

Vol: XC NO. 1 MARCH 2012

On-Line Edition

V*intage* **RACER** VARAC MEMBERS MAGAZINE

Canada's Raciest Blonde



Inside

Ontario Hillclimbs!

Magwood at Sebring! Saab Stories! Tour de Corse!

Ron Fellows chats with VR! Miss Whiz Returns!



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We Are VARAC

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

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

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

Contacts

Please contact our club executive below for any queries. For information related to the preparation and eligibility of a car for vintage racing, please contact our Eligibility Committee chair.

Mailing Address

Vintage Automobile Racing Association of Canada

Geoff McCord – VARAC Secretary

7 Glenallan Road

North York

Ontario, M4N 1G6

VARAC BOARD OF DIRECTORS

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VARAC MEMBER SERVICES

Newsletter – Jeremy Sale – jeremy.sale@varac.ca

Website – Radu Repanovici – radur@live.ca

INSIDE THIS EDITION:

Saab Stories: My thanks to Bob English and to Diane Dale for their take on the now departed and quirky auto maker, Saab. (Oh, BTW, you thought Diane Dale was “Canada’s Raciest Blonde, didn’t you? Admit it....”) “Miss Whiz Returns” -the story of a famous Lola that presided over the Grand Opening of Mosport in 1961. Found in terrible condition this formerly beautiful car is now being restored by Chuck Rizzo. “Ontario Hillclimbs” is the result of Rupert Lloyd Thomas and his curious interest in Rattlesnake, Hockley Valley and Rockwood. “Canada’s Raciest Blonde”? Hmm...just look inside! Thanks Alain Raymond for Tour de Corse! And my thanks always to Cam McRae for his contributions! And there’s much more! BTW, I am scouting for a G70+ contributor..... be afraid.....be very afraid.

Jeremy Sale

Jeremy Sale

Editor

The Vintage Racer

3076 Ballydown

Crescent,

Mississauga ON

L5C 2C8

E-mail: jeremy.sale@varac.ca

WEBSITE: WWW.VARAC.CA



My Personal Saab story



Story By Bob English

Photos by Bob Harrington

Saab is gone – its struggle for survival terminated with a brief bankruptcy statement just before Christmas. While this small Swedish car maker was never a major player, it brought something unique to the car world and its passing creates a small but black-hole-deep void in an industry that has seen a number of famous marques teeter on the brink in recent years, and also a sense of personal loss.

Over the years, I've chronicled the failure of many car companies but there has never been a personal emotional investment such as I've had with Saab since the late 1970s when I went to Sweden for the launch of the 900, the car that marked the beginning of its modern era and I suppose, mine.

Saab's business obit reads like this:

Svenska Aeroplan Aktiebolaget – Saab – was founded in 1937 as an aircraft manufacturer, built its first prototype car in 1946 and put it into production as the Saab 92 in 1949. It went on to become the other “national” car of Sweden, win international rally laurels, bring turbocharging to popularity and create a loyal fan base around the world.

Unfortunately, there were just never really enough fans and, as car-making became more costly and expensive, Saab slipped further behind the automotive eight ball. Its production – which I don't think exceeded 100,000 in the 1980s – couldn't generate enough profit to support new product development. Help arrived from General Motor in 1990 to keep things going, and sales peaked at 133,167 in 2007, but even GM's pockets didn't prove deep enough.

It sold the company to tiny Spyker Cars of Holland in 2010, which couldn't manage to keep the factory gates open either and sought Chinese investment, which was blocked by GM over issues related to technology transfer, sounding the company's death knell.

For me, there's much more to it than that.

That Saab 900 launch was my first “foreign” – i.e., other than U.S. – car intro and an eye-opening introduction to the European way of conducting these things.

It included a factory tour during which I was fascinated watching a simple-by-today's-standards welding robot and long hard thrashes at high speeds through the countryside and on a racing circuit.

Driving over a spiked device that blew a front tire at 100 km/h to demonstrate Saab's vaunted front-drive stability was interesting. As was sipping a kir in the Operakallaren restaurant tucked behind the Stockholm Opera House – before heading to a strip club. Things were a little less politically correct in those days, and Sweden did have a certain reputation Saab's PR guys felt should be upheld.

