots of grandstands right there to witness your good or bad lines. Then you reach the Chicane, which was high 2nd or low 3rd gear. The brick wall is actually Styrofoam, with plastic potted plants on top. Apparently the marshals give you one of the plants if you hit the chicane. It looks pretty simple on a track map, but the devil is in the details. My best time at the Test was 1:38.9. The locals were pretty impressed with the speed. The consensus was that the time would be good for mid-pack for the big event.

Brands Hatch was next on the agenda. Since the HSCC event was only for a single day, I had signed up for a half-day test on Friday Sept. 10th to learn the track. We ran on the Indy Circuit, the 1.2-mile short course. The first time I went into Paddock Bend, I could feel my stomach go up, the track drops away so fast. Then you can't keep your head up at the bottom due to the g-forces. I had issues with brake lockup going into Druids until I realized the track flattens out just before turn-in. You have to brake earlier than you think if you want to make the corner. This was an open test session so there were a variety of open-wheelers running. Everything out there from Formula Junior, Historic FF2000, modern FF, to modern Formula 3. One of the F3 teams there was Raikkonen-Robertson. You would not believe how fast a F3 car comes up on you. In some respects, it was lucky for me that there were 2 red flags in the first session, and 3 in the second. I could get a clear lap on the restart before the fast guys came by again. It was cool to have support crew to check tire pressures and such between red flags. They were giving me lap times on a board, but I was watching my mirrors so much, I never saw them.

Saturday was all about vintage and historic cars. The classes ranged from '70 Roadsports (E-Type, TVR Tuscan, Porsche 928, Triumph Stag, Alfa 2000GTV), Historic Touring Car (8 Hillman Imp/Singer Chamois, 5 Anglias, Cortinas, Minis), Historic FF, Historic FF2000, Formula Junior, and 1000cc F3. Delta had also brought Jan Biekens' 1960 Stanguellini FJr and a 1979 Delta T79 Historic FF2000 for Roger Price. My sister Kedre arrived before lunch to marshal the event. She came over to do both Brands Hatch and Goodwood. We also met Andy Elcomb. He had found me via my Facebook page and we had arranged to meet at the track. Turns out motorsports must run in the blood. He teaches rally driving at Brands Hatch! He took Scooter for a couple of laps in one of the Peugeot 206 school cars and you couldn't get the grin off her face.



Getting inside the Envoy at Druids (photo Jeff Bloxham)

There were 21 Formula Juniors on the grid. 5 Loti, 5 Coopers, 3 Elvas, and one each of Brabham, Mallock, Bond, Kieft, Envoy, Stanguellini, Britannia and the Dreossi. There was a bit of dampness in the morning qualifying session, but I got down to a 1:01.386 lap, enough to qualify 16th. This would be my first standing start. I was advised by Alan Morgan to line up pointing slightly towards the pit wall. The pit straight has a definite slope towards the wall, and any wheel spin would straighten the car. I bogged slightly off the start, as I was concerned about the strength of 1st gear in the Fiat box. It was for nought as the red flag came out due to an altercation in Paddock Bend, so I got to do my second standing start. Lost a spot to Michael Hibberd in a 1960 Envoy Mk1 off the second start and had a good time over the next 7 laps to get the place back. The times gradually came down to a 59.860 lap at the end. I ended up being the highest placed 1000cc car as well in 14th. That got me TWO beautiful glass trophies from FJHRA (one for my class, one for the 1000cc class). It was great to run with a full grid of just Formula Juniors. They are a very welcoming group of people.

We went to the Brooklands Museum on Sunday on the way back to Stoke Row. It is a marvellous historical place. The men and women who ran the banks were very brave. You can't get to the top of the 30' concrete banking, as it is too steep to stand. I can't imagine what it was like running at the top of the bank at 140+mph in a 24-litre Napier-Railton! There is another section of the banking just across the road from the Tesco supermarket. They were running bicycles up the Test Hill with varying degrees of success

while we were there. It goes from 1-in-8, to 1-in-5, ending at 1-in-4 slope. Mercedes World is just outside the museum, with test areas for on and off road vehicles. I didn't think of it at the time, but they show F1 races on a big screen inside. The Italian GP was on that day.

Monday was preparation for Goodwood. Two issues had to be dealt with. I replaced the left rear wheel studs. One had felt a bit odd when I had changed over to my new tires at the Goodwood test. Delta found a new set locally that I installed. I also found a bit of a crack in part of the right rear suspension support. It probably happened on my last lap at the Goodwood test. I went a bit wide exiting the Chicane and jumped the curb, bottoming the suspension. Iain welded it up in place, lying down with the car jacked up as far as we could get it. These were the only problems I had the entire trip. I got rid of the power-sapping silencer as well. We gave the car a good cleaning and polish to look it's best for Goodwood.

Tuesday was going to be a day off. Instead, I helped out transporting the recreation of Olivier Gendebien's 1961 Ferrari 156 'Sharknose' F1 car to a rolling-road dyno near Cambridge. It was built for Jan Biekens and has been completed for a year, but was not running properly. After an afternoon on the dyno, it was running much better. The 1500cc Dino V6 at top revs sounds beautiful.

