



Vintage

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VARAC MEMBERS MAGAZINE



How I lost my balls at the Festival...



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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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In This Issue:

Thanks to all the VR photographers!

My sincere thanks to the people who contribute such great photos to the VR. To Vic Henderson, (PicsbyVicsr.com) Radu, (Racing In Focus) Dick Coburn, (CoburnPhotography) Claude Lamoureux (Flagworld.com) and Stephen Minnig. Thanks to all of you! We have so many great pictures that we may have to run a late Festival issue of Pit Signals to show more!

Thanks to John Sambrook for the report from Jefferson, thanks to Robert Searle for his report from Mt-Tremblant, thanks for the Festival reports from Doug Switzer, Dave Morgan, John DeMaria, Bob DeShane, Andrew Celovsky, Joe Lightfoot, Brian Thomas, to Bob English for his Fiat Abarth story, to Cam McRae for his "Lost Balls" story(!) and his Low Tech column. Your contributions are much appreciated. If you have a story, a photo an idea, please contact me at jeremyis@rogers.com.

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Jefferson 500 Race Report Summit Point W.Va. May 13th – 15th 2011

By John Sambrook

We took two cars to the 1.9 mile facility 50 miles west of Washington, DC. The blue car with a new Reg Patten engine for me and the green car with a rebuilt nose from the Sebring shunt for Rick Rose. VRG lumps cars into race groups with no class breakdown. We were in the 53 car Lola group [2] made up primarily of production cars up to 1300cc. Spridgets, Spitfires, Elva Couriers, Formula Vees.

There were sprint races on Friday and Saturday, with a feature on Sunday, plus longer distance novelty races. Competitors thus had ample track time. The weather throughout the weekend was showery and cool; and as things worked out actual driving conditions in the three sprint races progressed from wet Friday, damp Saturday, to dry Sunday, with me praying for more rain!

With a new engine I used 7K rpm on Friday, gradually increasing to 8200 by Sunday. I went proportionately faster race by race and dropped further back in the field! I started 16th. on Friday

finishing 4th Saturday 6th and Sunday 8th.

Rick went well on Friday, finishing 29th, but on Saturday the engine broke. We have now had the same problem on three engines over the past year and have not to date diagnosed the problem.

When not racing we were all quite social. We had the ubiquitous Dave Good beside us in the paddock, this guy seems to go everywhere on this continent. There was a small bore social on Friday night and a dinner on Saturday night with Brian Redmund as the very entertaining speaker

The Friday sprint race in the wet suited me perfectly, as using only 7K I was able to pick my way around a multitude of spinning cars and was well satisfied with the result. The organizers were less pleased and called a special drivers meeting of our race group to berate us for irresponsible driving which was over-stressing the corner workers.

The showery weather continued. 45 assembled on the false grid on Sat. in a damp overcast, only

Photos by Stephen Minnig



to be told to leave our cars, go to the classroom for another meeting; all drivers this time, for a tongue lashing pointing out the folly of our ways. Suitably chastised we returned to the grid and away we went. This turned out to be a terrific race for me with a Spit and 3 Vees racing for 4th place. The Vees tenaciously slipstreamed, and we rotated position multiple times lap by lap. I started to over-heat, lost touch with the Spit and one Vee who finished 6 secs ahead of me with Mike Jackson's Vee half a cars length beside/behind me, with another Vee hard in behind him. Hopefully the organizers appreciated spirited high caliber racing by mature fast drivers who lapped some 16 cars in the process.



We somehow avoided the immature fast drivers and the mature slow ones during the race!

We were ready for the Sunday feature, which not for the first time was somewhat of an anti-climax. It was dry and warmer with ominous clouds building up. Only 26 cars showed up, which turned out to be uneventful.

Everyone behaved, the field spread out and I finished a comfortable 8th with an 8 second cushion on the Vee behind me. We loaded the cars and then the heavens opened, ending racing.



We now look forward to two consecutive weekends of racing in June. The Festival at Mosport, followed by Mid Ohio. Hopefully Rick will have resolved the engine problem by then.



Mark Doust's 1959 Fiat Abarth

By Bob English

By the mid-1950s, tuner Carlo Abarth had built a reputation among Italian enthusiasts by turning diminutive 22-hp Fiats into snarling 43-hp street fighters, but when he linked his name with that of Elio Zagato's classy coach-building firm, the result was what surely has to be the smallest and prettiest GT car of the time, the Fiat Abarth 750 Zagato "Double Bubble" Coupe.

Not exactly household names on this side of the Atlantic, Abarth and Zagato may become better known as Chrysler and Fiat leverage these legends as part of the hype surrounding the recently introduced to North America Fiat 500.

Fiat revealed a 500 Coupe Zagato concept at March's Geneva auto show – recalling a Fiat-based coupe Zagato created in 1955 – and a special performance-oriented Abarth edition of the Fiat 500 is scheduled to appear early in 2012.

Born in 1908, Austrian Karl Abarth was physically large, larger than life and apparently paradoxical – an egoist who shied away from the limelight. A motorcycle racing champion, he built his first car – and the first of the mufflers that would later, with the black crackle finish, become sought after performance accessories by sports

car enthusiasts – at the age of 20. As the Second World War closed, he campaigned to free Dr. Ferdinand Porsche from French incarceration and was later awarded the first Porsche distributorship in his newly adopted country of Italy, where he was known as Carlo.

He created Abarth & C. in 1949 in Turin, using his astrological sign Scorpio as the company logo, and went on to build racing cars, exhaust systems and tuning kits, mainly for Fiat, to which he sold his company in 1971. Abarth's name appeared on at least 30 car models.

Elio Zagato was a son of the creator of the Zagato firm founded in Turin after the First World War, whose designers and coachbuilders created many revered classics for makers such as Maserati, Alfa-Romeo, Lancia, Ferrari, Aston-Martin and Bristol, as well as a number of concepts, a role it continues in today.

The Fiat Abarth 750 Zagato was born of a meeting between Abarth and Zagato at the Turin car show in 1955, in which the pair decided using the engine and underpinnings of Fiat's new 600 econo model, suitably tweaked by Abarth and clad in exotic alloy bodywork by Zagato would be a good idea.

The two-seat coupe that resulted, with its unique double roof bulges, which matched air intakes on the rear engine cover, appeared at the 1956 Turin show and some

600 would be built before production ended in 1960.

The 1959 Fiat Abarth owned by VARAC member Mark Doust of Toronto could be the poster car for stalled restoration projects. It was acquired in 1980, shortly after the owner graduated from high school, taken apart and painted in 1986 and finally put back together, almost a quarter century later, last year.

“Funny how life gets in the way, eh?” says Doust, whose father George was a partner in Toronto auto dealership Grand Touring Automobiles, and who thus grew up surrounded by exotic machinery.

He recalls messing about with the James Bond movie Aston-Martin DB4 at one point as a pre-teen, but drove an MG Midget (with no top) year-round during his high school years.

Keen on Austin-Healeys, he vintage-raced a “Bugeye” and his collection now includes a pair of early 1950s 100-4s, plus a 1950 Riley 2.5 Drophead

Coupe, a 1962 Mini Cooper and a Fiat Abarth 600, found in a field and as yet unrestored. Currently between jobs, he keeps busy helping with restorations, including that of another Fiat Abarth Zagato.

It was an Austin-Healey he was looking for when he read a magazine article on the Fiat Abarth and came across this one in Toronto. It was being raced by owner Roger Fountain, who had brought it up from the U.S. where its original buyer would have paid about \$3,500 for

it in 1959.

Doust drove it on the street before his insurance company took fright and decided it didn’t want to have anything more to do with a hand-built, aluminum-bodied

Italian exotic – even a little one. In an unsuccessful attempt to avoid alarming another company, Doust decided to peel the round white backing for the racing numbers off, but with them came large swatches of paint.



Above and below: Roger Fountain gives the Abarth some wellie at Shannonville!



Which is what prompted the lengthy restoration process that included a new interior, mechanical refurbishing and a switch to an 850-cc engine that makes about 70 hp versus the 54 hp of the original 750-cc unit (which he still has).

Weighing less than 600 kg its performance is lively – top speed is about 170 km/h – and so far reliable. “I have no problem hammering it down the 401,” says Doust.

Its public debut was at last year’s Italian car festival in Ottawa and this year his plans include attendance at the Vintage Automobile Racing Association of

Canada’s festival at Mosport this June, which focuses on Italian cars.

With its unique “double bubble” bodywork, it’s an attention grabber at cruise nights, Doust says. “I can get 70 people gathering around the car before I even stop, all going, what the heck is that?” Collectors, who know exactly what they are, are paying in the \$90,000 range for them.

Mt-Tremblant Wet, you say!