There's also a memory of a frozen lake in Quebec on which a serpentine circuit had been plowed to give Canadian journalists a chance to see just how good a studded-up Saab could be in winter conditions. One of us managed to put one up on its roof on a snow bank.

Saab rally legend Erik Carlsson.

But riding shotgun with Saab rally legend Erik Carlsson as he employed his uncanny ability to judge speed and what grip the studs and ice provided to carve laps at impossible speeds and slip angles was the highlight for me. At one point in a full-four-wheel-drift at 80 km/h or so, he took his hands off the wheel and explained, "Bob, you yuust have to let the car do vat it vants" while giving the steering wheel the occasional nudge with his not-inconsiderable belly.

A few years later, I was driving a Saab convertible around top-down in the mid-summer gloaming at 3 a.m. at Nordkapp in Norway up above the Arctic Circle. On another press trip, they emptied out the museum to let us drive everything from their earliest models to the sexy mid-1950s Sonnet sports car and some of Carlsson's rally cars.

In the mid-1990s, Saab staged the Rally Monte Carlsson during which we journalists drove from Monaco up into the Maritime Alps on some of the famous rally stages.

There's a model Saab 96 on my shelf and written on the mounting plaque is "To Bob the winner [I co-drove with the Toronto Star's Jim Kenzie] Erik "On the Roof" Carlsson."

I also lapped the Talladega superspeedway in a Saab Turbo at 220 km/h – as fast as it would go. Saab had set

records there running three cars, stopping only for fuel, for 100,000 miles in what became known as "The Long Run."

By this time I was a full-on fan and driving my own third Saab, one of the second-generation 900s built under the increasing influence of General Motors, which now owned 50 per cent, but it wasn't the same. What had set Saab apart from the mainstream seemed to be fading away under GM's

influence. Perhaps this was mostly in my imagination, but that's largely where your enthusiasm for a certain make exists, isn't it?

Saab's early designers, like the people at Porsche in Germany and Bristol in England, had brought a fresh and uniquely aero-industry approach to the development of their cars. The first 92s were highly aerodynamic and powered by tiny three-cylinder, two-stroke engines and proved tough enough to win Swedish rallies from the start.



They won more when Carlsson arrived on the scene. His famous victories included the 1960 RAC Rally in Britain – now 81, he celebrated the 50th anniversary of that win in 2010 – and the Monte Carlo rally in 1962 and again in 1964, while his 850-cc model 96 that put out maybe 60 hp. Drivers such as Stig Blomqvist, Per Eklund, Ola Stromberg and Pat Moss (Sir Stirling's sister) also rallied factory Saabs.

The road-going cars evolved from those ringy-dingy two-strokes – including the super little Sonett sports car of the mid-1950s – to more sophisticated designs with "proper" four-stroke motors in the 1960s and 1970s.

It introduced the first 99 Turbo in 1977, and the Saab name was ever after strongly linked to turbocharging. Later, it even tinged the power-boosting technology green with a demonstration in downtown London that showed a Saab Turbo's exhaust gas was actually cleaner than the air sucked in the other end.

The 1980s, and the introduction of the more up-market 9000 and the surprisingly good-looking 900 convertible, brought promise, but it was never realized.

Saabs, always produced with limited resources, were never cutting-edge designs, but always had character – with signatures such as the ignition key down between the seats. And you either "got" them, or you didn't.

I thought they were really neat.



Diane Dale's Saab story....

(It has a happy ending!)

Diane Dale was one of the drivers behind the wheel of a Saab 9-3 when the JL Racing team achieved the first endurance class race win in Canada in a Saab 9-3. The team of Dale, Kyle Marcelli and Alex Toth finished first in class in the three hour BEMC War Bonnet Enduro at Mosport in September, 2007.

Diane Dale started the race and immediately gained several positions to put the car in second place. She consistently improved her lap times and kept the position for a solid hour. Her speed and consistency laid a great foundation that would prove invaluable later in the race.