Now it was time for Goodwood. We picked up the rest of our crew, Dave and Carol Johnston at Heathrow and continued down to the coast. Thursday was the setup day. Delta had brought 4 cars, my Dreossi, the Sharknose Ferrari, a 1961 Ausper T3 Formula Junior for Duncan

Rabagliati, and a Lotus 17 shared by Jim Woodley and Rupert Wood. Goodwood has individual stalls for all the cars and bikes in the event. We were set up in a grassy area beside the aircraft parking area. There was an interlocking plastic roadway giving drivable access to the tents that covered our paddock area. Each stall had a banner showing the race group, car year, manufacturer, and engine make. I noticed an error in the year shown on my banner but didn't know who to contact about the error. When we arrived on Friday morning, the banner had been changed already. That is the sort of detail the Goodwood people get right. As the day progressed, more and more amazing vehicles arrived. Speedwell Sprites, tiny Austin A35s, ERAs, prototype GT40 and Jaguar E2A, Lola T70, Lotus 24s, Cobras and Ferrari 250GTOs. Canada was represented by the Dreossi, a 1958 Sadler Mk3 and a 1966 Chinook Mk2 CanAm. The day finished with the Driver's Cricket match in front of Goodwood House, a briefing by Lord March, and an aerobatic display by Red Bull AirRace champion Paul Bonhomme in a Spitfire.

The first challenge is getting to the track on the public days. The traffic backup starts a couple of kilometres from the parking areas. You see everything from a late model 911 to an Aston Martin DBR1 with aero screens (the driver was wearing a helmet as the morning was cool). We parked beside a +4 Morgan with a couple all bundled up. At least $\frac{3}{4}$ of the spectators dress in period clothing. Granted, that ranges from wartime uniforms to Elvis leisure suits. The organizers limited the advance ticket sales to 134,000 and it

sold out weeks before.

Now it's time to get on track. Your race group gets called to the assembly area as soon as the previous one has left. Driving up is not an option with all the people around. There are marshals trying to keep the access roads clear, but there are so many spectators. Thank goodness I had done the test day so that this wasn't the first time on track. The circuit has a good flow, other than the chicane. There was a bit of oil-dry in Woodcote and the Chicane from the previous group, but it mainly cleared by the end. The track felt more and more comfortable and resulted in a 1:38.415 lap, good for 18th of 30 cars. The original transporter for Ecurie Ecosse was sitting by the pitlane on the way to Park Fermé. Goodwood provided excellent information on the qualifying session, tables of sector times and speed traps plus ranking of each. It showed my sector times were similar to the cars around me, but my top speed in sector 2 (end of Levant Straight) was at least 6 to 8 mph down from the cars around me. That's all you get with a 1000cc BMC. After reviewing my lines and talking with Alan Baillie, I concluded the couple things I could work on was less braking for No Name (just before St. Mary's), and try carrying 3rd gear for the chicane.

It was good that I had brought a sign board with car details. There was always someone taking pictures or asking questions. One couple was surprised to see the Elcomb name on the sign. Her maiden name was Elcomb and had no idea that we would be there. They had received tickets from a friend and went on a lark.



Exiting Woodcote at Goodwood (photo Jeff Bloxham)



Eau Rouge in the wet (photo Scooter Elcomb)

Saturday dawned clear and cool. The big day. Up early to account for traffic, as we are Race #2 for the day. More people than Friday, even at 8am. In for breakfast at the Driver's Club. Check over the car, warm it up. Dave and I push it up through the crowds to the assembly area. Driver briefing to review starting and safety car procedures. I wait for the previous race to get close to the end and get strapped in. They wave us out for the reconnaissance lap, around to the grid on the front straight. We are arranged in alternating rows of 3 and then 2, complete with Grid Girls in go-go boots. Once everyone is in place, we get a 30-second board, then the green flag for the formation lap. There are marshals at the pit wall with grid row signs so you can find your spot again. After everyone is back in place, we get a 5-second board, and then the Union Jack is held aloft, then dropped to start the race. The Lotus 18 beside me moved a bit at the raising of the flag, but stopped before the flag dropped. I bogged a bit at the start but caught up by Madgwick. Unfortunately, Desiré Wilson's Nota-Ford blew an oil line right off the start, laying a trail up into corner 1. Another couple of cars tangled in St. Mary's, allowing the Emeryson-Ford to get by me into Levant. He bobbed a bit into Woodcote and I got him back. Now I have to figure out the line around or through the oil in Woodcote. The

trail is not bad at the entry, but goes right over the second apex. After 3 laps, the safety car comes out because the Jolus-Ford is beached in Levant in a dangerous position. This brings everyone back together for a couple of laps. Now it is full chase mode after the couple of Lotus 18s in front of me. After a couple of laps of pressure, I got past the first as he had mechanical issues. Then the other blew his engine in No Name before St. Mary's. Problem was, Anthony Goddard in his Tojeiro-Ford had been shadowing me. Since I slowed for the oil, he got me on the Levant Straight. For the last 3 laps, I tried to get the place back. On the very last lap, we caught a back marker going into the Chicane and got balked. That made me a bit slow coming out, and a recovering Andrew Taylor in his Envoy got by me as well. I finished 14th overall. That was a load of fun. Now it's time to wave to all the marshals and spectators on the cool down lap back to Park Fermé.