Photos by Claude Lamoureux/Flagworld.com

For the second race of 2011, the VARAC Vintage/Historic racers travelled to the beautiful Circuit Mont-Tremblant, former home of the Canadian Grand Prix. We usually race at Tremblant surrounded by the glorious fall colours but this past weekend our environment was very green and ... wet! But we all looked forward to 2½ hours of track time during the weekend, including a 45-minute feature race on Sunday.

We were a small group, undaunted by the rain, that attempted to stay dry while trying to understand the “VARAC Weather Radar” on Walter’s iPhone. Most of the Quebec members showed up as well as a few from Ontario plus Joe Ware from New Hampshire, who unfortunately broke his Mini engine during the Saturday race.

There was a light drizzle when I awoke on Friday morning to prepare for the trip North; then it cleared up. Half-way up the Laurentians, rain became heavy but it stopped the moment I

got to the Montée Ryan exit in Mont-Tremblant. I figured the rain Gods were smiling on me, but they were really just playing with me. Late afternoon was dry while I set up my “paddock” but a drizzle began while we feasted on the Montreal smoked meat prepared by some of the Quebec members. By this point, I was way ahead of my most recent experience at Tremblant; last Fall I had broken my middle finger (and split it like a sausage!) while unloading my car.

Saturday morning began with a wet practice session, a slight drizzle, but enough to add at least 18 seconds to our best times. This was a busy session, combining Vin/Hist with G70+, and 26 cars made it out onto the track, and safely back to the paddock; though some required towing assistance due to engine problems or fuel availability issues.

This was followed by Qualifying, which was the only truly dry session of the weekend. In fact, the clouds parted and



Nick Pratt splashes through the puddles for the win!

we saw a strange yellow orb in the sky. Joe and the Mini recorded a 2:03 for the Pole, closely followed by Claude Gagné in one of the 3 Lotuses present. The day closed with a 30-minute race under a threatening sky, narrowly won by Raymond Lafleur over Nick Pratt.

Saturday evening was dry and we enjoyed dining in the resort village, but it was raining at 6 AM on Sunday. I missed the day's first race due to a carburetor problem so I watched from the sidelines as my friends took on the wet circuit. Nick Pratt won over Raymond Lafleur and Yvon Lepinay's Datsun. The V/H group was lucky to suffer only a drizzle but the skies really opened up for the G70+ race that was next up. It must have been a struggle to keep those high-powered cars on the track.

Our last race was a 15-lap affair, immediately after lunch. The rain finally stopped during lunch break but with no cars running, it was still wet when the green flag fell. I enjoyed this race immensely. Although I fell back at the start, staying ahead only of André Gagné's Lotus 23B on its shakedown weekend, I then recovered and started catching Jason and Vince Di Cesar. After passing Jason's MGA, it took two more laps to catch Vince's Ginetta. I caught up somewhere between Turn 7 and the Carousel (#8) but I was unable to move alongside so I followed him through 8 and although I tried to catch him on the back straight, he had gotten a better exit out of 8 and kept the position. So I followed him, trying to stay close until my next opportunity at the Carousel. This time I stayed left and took a really late apex which allowed me to get straight and mash the throttle well before the #8 apex. It was a drag race all the way up

and down the back straight. By the crest of the hump, we were door handle to door handle, looking towards the wet braking section before the Gulch turn. Being on the right gave me the advantage for Turn 10, but I still had to slow down enough to make the turn and leave room for Vince on the outside. I managed to do this but then nearly lost it twice exiting the Gulch, going up to the Bridge turn.

The track conditions changed continuously. The section from T1 to T3 was drying nicely but there was standing water in a few spots throughout the race and some areas seemed to be getting worse (like soapy water as someone said). A few times, I just felt like a passenger with the car aquaplaning for a second or so (it seemed longer!). I was starting to question the quality of my tires. Towards, the end, I started catching the Unipower GT but ran out of laps. At the front, Nick won again over Raymond but this time P3 went to Walter's Escort.

All in all, tremendous fun and now it was time to load up the car and go home. Back in the paddock, I took off uniform, Nomex[®] sox and put on my street clothes. But I had been walking around the paddock all morning with my running shoes and they were so wet that I had to put my racing boots back on for the drive home. At least they were dry. I've never had to do that before.

Thanks to everyone involved in organizing this race week-end. Looking forward to a great Festival.

Robert
BMW #172



Fifty years ago...

By Jeremy Sale

...On July 2, 1961 - at the age of 26 – Giancarlo Baghetti won the French Grand Prix. It was the first championship Grand Prix he had competed in. He remains the only man in the history of the FIA Formula 1 World Championship to have won the first event in which he competed.* I will always remember this piece of trivia because I watched it unfold on TV at school. I still don't understand why my geography teacher decided to let us witness the event, as we were never allowed the slightest glimpse of a TV, let alone watching a grand prix. I remember the end of the race as if it was yesterday..... (cue remembering type music.....)

For 1961 the Commission Sportive Internationale, forerunner to the FIA, had drastically changed regulations, imposing a cut in engine size from 2.5 to 1.5 litres. While Ferrari had prepared a competitive new car the British teams had not. Ferrari was the team best prepared under the new regulations as Enzo Ferrari rolled out his state-of-the-art Ferrari 156, the only constructor to build a V6 engine. Climax and BRM were not even ready for the opening race of the season and had to rely on an interim engine putting out 150 bhp to Ferrari's 185. The regulation changes for 1961 encouraged new constructors to enter Formula One and Porsche did so with a with a unique air-cooled engine design.

In the 1960's non-championship Grands Prix were still a big part of Formula One racing. Giancarlo Baghetti had already raced in two and won them both, at Syracuse on April 24th and at Naples on May 14th in a 1960 Ferrari 246P, a Formula 2 car from the previous season. This was the first rear-engined prototype Ferrari. The car was loaned to Baghetti for the Gran

Premio di Siracusa on the 25th April 1960. Despite a strong entry list Baghetti started from the front row, between pole man Gurney and third placed man Surtees, all three in front of Graham Hill, Brabham, Bonnier, Moss, Salvadori, Ireland and Bandini. Baghetti made a mess of the start, losing seven places on the first lap, but finished first. Whilst the usual field went on to Monaco three weeks later the rest of the cars and drivers competed in the Gran Premio di Napoli. Baghetti was the favourite and went on to score a well-deserved triumph.

Next came the French Grand Prix and again Baghetti was the beneficiary of a bit of luck. Olivier Gendebien temporarily left Ferrari, thus freeing his Ferrari 156. The car was given to Baghetti who qualified a respectable 12th. The factory Ferraris were dominant with their 65° 1500 cc V6 engines and the other three 156 Ferraris were on the front row, Phil Hill on pole alongside "Taffy" von Trips and Richie Ginther. The crafty Moss managed to qualify in fourth just over a second slower than Ginther by getting a tow from von Tripps car for a couple of laps before the Ferrari pit realized what was happening. The three factory cars didn't even bother to go out for second practice though young Baghetti put in as many laps as possible to get to learn the circuit.

On race day it was hot enough to melt the tar on the track. At the start the three works Ferrari led away with Moss sticking close to Ginther's tail, using the slipstream to help match the Scuderia's pace. However on the fourth lap Ginther spun and by the time Moss got past the leading pair had broken the tow and was pulling away. Surtees also spun trying to avoid Ginther and retired with damaged suspension. Ginther recovered and was soon back on terms with Moss.

After 12 laps Phil Hill eased back to let von Tripps through



“Toto” Roche waves the chequered flag for Baghetti with Gurney right behind. Inset: Baghetti leads Gurney and Bonnier.

into the lead and Ginther passed Moss to reclaim third spot. Ferraris first, second and third. Moss dropped back as his brakes had gone off intending to tuck in behind Baghetti who was in fifth and closing. On lap 20 von Tripps retired with water pouring from the V6’s exhausts.

The order was now Phil Hill in the lead with Ginther second. Some way back was Baghetti now in third, then Clark and Ireland with Moss hanging onto the back of this group. The order in this group was changing constantly until Ireland was slowed by a carburetor problem and Clark had his goggles smashed by a stone. This left the GP rookie Baghetti dueling with Gurney and Bonnier in their Porsches.

Two thirds of the way through the race Phil Hill spun on the melting tar in the Thillois hairpin and was hit by Moss who then retired. Hill pushed the stricken Ferrari until he could restart it on the long slope leading down to the pits. But by now he was a lap down and things were about to get even worse for Ferrari as Ginther pulled into the pits with low oil pressure. He was ordered back out by Tavoni but half a lap later parked with no oil pressure at all.

The lead was still changing all the time but with two laps to go Bonnier pitted with his Porsche engine down on power although he then carried on at a reduced pace. So the race was now between Gurney’s Porsche and Baghetti in the Ferrari. On the last lap Baghetti led along the back straight

but approaching the hairpin at Thillois, in a tactical move worthy of a far more experienced driver, he let Gurney though. He then tucked into Gurney’s slipstream as they exited the corner and at the last possible minute pulled out of the draft to pass the Porsche and take the chequered flag by a car length. Brilliant! I remember I stood there in the classroom with my mouth open at the sight. What a move for a rookie. (The win, not the mouth.)