One of the good things about being in Race#2 was that by noon on Saturday, you were all done and you could watch the races from spots other than those close to your paddock area. On Sunday I walked all around the outside of the track watching the Richmond Trophy ('50s Grand Prix), the bikes, and the part 2 of the St. Mary's Trophy ('50s saloon cars). The only places there were clear at the fence were those that

got closed for the air displays. Everywhere else, you had a hard time even seeing the fences. If you ever get a chance to get to Goodwood, you have to go.

Since the car was in good shape, off to the Spa 6 Hours we go. After a check over at Delta's place, the car was loaded on Tuesday. We headed in to London as we had a morning Eurostar train booked to Brussels. There was no way I wanted to drive a right-hand drive car on the Continent! Though I had messed up the reservation a bit, the kindness of strangers got us to Belgium on Wednesday afternoon. Many thanks to the Eurostar ticket agent at St. Pancras station for changing our tickets. Overnight in Sint Truiden, then in to Spa Thursday morning for sign-on and scrutineering. I showed Scooter the layout from the access roads that allow you to see pretty much every section of the track. Spa is BIG, 7 kilometres around on the track centre line, 19 corners, 29 marshals stations, 320' elevation change (80' just in Eau Rouge). The paddock filled up quickly with 570 entries, 110 in the 6 Hour enduro. We had 54 in our group with 33 Formula Juniors and 21 1000cc F3s. I signed up for an hour of track time in a street car to learn the track. Four of us piled into the rental car, Iain directing, Scooter and Martin in the back. Three laps like that, then Iain and Scooter bailed out. Another 40 minutes and the corners felt more connected. The beautiful weather ended at 7pm as the heavens opened, setting the tone for the rest of the weekend.

Qualifying was pretty wet. There is a lot of downhill braking areas so I was careful. Standing water on Start/Finish and in Les Combes, rivers across the track before Fagnes and Stavelot. Eau Rouge and Blanchemont both required downshifts to 3rd at the exit to cope with slow mid-corner speeds and uphill exits. I was pleased not to be last. In the afternoon I showed some friends from Germany around the track. It was a long walk with serious hills in the rain. They had never been to Spa before and after seeing the track, were planning coming back for lapping days.

Saturday's race started with a bit of panic in the assembly area as the marshals didn't like my gloves and weren't going to let me go out. Dave ran back to our rig and borrowed a set from Alan Baillie. I was not alone as I saw someone else's crew running back from the Stand21 store with a new pair. It was not actively raining and bits of blue sky could be seen. The track was wet and really slippery, even more than Friday for me. We were supposed to have a split start with the F3's behind us, but someone didn't do the grid sheets properly. Rolling starts were used because of the size of the grid. I can't imagine what a 54 car standing start in the wet would be like! The first couple of laps gave me a few 'moments' as I discovered no front grip. At least the spray from the other cars was gone. It felt slower, but half the FJr field went faster than qualifying. There were dry spots by the end, but not in the corners. My straight-line speed kept me with my Delta stable mates, Jan Biekens (Stanguellini) and Michael Ashley-

Brown (Volpini), for a couple of laps, but they pulled away. I chased a Lotus 20/22 for the rest of the time, finishing less than a second back. After lunch, I did another walking lap of the track with a friend that I used to work with. He had crewed for me back in Canada before moving to Germany. We were at Radillion when the GP Masters were running. There is no sound quite like a Cosworth DFV wailing through the woods.

Sunday dawned with more rain. It also was my 49th birthday. When I got to the paddock, Scooter had tied balloons to my roll bar. We took them off just before leaving the assembly area since they are not 'FIA approved'! The track was the wettest I had seen. Huge amounts of spray from the tires. I didn't have a problem with fog, I had a problem with water inside the visor. A couple of spinners after La Source on the start. The lead F3s caught me just after Stavelot, even with the split start. They put up even more spray with their full rain tires. Surprisingly, it felt like there was more grip than Saturday. The limitation was how much you could see. As soon as you got close behind anyone, the visibility went to zero. In the first couple of laps, I seriously considered pulling in. Then I got a pretty clear lap without anyone in front of me, found the grip, and set my best time of the weekend, 4:00.620! That got me back up to the Volpini, who I chased for the rest of the race. Sometimes you are really glad to see a chequered flag.

Time to pack up and go home, car and wet gear back in the lorry. Overnight in Liège, then we did some sightseeing in Brussels on the way to the Eurostar train. The little boy statue was a lot smaller than I expected! Back to Stoke Row and Delta Motor Sports on Tuesday to pack everything up. We delivered all the goods to EVL for consolidated shipping back to Canada. Again, it was hard to drive away with the car sitting there. A last bit of touring around Windsor Castle and Eton before the flight back home. That made a total of 26 days for this marvellous trip.

Many thanks to all the people who made this adventure possible and memorable. Particularly to Duncan and Sarah Rabagliati for all the work both in front of, and behind the scenes at Formula Junior Historic Racing Association. Iain Rowley and all the members of Delta Motor Sport extended family made us feel very welcome. Thanks to all the Formula Junior competitors who came out to play. I believe most were surprised how quick the funny little car from Canada was. Much appreciation goes to Phil Lamont and David Clubine for a very quick set of Dunlops. Thanks to Cece Simmons and Ray Dreossi for designing and building a very unique car, and their families for their support. Last, but not least, my family, for putting up with my obsession for all these years.

Doug Elcomb

PS. The car and gear arrived back in my garage on January 28th.

Ontario vs Mosport Weather Forecast

It seems that the weather forecast for the rest of Ontario often bears no relationship to the weather at Mosport. To assist you in planning your race weekend please refer to the following helpful guide.

Ontario: Chance of showers.

Mosport: 100% probability of heavy rain.

Ontario: Partly sunny, scattered showers.

Mosport: Cloudy, 100% chance of rain.

Ontario: Below seasonal temperatures.

Mosport: You're gonna freeze your ass off.

Ontario: Cloudy with sunny breaks.

Mosport: Heavy overcast, no sun at all.

Ontario: Isolated showers.

Mosport: Showers isolated to Mosport.

Ontario: Sunny and warm.

Mosport: Blisteringly hot, high UV, you forgot your sunscreen.

Ontario: 10% chance of rain.

Mosport: 100% chance it will rain during YOUR race only.



Diane Dale, VARAC member, championship winning driver, former Race Ontario Competitor of the Year, Women in Vintage Racing Champion, two-time Muriel Knapp Award winner and recent Gord Lowe Award winner, meets some other driver somewhere.....

WOMEN DRIVERS STEER CLEAR OF DIPSTICKS

Female drivers lag behind men when it comes to performing basic car maintenance, according to research by Autoquake.com, the UK's largest online used car retailer.

Research in Canada by well known VARAC dipsticks confirms this.

America's Oldest Porsche Import: 1952 356 Cabriolet



Celebrating its 60th anniversary in North America this year, Porsche Classic went on a quest to find the oldest Porsche sold in America. The search narrowed down to an impressive collection of finalists, including the oldest U.S. - retailed model found, a restored 1952 Strawberry Red 356 Cabriolet.

Owned by Robert Wilson of Oklahoma City, the car was imported in November 1952 by Austrian businessman, Max Hoffman, in New York, who brought the first Porsche cars to the U.S. beginning in 1950. The 1.5 liter, 60 horsepower Porsche was discovered in a salvage yard by Wilson years after arriving on U.S. soil and meticulously restored.

VARAC Canadian Motor Sports Trivia Quiz 2010

Courtesy of Jeff Bateman, DQM.*

1. What is the chassis of Doug Elcomb's Dreossi Special made from?



R. Harrington Photography

2. VARAC stalwarts Bob DeShane, John Greenwood, Colin Gibson, and Hesternal Celerity all competed in a famous Canadian event in unusual vehicles a) Name the event
b) Name the cars they entered

c) Who is Hesternal Celerity more commonly known as (at least to all of us on the chat line)?

3. Who was (is) Ralph Luciw in the context of Canadian racing, and why would Jeremy Sale and Dick Poxon have any idea who he is?

4. Walt MacKay was a factory rally driver for what Canadian manufacturer?

5. In a private test in the eighties what current VARAC driver lapped Mosport two seconds a lap faster than Indy Car star Scott Goodyear in the same car? (Hint: He still makes some VARAC members see red).

6. What current VARAC member was the track manager of Mosport for Canada's first ever GP race, the 1967 Canadian Grand Prix? Bonus point: What 1960's CTT list did this driver make? (Hint: he claims it was supposed to be his cousin Stu).

7. What do (did) Francis Bradley, Dennis Coad, George Eaton and Nick Pratt share in common? (Aside from dashing good looks.....)

8. Jack Boxstrom has enjoyed a truly varied professional career. Name the Toronto musical group he managed in the seventies.

9. Who won the first High Park Grand Prix, and why was it memorable?

10. Name six cars raced by the Comstock racing Team.

**Puzzled? These are by far the EASIEST questions I extracted from Jeff (Diabolical Quiz Master) Bateman's diabolical quiz. The answers can be found on page 23.*

E-Type turns 50!



Silverstone

This year's Silverstone Classic (22-24 July) will be the world's premier venue for the Jaguar E-Type's 50th birthday celebrations. Launched in 1961, the legendary E-Type remains one of the most iconic, elegant and revered sports cars of all time and its golden anniversary will be honoured with a host of special races and displays at the world's biggest classic motor racing festival.

Goodwood

The Festival of Speed will be held from 1-3 July, and the Goodwood Revival from 16-18 September. The theme for the 2011 Goodwood Festival of Speed, from 1 to 3 July, will be 'Racing Revolutions – Quantum leaps that shaped motor sport', celebrating the ceaseless quest for increased power; greater efficiency; more speed. The 2011 Festival of Speed will also celebrate the 100th anniversary of the Indianapolis 500, with a stunning gathering of cars and drivers that have written the history of "The Greatest Spectacle in Racing". It will also be 60 years since the C-type scored the first of Jaguar's seven Le Mans victories, and the iconic British marque's illustrious racing heritage will be honoured at Goodwood.

The E-Type will also be in the spotlight during the Revival from 16-18 September, with a spectacular one-make race.

Vrooom, vrooom.....