*Often regarded as the only driver to win his first World Championship Grand Prix, Baghetti is technically joined by two others; Giuseppe “Nino” Farina, who won the very first round of the very first World Championship in 1950 (whoever won that race would have won his first ever World Championship Grand Prix) and Johnnie Parsons (what!!!) who won the Indy 500 that same year at a time when it was included as a round of the World Championship. (BTW, did you know that Stirling Moss’s father, Alfred competed at Indy in 1924, finishing sixteenth?)

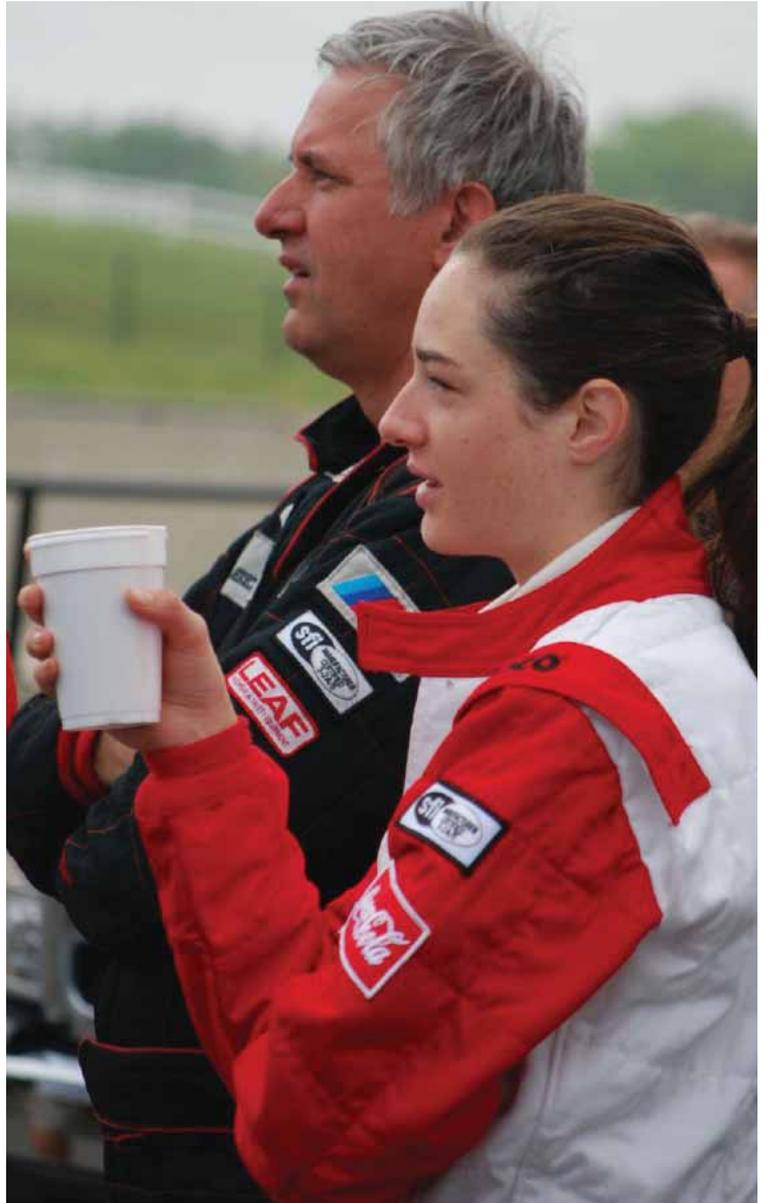
In a further bit of trivia I find out that Baghetti raced a Lancia Dagrada Formula Junior in 1958. One of these cars was imported to the U.S. and in 1988, the owner persuaded the retired Baghetti to drive the car at the Pittsburgh Vintage Grand Prix! Despite a misfire, Baghetti finished in front of the rest of the front-engined Juniors. “It’s an old car,” said Baghetti, “but I was very happy to race it again.” Baghetti died in 1995.

Faces at Drivers Meetings



Photos from PicsbyVicsr





Wings and Slicks Feature at the Festival



Gotta love Jim Simpson's 1970 McLaren M8C!



First, #86 Michael Snowdon



Second #1 Travis Engen



Third # 98 Jim Hallman

Photos by Radu, Racing In Focus.



Ian Bateman's Lola

VARAC Field of Dreams Car Show

Sunday, June 19th saw the VARAC Vintage Racing Festival hosting its largest ever “Field of Dreams Car Show” on the infield of Corner 8. The beautiful summer weather brought out approximately three hundred incredible cars of all descriptions to this annual pilgrimage for clubs and owners of sports and grand touring machines, hot-rods and more.

Father and son, Bob DeShane of Little Britain Motor Company and Craig DeShane of “CRAIGSPEED”, once again sponsored the event, which features a special admission price for those entering the car show, a souvenir dash plaque and noon-hour parade laps of the world famous Grand Prix track.

The honorary Grand Marshals lead the parade, a favourite of the fans, with Ludwig Heimrath suitably perched on a beautiful blue Porsche and Craig Fisher riding in Peter Brown’s replica Ferrari pre-war two-seater.

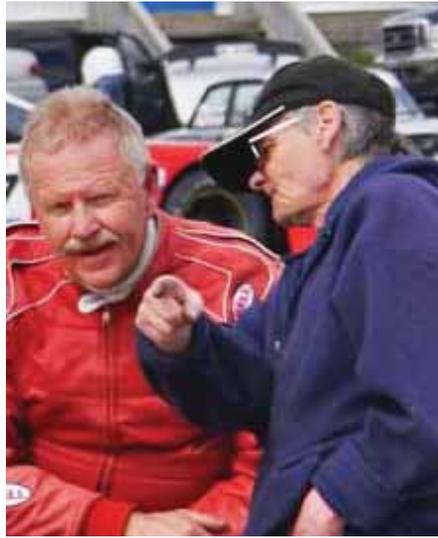
If you didn’t attend the 2011 version of the “Field of Dreams Car Show”, then be sure to come out for the 2012 version next June!



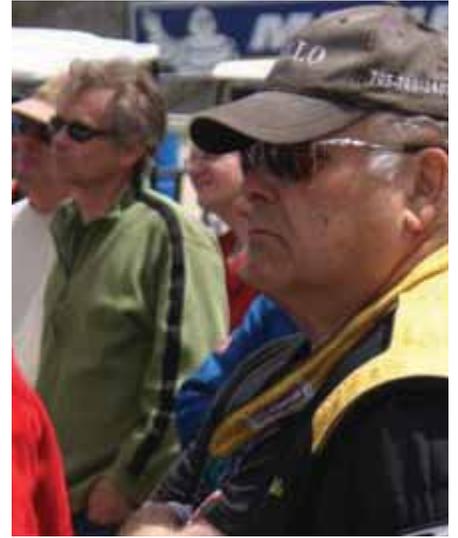
Photos by Dick Coburn and Racing in Focus



“He said STAY OFF THE BLEND LINE!”



“He said STAY OFF THE BLEND LINE!”



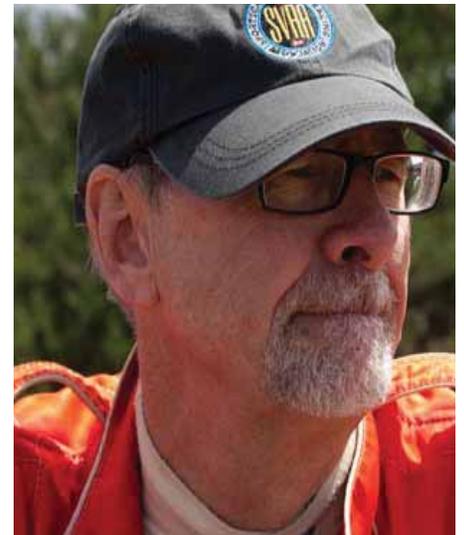
“Blend what?.....”



“What the.....?”



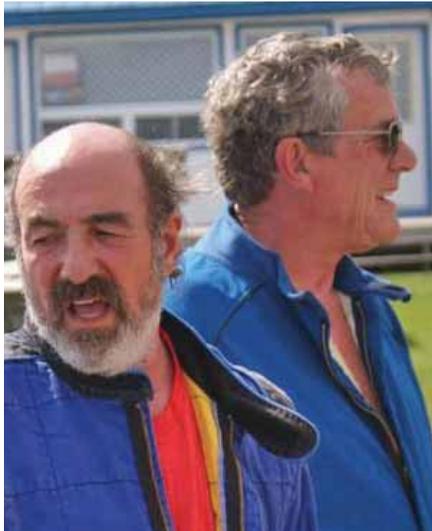
“He drove right over it.....”



“Did I set my PVR for the Grand Prix?.....”



“...then you straddle the blend line...”



“He said “I can bend mine...”



“What driver’s meeting?.....”

Peter Viccary, PiscbyVicsr, Alister MacLean.

Car Number 70 has lost his balls

By Cam McRae

The two-choke Weber DAC on our Abarth was a very early offering from Ralph Broad, (Broadspeed) designed for the original 850 Mini. Gary Brennan, my racing partner, later Best Man, purchased it from Ensign Motors in 1960. Featuring a lovely hand-sculpted alloy inlet plate, it employs neither air filter nor screens. So, to keep out the dirt when I'm not running, I use balls. Purchased in a package of ten from Toys 'R' Us, they're bright yellow and are now weighted and linked by a length of chrome key chain.

Friday morning, Diana and I got a late start after a thrash-filled week. Our first practice was just under way when we got there, but we decided to off-load, suit-up, fire-up and get a couple of laps in. We almost got it right...

The balls have their own hook inside the trailer, but when tuning or fiddling is going on they usually hang on one of the hood struts.

As I left our paddock, Diana saw them dangling there and gave chase, but I was gone. In my haste I had also forgotten to slam the passenger door into its firmly latched position. (The driver's door is pinned. Abarth drivers get in and out the other side. Alain Raymond refers to it as the "service entrance".)

First lap, heading up from One to Two, a waved blue alerted me to a car approaching at a great rate of speed. A great rate of speed. As he disappeared past the summit there was a visual explosion of waved yellows and I arrived to watch a multi-rotational of some consequence. Slowing slightly and moving hard to the right to allow for others arriving over the crest, I hit that small bump on the outside - and the door flew open!

Rounding out at the bottom of the hill, I glanced out the wide opening just in time to see the bright yellow balls dancing down the rumble strips. A quick stab of the brakes, the door swung 'round and I was off again - leaving my balls behind me.

The next morning, as I headed up to the mock grid, I stopped just below the Pit Lane Control tent. The officials were all there - saying good morning, adjusting helmets, testing radios. When I called to them, one of the nice ladies came down and I politely informed her that I'd lost my balls in Corner Two - and asked, also politely, if would she radio over to see if that station had found them. All 2.459 miles of marshal's stations cracked up. As in falling down laughing. In the words of Rodney Dangerfield: "I can't get no respect."

The rest of the weekend was lost in a blur of racing fun, racing friends and family. (At one point we had F. David Stone, who did ten years of

Mosport PR with Harvey Hudes and Gary Magwood in the trailer at the same time. Stories were flying) Late Sunday, however, it was just Diana and I sitting on the hill outside of One, thoroughly enjoying the European Challenge. When it was over, we crossed the bridge and encountered the Pit Lane boss at the bottom of the stairs. "Omigosh! The balls!" We asked him to call Race Control and, sure enough, they'd found them.

Back over the bridge, debating whether Diana should go in to inquire about her husband's balls. But in the end I knocked, entered, and was directed to a woman at the end of the counter. As she stood up, grinning, my balls dangling from her finger, this very pregnant person demanded: "Do you know the trouble you've caused with these?"



Photo by: Paul Davock

The President's Report

by Walter Davies

Well, what a Festival! Four days of sun, great racing, no serious incidents - but lots of minor issues requiring conduct committee involvement - and great social events. Sounds like the recipe for a great Festival, and it was!

While numbers were 15 or 20 or so down slightly on 2010 - where we acted as host to almost 50 MG Vintage Racers - we still attracted almost 170 cars when many other events are reporting major shortfalls in registrations.

I've no doubt this is due in part to the outstanding Mosport Circuit, but as a famous driver (me!) once said, a circuit is just a circuit! The real strength of the Festival is VARAC itself - our members.

Many visitors took the opportunity to pass on to me their thanks for the support and friendship generously offered by all VARAC members. We all know that Vintage Racing is a small community, and it's always pleasing to welcome more new members to VARAC's part of it.

The event started for me at 8:30 on Thursday with briefing the Lapping Cars at the Practice Day. This year, we had 32 street cars trying out the track, as well as our open wheel and closed wheel racers - in different sessions of course!

I'm grateful to fellow Board Members Del Bruce, Peter Viccary, Geoff McCord, Richard Navin and Joe Lightfoot for taking the time to pass on their knowledge to drivers of some very exotic cars - we had the usual gaggle of Lotus Exiges, Miatas (one with a Corvette Engine!), Alfas, Porsches and a very exotic Audi R8.

Friday morning started with our 2011 version of a More Relaxed Drivers' Meeting (MRDM), followed by the 3 sessions each group got on Friday. It's always great to see the grins of drivers coming off track after their practice sessions - those doing it for the first time just beginning to realise why everybody talks about Mosport in such awed tones.

We had another great Pot Luck Supper on Friday night, thanks to the "hustling" skills of Carol Burge by contacting all members to bring food, and to the culinary skills of VARAC members for the great quantity and quality of food that magically appears in the marquee, along with wine generously donated by Black Prince Winery and Reiff Estates winery!

For me, and for many of our visitors, the Pot Luck is one of the highlights of the Festival - we invite our guests to join us for supper. I think VARAC is unique in this - it adds a personal dimension to the event that other events cannot do.

Saturday started again with another MRDM and a discussion about Enduros. The CASC decision about not running big fast cars with slow light cars meant we could not run the single Enduro that we'd traditionally run, so we prepared to run 2 Enduros on Saturday night.

My worry was always that by splitting into 2 Enduros, we faced the danger of weakening both. That looked to be the case as registration numbers for the G70 Enduro, at 5 cars, really didn't work, whereas the V/H registrations, at around 14 cars, made an

Enduro just about possible.

So after a full day of qualifying and racing, and a lunchtime Parade Lap for MiniMeet North, we prepared to run the V/H Enduro

- only to have one of the cars in the last race before the Enduro lose GALLONS of oil all the way around the track!

Race Control advised that a clean up would take at least 45 minutes, so reluctantly, we had to cancel the V/H Enduro as well - the first time for many years that we'd not run an Enduro.

The Saturday Night banquet featured Italian Food - well, it was a change - and we then started on the Award Ceremonies for the Simms Cup - to our own Joe Lightfoot - and the Bill Hirst Trophy to John DeMaria.

We next honoured our Grand Marshalls - Craig Fisher for Italian Cars and Ludwig Heimrath for Porsches, but also asked VARAC's own "50 Year" gang - John Greenwood, Frank Mount, Van Worsdale, John Sambrook, Walt McKay and Doug Durrell - to join us in celebrating Mosport's 50th Birthday with a fantastic cake baked by my daughter (proud father moment!)

We then had a fascinating talk by Dr. Hugh Scully on the development of safety attitudes and equipment in racing. Dr. Scully has devoted a large part of his career to working on safety issues and we are all beneficiaries of his work - the Mosport Emergency Centre is one of his creations - but his work impacts on us in so many other ways - helmets, HANS, medical attendance standards, crash protection, etc.

Following his speech, we then had the draw for 10 gift certificates of \$100 for fire system equipment/work, generously donated by member Jon Nichols, and then the "biggie" - the very expensive and exclusive BRM watch donated by Frederic Gasser of BRM. With great fanfare, and several attempts at finding a winner, we eventually drew the ticket held by Alister MacLean - congrats Al!

Sunday is the day of the "Field of Dreams" Car Show. This year, we had well over 200 Cars and Bob and Craig DeShane, who sponsor the event, did a great job of marshalling the cars into an increasingly large display area.

One of the "perks" of the Festival Director's job is to lead the Parade Laps at lunchtime, and my favourite car this year was an original Fiat 500 in bright yellow - plate LIMNCELO - with a lemon branch growing off the rearview mirror. The driver and his passenger wore striped Italian Jerseys, and the passenger serenaded everybody with a guitar!

But back to the racing - we ran our feature events throughout Sunday, with the Porsche Feature around lunchtime. The Italian Feature suffered from low numbers of Italian cars, so we made it into an 'all comers' race with the Italian cars leading off - all drivers involved had a great time and finished off their Festival in style.

So that wraps up the Festival for another year. Can I please give my personal thanks to all VARAC members for their advice and support and for acting as great ambassadors for our Club.

*Cheers
Walter*



Grand Marshalls

VARAC honoured our Grand Marshalls - Craig Fisher for Italian Cars and Ludwig Heimrath for Porsches, with VARAC's own "50 Year" gang - John Greenwood, Frank Mount, Van Worsdale, John Sambrook, Walt McKay and Doug Durrell.

A Golden Moment

Celebrating Mosport's 50th Birthday with a special cake baked by Walter's daughter.



The Group 70+ feature race saw Marcus Glarner's BMW M1 take the win followed by James Sutherland and Rob Martin.