A Fiat 500 gripped by an aluminum hand is seen in Italian artist Lorenzo Quinn's sculpture "Vroom Vroom" in London, England.

TRIVIA QUIZ ANSWERS

1. Well, metal would be correct. But I was really looking for the drop tank from an F86 Sabre Jet
2. A) BEMC Canadian Winter Rally B) Skoda; Lotus 7; Lotus 7; MG Midget
c) Derek Harling
3. Created the Honda BF Goodrich Series (later the Honda Michelin Series). Both Jeremy and Richard were regular competitors at one time in that series.
4. AMC (Rambler)
5. John DeMaria, he traditionally has driven red cars wearing a red suit and helmet.
6. Phil Lamont. The list was for "Future Canadian Formula One Stars"
7. They all raced products from the

Rootes Group at one time or another...

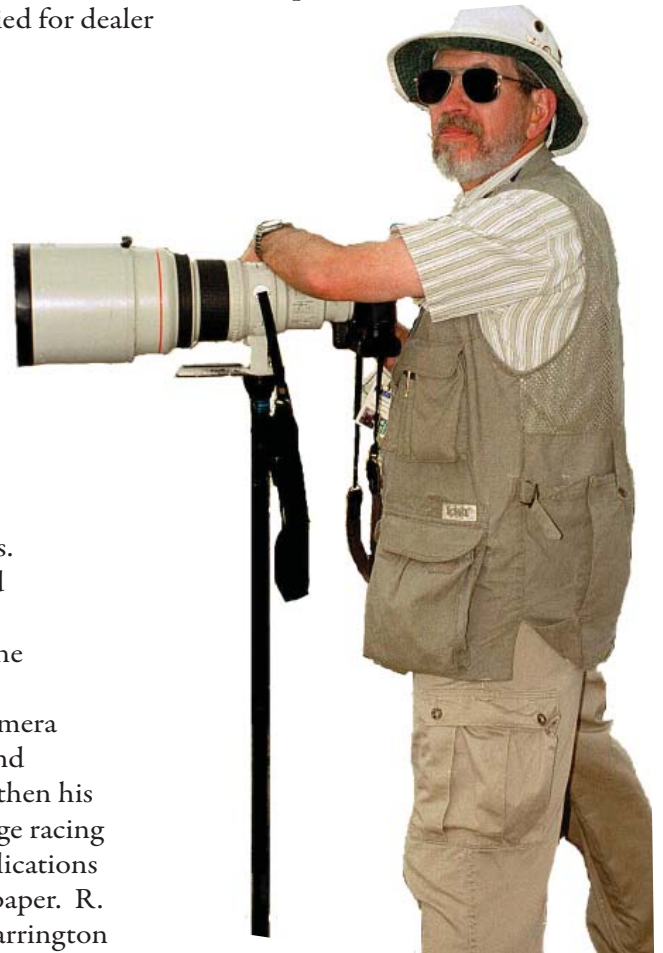
8. Carole Pope and Rough Trade
9. Jerry Polivka (or was it Al Pease or maybe Stirling Moss). Memorable because it was a prank that never actually took place, but was an early example of "photoshop" before computers existed that got carried in the mainstream press. Jerry was in the publishing business, and Al was a commercial artist, so they had the elements to create a great "April Fools"....
10. Sadler Mk 5, Cooper "King" Cobra, Cobra, Mustang, Cortina, Ford GT. Also a Lola FJ, a Sadler FJ, (occasionally driven by Chuck Rathgeb) a Ford Falcon Sprint, Peter Ryan's Lotus 19, the Comstock EXP.

R. Harrington Photography Automotive Enthusiast

By Greg Prehodka

Most of us know of Bob Harrington from his many wonderful photos of vintage racing events over the years, which have appeared in many publications. But who is Bob Harrington, and what is his automotive background? Bob became involved in many aspects of motorsports in the late fifties. First as a competitor in races, rallies, and solo events. He raced a Bugeye Sprite in 1961 and 1962. He rallied for dealer teams: Ford UK, Volvo, British Leyland, Citroen, and Datsun, up to and including FIA level events. He was President of the Hamilton MotorSport Club from 1964-68. Then he became an event organizer, and was an official with the Canadian Automobile Sports Club, CASC, (the Canadian equivalent of SCCA) where he served as National Director of Racing from 1973 through to the end of 1976. From 1968 to 1972 he was the Race Director for the Ontario Region of the CASC. From 1972 to 1977 he was National Race Director of CASC, responsible for all sports car races in Canada, including the introduction of Formula Atlantic to North America. From 1977 to 1988 he served on the national appeals court as needed. From 1988 to 1990 he was Chief Steward for the Players/GM and Honda/Michelin race series. He started his automotive photography business in 1988 and retired from it at the end of 2008, but still actively consults for SVRA, and serves as the Canadian Editor for Victory Lane Magazine.

Bob's roots in photography go back to his high school camera club days. In 1988 he decided to combine his automotive and camera passions to form R. Harrington Photography. Since then his work has appeared in all the premiere North American vintage racing publications, many of the Marquee Magazines, and other publications as diverse as Penthouse and the National Post business newspaper. R.



Harrington Photography is proud to be a patron of the Canadian Motorsport Hall of Fame and Museum, a member of the First One Hundred, and a member of the Canadian Motorsport History Group.

Bob also currently has a CD available, of the best of his 'Vintage Racing Memories' photographs from the past. It is a wonderful slide show which runs about 20 minutes, with music background. It covers many racing venues, with a wide variety of excellent vintage racing action shots. If you are interested in it, go to the SVRA web site at <http://www.svra.com/> and then click on 'Bob Harrington's Memory Photos' under 'SVRA News'. You can also visit Bob's own web site at: <http://webhome.idirect.com/~rharring/> to check out some of his great photography. He has captured so many memories for vintage racers over the years!





\$1630* each

Shopping for a new car? Be sure you slip into this one before you put your money down.

It's the new VW Custom Model. The best value ever offered, even by Volkswagen.

What's new about it? The engine for one thing. It's got more power to push you up hills, and past those big transports. (But it doesn't use a drop more gas than the old one.)

The transmission too. Now all four gears are synchronized. You slip into first without stopping the car.

And what have we left off to get the price so low? Nothing.

You still get a spare wheel and tire, heater/defroster, tool kit, jack, windshield washer, two padded sun visors, directional signals, bumper over-riders, big 15" wheels and oversize tires.

See your Volkswagen dealer and drive the complete car with a lot missing from its price tag.

**Eastern Port of Entry.*



VOLKSWAGEN CANADA LTD.

NOTE - VARAC and/or Vintage Racer are not responsible for the descriptions and claims of cars and products that appear in either the Vintage Racer or on the VARAC website advertisements. Before buying, please check with our Eligibility Director to ensure ANY car meets VARAC standards.

Classifieds

Trailer For Sale

32 foot Gooseneck. 24 foot floor. Trailer has only been used 3 times, 3 trips to Mosport. Canopy for side of trailer. Spare Tire. Exceptional Condition. \$9000. It's better than new. ospower@rogers.com

1988 Van Diemen Formula Ford.



Race ready with fresh (two weekends) 711M engine. Recent Tilton clutch with new release assembly, Britwest carburetor with K&N filter, rebuilt Bilsteins and 1 weekend-old Dunlops. Gearbox is currently geared for Mosport. Spares include some bodywork, suspension, springs, and tires with other parts available. This car has been sorted and is very reliable. \$12000.00

Contact Benny at work: 905-525-2040, home: 905-575-4710 or icannella@sympatico.ca

GREENWOOD WORLDWIDE RACING ENTERPRISES

Great deal for any new racer ... Don't miss out on these!

Race wear for sale

I have been asked by a friend (who has since left Canada) to help sell TWO sets of race wear that he purchased new at CSC racing to enter the 2008 Targa Newfie event (aborted) ALL THIS EQUIPMENT IS LIKE NEW.....

Two Racesuits.

1 large and 1 X large. Leaf, one piece,

three layers...SFI .3-2A/5. Blue with Quilted stitchingCost new \$835.00 + taxes Sell \$375.00 each

Two Bell BRI Helmets SA 2005. Full face visor, vented, with additional helmet cover & additional helmet bags with logo. New \$445.00 +taxes. (Includes bag & cover) Sell \$225. each

Race Boots

Two sets. Leaf ankle high race boots, size 8.1/2 and also size 12, colour black. Cost \$139.00 +taxes.

Sell for \$65.00 ea. pair. Gloves 1 pr. Leaf race wear gloves SFI Spec3.3/5. Will fit medium/large. Cost \$65.00

Sell \$30.00.

Balaclava

1. (still in new packaging) cost new \$39.00. Sell \$20.00

Neck brace

1 (blue) New .. \$59.00 Sell \$25.00

Underwear

2 pairs Nomex underwear, large (fits all) cost \$97.00 ea.

Sell \$40.00 pr. ea.

Contact John Greenwood at (905) 723-9334, 300 Banff Ave Oshawa, L1J 1L8 or email me at haggisbasher@sympatico.ca

Wanted: 2010 Racing Partnership

I can store and prepare your racing car for the 2010 VARAC Race Season, at my farm, 20 minutes north of Mosport in exchange for a few race weekends (to be negotiated). Development of the car (and driver), improved reliability/ lap times and convenience, would be the focus. Trackside assistance and coaching is a possibility.

I am not running a race shop, but can arrange any undertaking with a host of local pros. If this arrangement appeals to you, give me a call to discuss further. Thanks, John DeMaria. (416)533-4648. medordg@hotmail.com

TYRES

4 Yokohama AS high performance

street tyres 185/60-14. Bought for the Elva as rain tyres but did not work well, although they were great on moist track. 99% tread left. \$ 300/set. Stefan (519) 927-1769.

1973 BMW 2002Ti

For sale. 93,000 kms. Last of the chrome bumper and round taillight cars. The car is from BC and so is very solid. Presently fitted with twin Weber carbs. Kugelfischer mechanical fuel injection is included with the car. Would make a very competitive vintage racer or can be used on the road. Call 905 430 1875 (Whitby) for more details.