Photos by Racing in Focus

Vintage Formula Vee: *The little guys get bigger!*

By Doug Switzer

So... the situation up front in Monoposto was pretty much as in the past with Travis Engen in the lead and followed by Tony Cove, Howard Freeman and the other (very quick) usual suspects, but my task here is to tell the tale of the tail! Yes indeed, at the back of the pack, the Vintage Formula Vee (or "Club Vee")



grid actually trebled this year at the Festival! No longer was I the only lonely one soldiering on at the rear with my TSR "TSVee". This year I had company - and very good company it was, too!

F1200 championship team owners Pete Viccary and his son, Shane finally got their vintage 1966 Kelly repaired and re-restored and managed to get it to the event, albeit with adjustments and some at-track attentions being required. We were also joined this year by Doug Durrell, a longtime competitor at Mosport and a fixture within VARAC who has recently sold his legendary Kiki sports-racer and joined the ranks of the thrifty with a snazzy 1964 Bobsy Formula Vee. Doug was also having issues with his "new" car and as a matter of fact, so were we all!

The Viccary's were the first at getting their machine in working order and managed some good "learning runs" leading up to their qualifying session where Pete put in a reasonable performance that brought him the lead position in our group. Meanwhile, "the two Doug's" were struggling. Mr. Durrell had what looked like almost insurmountable fuel-delivery problems and I was also being plagued by the fuel/carb gremlins along with a misbehaving clutch and gearbox. At any rate, we all pressed on with our fiddling and with the kind and much

appreciated help from the Viccary camp and our regional F1200 Guru Bill Vallis, we managed to get the TSVee drivable. Although it still wasn't quite right and

I have some more things to address, the car made it into the feature race on Sunday. Doug Durrell also stoically refused to give up and after methodically tracking down glitches, he was finally rewarded with a sweet-running Bobsy for the feature.

When the flag dropped I momentarily went to the front of our wee group with Doug D. and Pete hot behind. Doug blew by me in short order and went on ahead to harass some of the bigger boys. Pete and I had some back and forth fun for a bit until Pete dropped back on the second lap.

My gearbox was still not right and my carb problems were intermittently slowing me in some corners so I was struggling as well, but I still had visions of being able to play a bit with Peter. Then, unfortunately, after only a couple of laps, he went out at Turn 5 with engine troubles. Once again, I was left to soldier on alone at the rear! Oh well. I ended up in 8th overall - the



Top photo: Oliver Collins in his Stanguellini.

Bottom: Peter Viccary and Doug Durrell.

Photos by Racing in Focus

last of the cars that were still running at the end. With Doug Durrell finishing some 19 seconds ahead of me after turning a very respectable best time of 1:51.111, the

Bobby performed well and captured our class win, but I suspect Doug's skills with a wrench and at the wheel played the biggest part in his successful first outing with the car. Very well done, sir!

Now that may be the end of the FV side of the story, but I should mention that there was some fairly big attrition happening among the others in our race. The victims included Jeff Bateman in the very pretty Autosport Special front-engine F/Jr. Doug Elcomb's Dreossi went out with a broken CV after taking to the grass to avoid a spinning F/Ford. Gord Leach also fell out of the race and quite a large number failed to start the feature after suffering a variety of woes on Saturday and Sunday morning. I just hope no one finds their situation too dire and all of you can get things back as they should be in short order and with minimum expense. We need you all out again as soon as possible! At any rate, we had a much bigger turnout than in the recent past, and I sincerely hope this means that the Monoposto sector is getting healthier again, especially with the lower-powered cars like FV and the early F/Jr.s growing in numbers. It would certainly be nice to see even more out there! On that note, I'd like to congratulate all in the group who won their respective classes and also thank everyone for participating! I'd also like to say a big thank-you to everyone who helped me sort my problems over the weekend. It's that wonderful VARAC spirit of camaraderie that makes it all so enjoyable! Thanks also and a great big "well done" to Walter, Stefan, the marshals and all the folks that worked so hard to make it another memorable Vintage Festival! I look forward to seeing you all again soon! Cheers!

Doug Switzer.



Low Tech

B y
C a m
M c R a e

A while back (!), when I was writing for a number of the Petersen's magazines, a savvy guy named C.J. Baker was technical editor for Circle Track. CJ started a small feature that was dedicated to cheap and novel solutions to everyday racers' everyday technical dilemmas. Some of the ideas came from CJ himself, some from readers' suggestions. We've all discovered that "necessity is the mother of invention" And, we've all encountered the "Why didn't I think of that?" phenomenon on other peoples' rigs. It's time we had a chance to share those ideas. With Jeremy's blessing I'm going to recreate CJ's feature for VARAC, starting with a trick I had published in Circle Track - all those moons ago.

If anyone out there has a neat idea, there are two ways that you can submit it to the Newsletter. Either write it up, shoot some pics and submit the package to Jeremy, or, if you aren't comfortable with that, just send the details to me and I'll put it together.

OK, here goes...

Wiring a race car is usually synonymous with "rat's nest". Typically, each component has its conductor laid into place in turn. As the number of wires adds up, the multi-coloured chaos increases. Most racers resort to temporary use of nylon wire ties, cutting them off after each step or two. Not only is this wasteful and tedious, but there's always a chance of nicking or even severing one of the wires. (Murphy monitors all race car prep.)

The answer? - TWIST TIES! Steal a handful of bag ties from the kitchen drawer and use them to hold the new wire loom together until it's complete, opening and closing them as you go along. When all is neat and finished, replace them with the nylon ties.

Later, you might need to add a wire to the loom. (After Steve's accident we'll all be adding fuel pump cut-off circuits.) Wrap the bag ties around the loom next to each nylon tie, carefully cut the nylon units off, add the new wire, replace the nylon ties and take off the temporaries.

See? Mind-numbingly simple. But oh, so helpful. Your turn...



Dave Morgan wins Small Bore Feature Race



The VR editor didn't get much of a chance to watch this as "my" race came up soon afterwards. It looked fabulous, with the three Minis leading John DeMaria but I had to get to my car. I asked the winner, Dave Morgan, for his perspective.

"In the Vintage Small Bore feature race, my third starting position quickly turned into fourth when DeMaria slipped by in corner two. I regained third on the back straight but had lost a few cars lengths to the leading Minis.

Aerodynamically two Minis together are quicker up the back straight than one. I was happy to see Bolger and Paterson racing side by side swapping positions each lap.

I got a break when Bolger was boxed in lapping traffic in corner two, as I slipped by on the outside. That gave me the opportunity to draft Paterson up the back straight and take over the lead. On the last lap Paterson's gearshift broke negating his chance to draft pass me and allowed Bolger to move from third to second. It also allowed me to finally take a breath and the checkered flag."

Dave Morgan.



**Photos by
Racing in Focus**



Bill Hirst Memorial Cup awarded to John DeMaria

"I was planning on crewing for Brian Hunt," says John DeMaria. "He comes in from Calgary (22 years now) and I keep his Bug-Eye in the barn, just north of Mosport. John Dodd had completed the Autosport Mk.2 restoration, so Jeff Bateman was kind enough to loan me the Mk.1. Much better than spectating, and a real race to log for my 43rd consecutive season of Motor Racing. A huge thank you to the Bateman Team! I drove the car at the Celebration in 2010 and since then, John Dodd has totally transformed it. New wheels and tires, with some detail suspension work, have made it a delight to drive. We were 7 seconds a lap quicker than previously and the car is smooth, consistent, and totally predictable. Not bad for a 1954 Buckler. Ran well with the Minis and other small bore sports cars. Jeff had huge fun in the Mk.2 and Brian's car ran well too! It was great to see Jamie Bateman's son, Ian, out on track. He won a trophy too! I sense

"continuation" in the making. Winning the Bill Hirst Memorial Trophy was the highlight of the weekend, thank you Jonathan. MANY Thanks to all the Organizers, workers, and volunteers! Great weather, great friends, GREAT FUN!! John D."

"This is the 7th presentation of the Bill Hirst Memorial Cup and once again it has found a most worthy recipient in John DeMaria. The silver Cup itself stands approximately 14" tall and is entirely hand engraved, a rare art these days. The gentleman entrusted to update our Cup every year also engraves amongst others, The Queens Plate, the Lady Byng Memorial Award, and has updated the Stanley Cup more than once. Ours is undoubtedly in good company and we feel, a special piece of hardware for the club. As such, we



Bill Hirst Memorial Cup



Howie Freeman, Merlyn, Oliver Collins, Stanguellini, Jeff Bateman, Autosport Mk 2.



DeMaria turned a 1:46 in the venerable Autosport Mk.



Jamie Bateman's son, Ian, in his Lola.

are always hopeful it will be awarded to an equally special individual. The recipient is chosen on the Saturday of the Festival based on discussions with previous winners when possible, in order to identify an individual that exhibits the approach to vintage racing that parallels that of Bill himself. Namely, a fiercely competitive spirit who shows a pride of workmanship in preparing cars to a very high level, and an enthusiasm for

the sport that extends to helping his fellow racers whenever possible. I cannot express the pleasure I had when John's name was put forward during the day as it was such an ideal fit. On behalf of Norma and my family, we congratulate John in being this year's winner. Also, we thank the members of VARAC and the Board of Directors for allowing us to participate

in the Festival Banquet year after year. Sitting in the Mosport dining tent on Saturday evenings at the Festival, surrounded by many of his friends and hearing the old stories evokes such wonderful memories for me. Thank you once again for the opportunity and I look forward to seeing many of you again soon." Jonathan Hirst.