Spridget Bits

Full Race 1293cc iAi Series race motor: \$2,300. Spare Longman Head: \$500. 4.55 diff (std and never raced) \$500. 4.22 diff (prepped and welded) \$300. First \$2,800 gets it all. John DeMaria (416)533-4648 medordg@hotmail.com

Formula Vee Wanted

I'm looking for a Formula Vee, preferably in the province of Quebec as I'm living near Trois-Rivieres. Please email: FreddyVee@hotmail.com

Race Suit For Sale

NOMEX suit (Fits 5'7" 200 lb gentleman racer). - SFI 3-2A5 Leaf Racewear in a 2XL size - (worn twice) washed at the end of last season - Blue with the black back - in VERY good condition that I need to let go (complete with VARAC emblem sewn in!). All Nomex undergarments (same condition, except the shoes have stained the socks), balaclava, shoes, black (size 10.5) - all in very gently used condition (I didn't walk the paddocks in the shoes!). Not sure what they cost me then (didn't matter then!) but they are available if you are interested, and the size is right for you. Also have a Bell M2 helmet (full face with shield) SA 2005. Grant Plank: grantp@sprucehaven.com

Classifieds

Spriget 948 engine

I need to built a new engine so I'm looking for a 948cc Sprite, Morris or MG Midget engine. Please contact Amyot Bachand at: bachanda@videotron.ca or call me at 450-969-9276

Magazines

Large collection looking for new home. Classic and Sportscar (GB), Road & Track, and much more. Excellent condition. For details contact coldcall7@hotmail.com

1967 MGB.

Chrome bumper, steel dash car. Rebuilt over the past four years. \$5K of bodywork and paint. New f. fender, valance, chrome, trim, lights, interior, calipers, tie-rods, rack rebuild, discs, drums, cylinders, shoes, hoses, manifold, exhaust system (complete), bushings. Just added new chrome wire wheels and Michelin tires. NOT a 100pt show car, but VERY pretty and runs reliably. I'm tired of messing cleaning it and may need another race car. Interesting swaps?? Send me an email for a complete description of all the work and some decent pictures. Car is in Toronto. \$12,500. Less than I spent, but what else is new? John DeMaria (416)533-4648. (705)277-1545. medordg@hotmail.com

1967 MG Midget

This unique Mark III Midget has an actual racing heritage and has been extensively and professionally rebuilt for the road to enhance both performance and appearance. The car comes complete with numerous spare parts, special tools and equipment. Full documentation including an extensive list of high-performance parts will be made available to the right buyer. I am looking for a person with a technical bend who will appreciate and enjoy this exceptional fun vehicle. In return, I am prepared to negotiate a very attractive deal. This would make a perfect father son/daughter project. Serious enquiries please contact: Robert Chartrand 613 725-9229 robertchartrand@rogers.com

COOPER S GEAR CASE

Wanted, Cooper S 4 synchro gear case only, do not need internal gears. Call Tom Burge, 905 336 1319, email, wtburge@live.com.

Weber 45 DCOE9

No 276, carburetor for sale with 2 1/2" long air trumpets. I was told the Weber was rebuilt. Made in Italy, Bologna. 38 mm chokes, 60F2 idle jets, main jets 200, emulsion tube F10, air correction jet 210, pump jets 60. Asking \$300.00, available in Mississauga. Bob Grunau: 905-274-4136 grunau@garage@sympatico.ca

1968 Marcos.



Fully rebuilt and upgraded, 5-speed 1700 x-flow, huge brakes, 15" Panasports. Wood chassis in great shape! Call John at 250 586 6202 or email jaguar1964@shaw.ca

1967 MG Midget

This unique Mark III Midget has an actual racing heritage and has been



extensively and professionally rebuilt for the road to enhance both performance and appearance. The car comes complete with numerous spare parts, special tools and equipment. Full documentation including an extensive

list of high-performance parts will be made available to the right buyer. I am looking for a person with a technical bend who will appreciate and enjoy this exceptional fun vehicle. In return, I am prepared to negotiate a very attractive deal. This would make a perfect father son/daughter project. Serious enquiries please contact: Robert Chartrand 613 725-9229 robertchartrand@rogers.com

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CLASSIFIEDS



1951 MG

Rebuilt by Fawcett in Whitby.
All original, save for the MGB rear end
Full ground restoration, body off, rebuilt
frame, balanced & blueprinted
engine & tranny (4 sd). All new wood in
doors, etc.
Pictures on request. The first \$20,000
takes it.
Contact Larry Laycock at
woodchips_1@sympatico.ca or call
905 655 0030

Trailer For Sale

Closed double axle trailer for sale.
Electric brakes. Scruffy but cheap at
\$2,500.00. Hand winch included. Interior
dimensions 13'1" x 6'1" X 6'+ interior
height. Used for Lotus 7 but would suit
other small cars such as Sprite, Mini
etc. Peter McGlone 905 641 0460 or
phmcglone@bell.net

Bugeye grill

Good condition, \$75 firm.
Jeremyis@rogers.com

MISCELLANEOUS ENGINE PARTS FOR SALE

These parts were acquired as
components to build various Ford 105E
and BMC A series (mini) engines for
my race cars. Some of them are used
and some are new and some
of them are of a yet to be determined
origin.

Flywheels

Lightened steel BMC A series x 1
Lightened steel Ford 105E x 1
Standard BMC A series x 1
Cylinder heads
Ford 105 E x 1
BMC A series x 1

Clutch assemblies

For BMC A series and Ford 105E x 2
Clutch plates for BMC A series and Ford
105E x 5

Crankshafts

Ford 105E x 3

Camshafts

BMC A series and Ford 105 E x 3

Manifolds and Carbs

Alloy brand new Derrington for Ford
105E x 1
Pair 1 ¼ SU Carbs on a Manifold with

linkages intact

Pair 1 ½ SU Carbs on a manifold with
linkages intact and paired trumpets

Final Drives and casings

Crown Wheel and Pinion fully
assembled in a casing for BMC and Ford
105E

Various separate crown wheels and
pinions for BMC A series and Ford 105E
Miscellaneous casings for Mini and Ford
gear shifts and final drives

Miscellaneous

Pistons, connecting rods and several
boxes of odds and ends
Stephen Burnett – Kingston Ontario
Tel: 613 544 7857
sburnett@kingston.net

Race Car Trailer

2004 Continental Cargo "We-Haul" race
car trailer for sale. 24 foot, 102" wide
box with 4 foot vee-nose for a total of 28
feet of interior length in an easy towing,
lower wind resistant package.

Fiberglass composite side wall
construction, very strong and stable,
bright white finished interior and ceiling
with two roof vents and two interior
lights. Other accessories include E-track
front to back on floor and on walls,
winch, two 4 foot tire racks and Pit-Pal
rack with fold out shelf mounted on 4
foot wide side door. Rear ramp door
with interior beaver-tail and heavy duty
spring assist. Designed to carry two
formula or smaller sports car / sedans
nose to tail on floor. Brakes recently
inspected and bearings re-packed.
Chassis/frame undercoated with rust
preventative. Dual 5200 lb torsion

rubber suspension axles with heavy
duty 12" Dexter electric brakes, with
9,950 Lb GVWR. New tires in 2009..
New full size spare tire. Overall good
condition with normal wear and tear as
expected on a well maintained 6 year old
race trailer! Asking \$5,000. Can store till
spring if desired. Contact Brian Evans
at 1-905-628-6771

National champion 240Z Solo II race car.

My husband (who does not use a
computer) has two lovely – 240Z's.
One car he raced very successfully
throughout Ontario and was the overall
champion. The other car came from
Florida as a project car. He is considering
selling both cars and he also has TONS
OF PARTS.
Call Peter Wright 416-720-1585.



Magazine Collection

238 issues of the British publication
Motor Sport 1959-1984.
43 issues of the British publication Motor
Racing 1958-1965.
54 issues of Road & Track 1954-1979.
16 issues of Sports Cars Illustrated 1955-
1959
3 Issues of Sports Car Graphic 1964-
1965. Lots of history here!
\$100. for the lot. Pick up only.
Contact Walt MacKay, Caledon , Ontario.
Tel.(519)927-5959 or email mackays3@
sympatico.ca

MARKETPLACE

Bahamas Speed Week Revival

During the late 1950s and early 1960s, Nassau hosted a week-long, race meeting with drivers like Moss, Foyt, Penske, Andretti, Donohue, Hill, Gurney, McLaren and Rodriguez with glorious cars like Ferraris, Corvettes, Chaparrals, Ford GTs, Maseratis, Cobras, and Scarabs. A Revival is planned for late 2011, November 30 and December 4, the traditional dates. Sir Stirling Moss is the first Patron of Speed Week. For further information check out: www.bahamasspeedweekrevival.com

Trans-Am

Worth a trip? The Historic Trans-Am circus makes an appearance at Mt-Tremblant on July 8-10. See: www.trans-amseries.com www.trans-amseries.com.

John Dodd's British Sports Car Workshop

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Call John Dodd

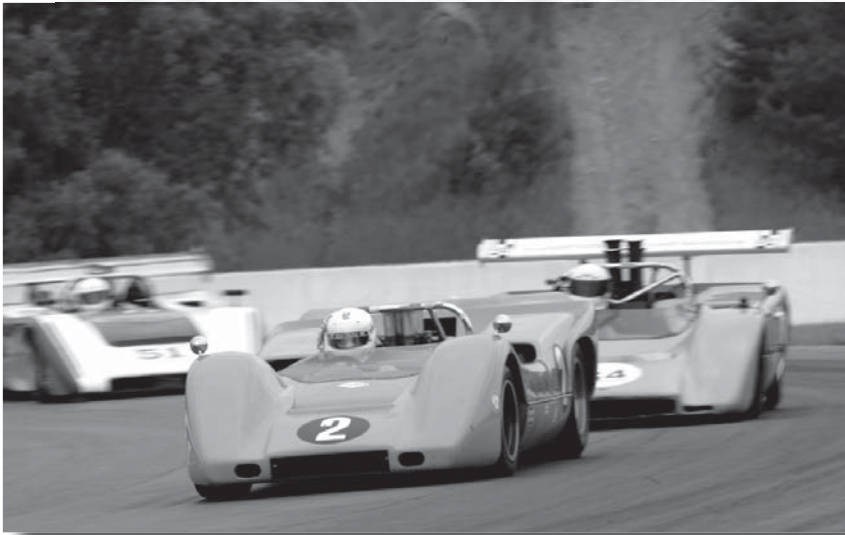
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MARKETPLACE

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