Photos by Dick Coburn and Racing In Focus

Large Bore

By Brian Thomas/ Jeremy Sale/Joe Lightfoot

Group “C”: LARGE BORE not a bore at ALL! Brian Thomas.

Travis Engen and Lee Talbot were the class of the field. I don't know what they eat for breakfast but I want some. Andre Gagne unveiled his beautiful Lotus 23B which after sorting out some gearbox issues got faster and faster. The VR Editor in that annoying yellow Lotus Super Seven came from nowhere to pass both Andre and myself going over Corner Two.

The feature race on Sunday was an absolute blast. After a not so brilliant start I managed to regain my composure and get the Mallock humming. Andre was in my mirrors. First the right side then the left I was getting cross eyed. Travis had a solid hold on first place so Lee Talbot the old fox started hanging back ever so slightly giving me the illusion that I could catch him. Well I didn't, but he did help me take half a second off my Mosport personal best in the Mallock. It was a great weekend. Well organized, BRAVO one and all. Brian of the Yellow Mallock

Not sure what I did to be called “Large Bore”

...anyway I thoroughly enjoyed my Festival weekend. Due to lolling about filming people with my son's GoPro camera in qualifying I started towards the back (29th) but the red mist descended and I wound up third about 15 feet behind Lee Talbot. Needed one more lap, darn it. Anyway I managed to get down to a 1:39.168 which rather surprised me. In fact it surprised me so much that upon reflection I thought perhaps

a 68 year old should be a little more sedate. After all no big money or F1 contracts are being waved in my direction and my sole sponsor is Visa. Thus I decided to take it a bit easier on the Sunday and started at the back. Still had lots of fun watching the antics of the troops, such as Andrew C madly wiggling his Fiat around. He has a most unusual route at the start which seems to involve some agricultural work.... later the Bocar spun right in front of me at Moss's with brake problems. Might have to dye my blue race suit brown....

Travis Engen, Lotus, Lee Talbot, Ginetta, and Brian Thomas,

Mallock finished one, two three in the feature. Great racing, thanks to all involved, what a weekend! Jeremy Sale.



Andre Gagnon coming out of corner 10 in his new Lotus.

Photo by PicsbyVicsr

Simms Cup Winner-Joe Lightfoot

Well, first I would have to say that winning the Simms Cup was a surprise and an honour. I honestly didn't feel like I deserved it after my mediocre track performance on Saturday (yes I know it's not just about how fast you go). The fact is my car is very quick

this year but I wasn't. All that changed on Sunday morning when I turned a 1:42.7. That is my fastest lap ever with a 3.9 rear end. Not bad for an old(er) bugger.

As for the Festival itself. Well, being Canadian, the first thing that comes to mind is “what glorious weather”. Sadly the second thing that comes to mind was the disappointing number of entries including the Italian cars. Despite this, there were good size grids in Vintage, Historic and G70. The Vintage/Small bore put on the best show of all the groups. There were hard battles going on throughout the whole group. I also got to watch the Porsche feature from the top of the back straight. It's always fun to watch cars that go that fast. Can't wait for Shannonville.

Forza Italia!

By Andrew Celovsky

As the Festival weekend drew to a close, there was still one feature race to run; "Cars of Italy". For the true car lovers, this was the marquee event. Alas, by Sunday afternoon the weekend had taken its toll on Italian race cars with only seven Italian cars managing to make the grid call. So, the back of the grid was filled with a few non-descript other makes. Yet leading the parade lap, there they were, Alfa, Fiat and Abarth. Engines singing sweetly through the parade lap. Starting third in my Fiat, I could actually see the pace car. As the pace car pulled in at Corner 9, and as the grid came onto the front straight looking for the green flag, I knew this was my chance. Time the start correctly and I could be leading my first race (ever) and what better way than to do so in the Italian car feature! Engine RPM climb in anticipation of that green flag..... there it was! The track went green. Down the front straight.... third.... second and into Corner One, just on the rear quarter of Caesar Cone's leading Alfa. Fiat versus Alfa. So close to leading my first race. Down and around the corner, foot firmly planting the throttle to wide open, almost pleading for the car to go just a bit faster. I wanted the leading spot. But the Alfa pulled away on the exit of Corner one, and any dreams of comeback faded as the Alfas of Vytas Sveda and Doug Paraschuk came though by lap three. I finished fourth (but happy).

Other Italian cars completing the grid were Alain Raymond's Abarth 500, Chris Rupniks Fiat 124 Spider and Christopher Creighton's Alfa. It was nice to see Italian cars take top billing at the 2011 VARAC Vintage Race Festival!



Photos by Racing in Focus



It Runs In The Family!

By Jeremy Sale.

Had a fun lunch with Jeremy Hinchcliffe recently. He was kind enough to sell me his 1962 Lotus Super Seven a few years ago. His son James is now driving for Newman/Haas Racing and strangely enough, VARAC had a small part to play in James' Indy car career. Dad was racing a Triumph TR4 with VARAC at the time and became good friends with Bugeye pilot Bob Mason. Bob's son Andrew was racing go-karts at The Toronto Kart Club, the training ground for such Canadian racing greats as Paul Tracy, Scott Goodyear, and Ron Fellows. One day, Bob invited Jeremy and 8 year old James to come and watch Andrew race, James decided that this was what he wanted to do. For his 9th birthday Bob arranged to acquire an ex-Ashley Taws kart and from then on all James wanted to be a race driver. CTV did an interview with him and he stated very firmly "I will be in Indy Car Racing..."

Working his way up the ladder.

After karting, he started his open-wheel career in 2003, when he finished 3rd in Bridgestone Racing Academy F2000 series. Next year he was top rookie in Formula BMW USA, winning three races. In 2005, he raced in the Star Mazda Series, finishing 3rd overall with three wins. In 2006 he moved to the Champ Car Atlantic Series with Forsythe Racing. He won one race at Portland and scored two other

podiums. He then joined A1 Team Canada in A1 Grand Prix. He finished 8th in the sprint race and 13th in the feature in his first race at Zandvoort, then had a stunning weekend in Brno. He scored 2nd in the sprint race at the Czech round and led the feature for the majority of the race before finishing 5th due to an encounter with another car. He raced next at Beijing round which he might well have won but for a team pitstop strategy error, then finished 6th in both races in New Zealand.

Back in the Champ Car Atlantic Series in 2007 he finished 4th in points and was also a guest commentator on the international feed for Champ Car World Series races. He returned to Forsythe Racing for the 2008 Atlantic Championship season, again finishing 4th in points with a win at Laguna Seca. For the 2009 season, he competed in the Firestone Indy Lights Series finishing 5th in points, then in 2010, with Team Moore Racing, Hinchcliffe captured three wins and five more podium finishes on his way to second in the championship. He also served as the driver analyst for the Indianapolis Motor Speedway Radio Network for the 2010 Indianapolis 500.

IndyCar at last!

At this point super dad Jeremy secured sponsorship from Sprott Asset Management and in April, 2011 Hinchcliffe signed with Newman/Haas Racing to compete in the remainder of 2011 IndyCar Series season. Making his debut



at Barber Motorsports Park he failed to finish after making contact with a spinning E. J. Viso but then picked up his first career top five finish in just his second start in the series on the streets of Long Beach with a 4th place finish. Hinchcliffe then finished 9th in Brazil.

The Indy 500

I asked Hinch senior "One of my favourite Indy moments is listening to Jim Nabors singing "Back home again, in Indiaaana....." It must be amazing watching your son at the Brickyard, what was your Indy moment?" "Well, I'd have to say my Indy moment was the driver announcements...hearing your sons name and home town being announced, well, that was really something special...."

James started 13th in his first Indianapolis 500 and ran up front for an early portion of the race before crashing on lap 101 and finishing 29th. "A disappointing end for the Sprott car," said James, "We were just about to pit; the tires were just starting to go off. Bertrand Baguette got a good run on me and I was giving him the corner but unfortunately got a little bit in

the grey. With how worn the tires were, at that stage of the stint I was just a passenger."

Of course James was not the only one to meet the wall in the race as rookie

JR Hildebrand, about to win the Indy 500, moved just slightly out of the essentially one line groove on the very last turn and skated up into the wall, sliding across the line in second place. (I wondered what would have happened had he slithered across the line in first as the Indy museum always acquires the first place car, as is. Would they have displayed the wrecked car?)

Following the Indy 500 was the Firestone Twin 275s in Texas. 'Hinch', however, struggled in both races and had finishes of 20th and 19th, respectively. He then rebounded to collect his second top ten of the season with a 6th at the Milwaukee Mile. He is presently ranked 15th with a total of 142 points and is 27 behind Rookie of the Year leader Hildebrand (169) after six of seven events so far this season.

James's first visit to the Toronto Indy car race was at the tender age of 18 months and he has attended every one since. When the 2011 IZOD IndyCar Series stops in Toronto on Sunday, July 10, Dan Aykroyd will perform the standard Grand Marshal duties that include giving the "drivers, start your engines" command to start the afternoon's race and we will all be watching for "our" James to do well. And for all VARAC types like me who are on a budget, the Ontario Honda Dealers Association is opening the gates of the Honda Indy Toronto free on Friday July 8th so you can enter and sit in any grandstand seat free of charge. You also gain exclusive access to the IndyCar Paddock. Donations will be accepted on behalf of the event's featured charity, Make-A-Wish Canada °.

Our very best VARAC wishes to James for a good result!



Lord Brocket's "Rocket" Ferrari 365GT 2+2 up for auction.....hurry!

A 1969 Ferrari 365GT 2+2 once owned by legendary Lord, Charles Brocket, is to be auctioned at the Historics at Brooklands Summer Sale on July 19th.

Lord Brocket is an Old Etonian, ex-King's Hussars lieutenant who served two and half years in prison for insurance fraud after claiming some of his vintage cars had been stolen, when he had actually buried them in the grounds of his ancestral home. Brocket became Baron Brocket aged fifteen on the death of his grandfather. His home was 46-bedroom Brocket Hall in Hertfordshire. The first car he bought was a Maserati Indy with a 4.7-litre V8. "I thought I'd gone to heaven!" he said. Of course it didn't stop there, with another brace of Maseratis being eventually followed by no fewer than 42 Ferraris, including an ex-Niki Lauda 312B3 Formula One car as well as Fangio and Moss's legendary Maserati 300S.

Unfortunately his marriage was apparently not going well and he was in debt up to his eyeballs. When the bank demanded repayment of a £4.5million loan (with interest, a debt of £7million) he launched an insurance fraud, claiming his exotic cars had been stolen when, in reality, he had dismantled and buried them on the grounds of Brocket Hall. ("I say, James, would you get a shovel, I have a job for you....")

His wife Lady Brocket apparently told the police about his ingenious scheme while they were questioning her over a drug charge. She had discovered that her husband had been unfaithful and she decided to aid the police during their investigation. "Forget about my silly drug problem constable, do you know what that beastly Charles has gone and buried in the garden...?"

It seems that having fallen upon hard times Lord Brockett had decided to cut up and bury five cars, a Ferrari 195, a Ferrari 340 America, a Ferrari 250 Europa, a Maserati Birdcage, and an OSCA 2000. He then said that they had been stolen and claimed around \$2,316,600 from his insurance company.

"Lord Brockett you shall be taken from this court and detained at her Majesties pleasure...." Clang!

Part of his 42-strong collection of Ferrari's and Maserati's, Brocket owned this ground-breaking Pininfarina styled GT for 15 years, and having spared no expense caring for the car, it is expected to fetch offers in the region of £62,000 - £72,000 at auction. Supplied new by Maranello Concessionaires in London to a customer in Glasgow in February 1969, Lord Charles Brocket acquired this car in 1979 and subsequently treated it to an extensive restoration, carried out by specialists Jim Bosito, Alfetta Racing, Terry Hoyle and Mike Presgrave of Moto-trim. Invoices on file record in excess of £36,000 spent on a bare metal repaint in black in November 1986, an engine rebuild in February 1989, a re-trim in tan Connolly hide with new black carpets in April 1989, and a suspension rebuild in August 1990.

In the 16 years since it was part of the Lord Charles Brocket Collection, the car has covered less than 5,000 miles, and with excellent documentation to match its appearance, its consignment to the Historics at Brooklands Summer Sale represents a rare opportunity for a VARAC member to acquire a low mileage, right hand drive example of this handsome grand tourer. Hurry, sale ends July 19th. No cheques or Fiat trade-ins.

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.

WARNING!

We all know that there are many ads in the classifieds which are out of date. As of the next issue, all classified ads will be deleted! If you want an ad in the next issue it's your responsibility to contact me!
You have been warned! Editor.



1986 Porsche 944 Cup

This is the original Porsche Rothmans Cup Car driven by Scott Goodyear in 1986 and 1987. Vintage raced in Canada since 2004 after restoration. Last raced in 2010 with class win at Mosport. Very original condition. Race ready. Comes with original wheels as used in the time and a set of Fuchs wheels with rain tires. This is the real thing, with all the options deleted by the factory for lighter weight. Fully documented history! Body: Totally straight, aligned and corner weighted. Very clean with minor scrapes. Paint in excellent, shiny condition. Original decals, have 2nd set. Engine: Currently installed 3 litre 4-valve S2 engine with 198 rear wheel dyno HP. Excellent, near stock condition for unparalleled reliability (never DNF). ORIGINAL ENGINE, with original Rothmans lead seals still in place is supplied separate. This engine is in running order. (Non-turbo, the Turbo cars came the following year). Chassis: Fully adjustable Leda suspension and Turbo brakes. Original parts supplied. Gearbox: 5 speed, close ratio as with cup cars. Interior: Original interior less rear seats, as raced. 2 racing bucket seats installed. Interior very clean and unblemished. Safety Equipment: Full cage with side impact bars. Fire suppression system. Kill switch. Historic race legal with all organizations. Teched for 2011 season, ready to race. \$24,000 US. Call Stefan Wiesen at: 519 927 1769 (Home). 416 527 2211 (Cell). Or email stefan@wiesen.ca Call Jeremy Sale at: 905 276 2744

(Home) 905 599 6556 (Cell)
Or email jeremyis@rogers.com

Original Race Car 1965 MGB Roadster

This car raced its entire life and had documented SCCA E/P history from 1965 – 1979 – and historic motor racing history since with VSCDA and SVRA. Offered to the MGVR and MG Experience groups first, this MGB roadster includes 2 pre-paid race entries for the MGB at Waterford Hill Historics and the MGVR Focus event at Limerock. The car is ready to race immediately and carries a vast spares package. I have many pictures (available upon request) + will be happy to answer questions for serious parties. Extras to keep you running for several seasons. Price \$26,000 US Dollars for MGB and many extra items. Will include 18ft enclosed trailer with Super Winch for additional \$2,500. John Ruth. Phone 734 812 3367 – from 7:00am – 7:00p, EST

Email JDRuth@att.net

1973 Datsun 240Z Serial # HLS30161921

Offered is a very solid and mechanically sound 1973 Datsun 240Z in original condition. All exterior panels are rust and damage free and the factory gaps remain true. The floor pan and all suspension pick up points are rust and damage free. The car currently shows 26,900 miles on it which is believed to be original, but there is no documentation to verify this to be an absolute. Aside from driving to and from work last summer, the car has been used sparingly in the 8 years I've owned it. It does not appear to have ever been driven in winter and believed to have been stored indoors. This car is a time capsule and a rare find in this condition. Paint & Bodywork
The car was repainted at some point maintaining the original colour, which

has some minor imperfections but is generally in good condition. All exterior trim and chrome is original and in very good condition.

Interior

The interior is original with no missing parts, all the gauges and instruments work correctly except for the clock, which has never worked as long as I have had the car. Other than replacing the seat covers, it honestly looks as though it has never been touched. It is clean and tidy and the headliner is perfect. There is a small crack in the center of the dash, which is unfortunate, but it is otherwise in great condition.

Mechanical

The engine and transmission are original to the car and never been altered except for the removal of the 1973 flat top carburetor and smog pump. The Hatachi's were replaced with SU's to enhance the drivability, but remain stored and will go with the car. I drove the car last summer for about a month in a half with no problems. The engine starts easily and idles well.

The exhaust was upgraded to a 2.5in pipe header and sport muffler. The OEM pipe and muffler were saved and go with the car.

Suspension/Brakes

The front and rear suspension was cleaned, painted and new urethane bushings installed when I got the car. The shocks and springs were replaced with the adjustable Tikico's, which perform well and there are new front rotors and pads. The car was aligned and is very stable at high speed and a pleasure to drive.

The car is currently fitted with 7X15 Konig wheels and almost new Yokohama tires. The original wheels also go with the car.

The car is located in central Toronto. To arrange an appointment to inspect the car or seek further information, please contact me between 9am- 9pm:

\$11,500 /o.b.o.

Rob McCord
(416) 220-6091

[mccord_rob AT hotmail DOT com](mailto:mccord_rob@hotmail.com)

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 jcannella@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 pro's. 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 2002Tii

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 iA 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

Spriget 948 engine

I need to build 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

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

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

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

Classifieds

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
pmmcglone@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 ñ Kingston Ontario
Tel: 613 544 7857
sburnett@kingston.net

Race Car Trailer

2004 Continental Cargo iWe-Hauli 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 ñ 240Zís.
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.

1965 Mustang Notch Back

SVRA Prep Currently has 2010 Tech
Inspection, running with VARAC under
CASC-OR Log Book. Also has original
Sovern Log Book # 538. Original
California "K" code HIPO Mustang
Body: Rust free and has not been
mutilated (no flares) Shelby Fiberglass
hood, Shelby R model front apron,
trick lightened doors. Safety: Six
point roll cage with NASCAR style
side intrusion bars and window net.
Fabricated by SCS Racing Toronto.
Five point belts. Race Safe Halon fire
suppression system with stainless
lines, 25 Gallon Fuel Safe fuel cell
with correct venting. Race Engine: 302
Sportsman block, forged steel crank
and rods, Probe forged pistons, main
bearing girdle, solid lifters, Crane
cam, AFR heads fully rollerized,
Edelbrock inlet manifold. Suspension
Front: Global West Upper and Lower
control arms and strut rods, 600#
springs, Koni adjustable 1" sway bar
with Urethane bushings. Suspension
Rear: 5 leaf springs, Global West Del-
Alum bind free bushings. Under Ride
traction bars, Spax adjustable shocks.
Rear End: Original Ford 9" 3:50 Trac
Lock, re-built with new bearings and
seals, remote vent catch tank. Wheels
& Tires:
Drys- 15" x 7" Torque Thruster with
"Sticker" Hoosier Street TD VARAC
legal race tires. Wets- 15" x 7"
Diamond Racing Wheels (NEW) black
power coated with "Sticker" Hossier
rain tires. Steering: 16:1 ratio Steering
Box with Shelby conversion. Drive
Shaft: Balance racing drive shaft with
high torque U joints. Misc.: Autometer
gauges, Monster Tach and shift light,
Halon system, 25 gallon Fuel Cell,
Holly blue fuel pump, 3" side exit
exhaust, removable steering wheel,
transponder, high flow electric fan, 48"
Wink mirror, etc., etc., etc.
Price: \$30,000. Canadian

Brian 613 337-5300 deltapipe@aol.com

CLASSIFIEDS

1969 Merlyn 11a FF.

Completely rebuilt chassis, with light grey powder coat, and new floor installed. Roll bar is high enough for a decent height person (6' or possibly more).

Rebuilt Mk 6 hewland with Rhino case.

All new suspension arms and mostly new rodends. It has a couple of rads. New undertray. 4 Weller wheels that are new, but need to be refinished. Chassis plate, and SCCA log books from the 70's early 80's

Everything is there that I know of except: 2 rear drive flanges for the rear upright (available from Merlyn), Nose and tail (I have molds and would be willing to let the purchaser use them). Correct exhaust (it comes with a up and over instead of the correct down and under. Fuel cell, Water temp gauge, and fire system (mounts are in the chassis). Plumbing, and wiring. Long straight gear linkage from cockpit to box (I am sure I have it, just haven't found it). Shocks. Engine is available, price depends on package, but is reasonably priced. Space desperately needed..... It could be a roller in a long weekend. David Clubine, Britain West Motorsport, 148 Pleasant Ridge Rd. Brantford, Ontario. N3T 5L5. 519-756-1610. fax 519-753-7553
dclubine@sentex.net

48 MM Weber Carbs

One set 48 MM Weber Carbs freshly rebuilt by Dave Rollo. Purchased for YBM Sports Racer project but now going down a different path. Price: \$800 Canadian

Brian 613 337-5300 deltapipe@aol.com

Cosworth 2L DOHC "YBM" Race Engine

Cosworth 2L DOHC "YBM" Race Engine. Purchased to go in the Tiga SC86 Sports Racer. However find the Tiga is fast enough thank you very much. Engine came from the U.K. Purchased as a fresh build. Had the pan off. Bearings, pistons, and cleanliness support that claim. -205 Block-Cosworth 16 valve head -naturally aspirated inlet manifold -electronic distributor-fresh Burton slotted flywheel, less clutch. Pictures on request. Price: \$6500. Brian

613 337-5300 deltapipe@aol.com

Ford Cross Flow Engine For Sale

Spare Cross Flow Engine For Sale.

"Rollo" built Complete from pan to rocker cover

-Block is the thick wall with square 711 type main caps. -Block line bored

-Crank is cast with a fresh grind on mains and rods. -New bearing shells both mains and rods. -ARP bolting.

-Rods are standard crossflow which have had ends resized, shot peened, and balanced. -Pistons are 10:1 BAT cast type with new rings. -Cam is Kent 234

-Uprated flat non combustion chamber ported cylinder head with large valves, bronze guides, and Eskey double springs. -Twin 40 DCOE Webers jetted and set up for this enging. Caterham alum manifold-Alum dry sump pan-Front mounted oil pump-Alum flywheel with 7.25" AP single disc racing clutch, 7/8" x 28 splines-Lucas distributor with Lumination and side exit capPRICE: \$6000.00

Contact me for pictures. Brian 613 337-5300 deltapipe@aol.com

2L Ford Pinto SOHC F2 S2 Sports Racer

"Rollo" Built- Pinto 2L SOHC Long Block, -fresh grind on crank with new shells and ARP bolting-titanium con rods-cast pistons with fresh rings-head ports cleaned up

-fresh valves with new springs-distributor with electronic pick up-flywheel with standard disc and press plate. Price: \$5000

Brian 613 337-5300 deltapipe@aol.com

LeGrand mk10 FF bare chassis

Straight, no crashes, bare chassis with new front suspension from a LeGrand mk16 (?) DSR. Four super lightweight LeGrand magnesium FF rims just powercoated. This is the chassis style Ben Beasley used as a base for so many successful sports racers. \$2,500. Call Ron in Winnipeg at 204-654-3096 or email at ron.lyseng@producer.com.

1965 Mini Cooper S 1275 cc engine

Fully race prepared and running. Health forces sale. Mag wheels with Dunlops, spares plus set of rains. Trailer available. Oak dash, oil accumulator, SCCR race gearbox, Weber 45 DCOE, Extra large exhaust system, 12:1 race pistons. one owner, many wins. Fort Erie. Contact Bill Brownlee - wbrownlee@cogeco.ca

Sprites and parts for sale

3 Bugeyes, 1 Sprigit, bodies, hoods, doors, fenders, motors (948, 1098, 1275) trans, diffs, interior and exterior trim, intake & exhaust manifolds & headers. Heads, suspensions parts, windshields, hardtops, mags, Dunlops race tires, 5 points seatbelts, many more new & used street & race parts. Package deal to VARAC member before listing on EBay. Mike Jennings 905-853-6699 e-mail: datsit@hotmail.com

Datsun roadster parts

Datsun Roadster parts; fenders, doors, hoods, interior & exterior trim, motors 135 & 150 HP, 5 speed trans, diffs, stock wheels, mags, wire wheels, suspension, dashes, many (1-2 truck loads) of new & used parts package deal to VARAC member before listing on ebay. Mike Jennings 905-853-6699 e-mail: datsit@hotmail.com

Helmet and race suit

Snell 2005 helmet for sale and also a race suit. Contact Philip at ultra.precision@sympatico.ca .



Trailer

For Sale Miska flat bed car hauler 16ft bed, 4 wheel, brakes on 1 axle \$2000 Dave 705-932-3028 dave.rollo@nexicom.net

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.

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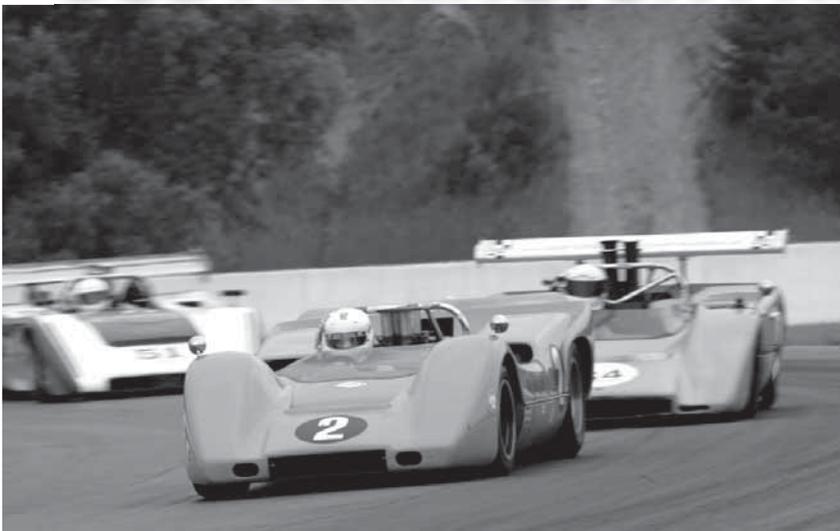
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MARKETPLACE

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Dino Micacchi