Alex Toth then stepped into the car for the second session. Alex soon got into the groove and within a few laps posted the fastest lap the Saab 9-3 has ever done at Mosport. First place in the GTA class was still occupied by the Subaru however, and the JL team realized that this would be the car to beat.

After the second hour JL Racing was still holding second position when Kyle Marcelli took the wheel for the last session.

Only 17 years old, Kyle Marcelli was FF1600 Canadian Champion for 2007. The team did some rapid calculations. If the Subaru had to come in for a final pit stop - the Saab would win. If the Subaru team could finish the race with the fuel they had on board, they would win.

Then, with only five laps to go, Kyle Marcelli radioed in. Bad news! The front driver side tire had blown. Marcelli limped back to the pit area where the crew quickly changed the tire and sent him out once more. He started some incredible hot laps to pick up speed but the team had lost a lot of time. Then the Subaru WRX appeared in pit lane! They had to take on fuel. With a quick splash and dash the Subaru headed out. The JL team waited anxiously. The chequered flag came out and the Saab 9-3 appeared on the last corner and screamed past the finish line to take the race. After three hours of hard racing, the Saab 9-3 had won, by just 24 seconds!

"It was really exciting to participate in my first enduro, first time racing front-wheel drive and certainly the first time in a Saab!" said Diane Dale afterwards. (See, I told you her Saab story had a happy ending!)



Above: The winning team, left to right: Alex Toth, Diane Dale and Kyle Marcelli.

Left: Diane Dale, in the blue Saab # 93 gains positions in the early going.

Driver's suit test at Sebring in '67

By Gary Magwood



Gary (left) with Al Ladner in more modern race suit!

Photo courtesy of Ron Kielbiski.

In the early days driving suits were cotton (think pale blue Dunlop suits worn by all F1 drivers). To fireproof them these suits had to be soaked in a mixture of Borax and something else (can't remember!). I had never had my suit tested until Sebring. Every driver had to endure a medical by a local GP... a delightful character, I recall. After the mandatory prodding and blood pressure tests, he asked where my suit was. I duly offered it up and he immediately turned it inside out, took a pair scissors and cuts a chunk off an inside seam. Without hesitation he strikes a match on his ass, like any good 'ole boy would to light a ceegar. As the patch smoldered into life, he scowls and says (think southern drawl), "Y'all seee that tuuub outthar?" "Ah, yeah," says I. "Well ya'll take that suit of yours and dunk it real good and hang on that there clothesline."

I duly follow his instructions and dump my suit in the tub. To my amazement I am surrounded by some serious hitters: Jo Siffert, a couple of Porsche drivers whose names escape me and I think Phil Hill. I hung my suit and returned after a couple of hours. There hanging on the clothesline were a dozen or suits all stiff as cardboard dried by the hot Florida sun. They looked like caricatures out of a scary movie waving in the breeze. Anyway a quick rub a dub and the suit was ready to wear...

Can anyone imagine a scenario like that today? You could also add that the international rules in 1967 required only a seat belt that could be done up after sprinting across the track in a "Le Mans start," jumping into the driver's seat, starting the engine and grabbing 1st gear while the GT 40s, Chaparrals, Porsches and about 100 other cars were already in motion! I think I managed to secure the latch after about 3 laps when the insanity of the start traffic has eased a little! Different time, eh?!

TRIVIA

Arcane knowledge...from the day

Our collection of fascinating historical racing trivia continues to grow. This time we're treated to some gems submitted by the redoubtable Walt MacKay. If you have an entertaining tidbit of motorsport memory to share, send it along to Cam McRae at sremedia@cogeco.ca.

Do you know the answers to Walt's queries?

1. What year and at what track did sports car racing start in Ontario?
2. What club organized the first race event held at Mosport in 1961?
3. Which F1 driver rolled his Mini at Corner 5 during a support race for an early '60s Canadian Grand Prix?
4. Francis Bradley was an outstanding Canadian race driver. What was his day job?
5. Russell Hare, the farmer who owned Harewood Acres, charged \$5.00 a day for the use of the track for practice during the week. What were the hazards of weekday practice?
- 6.. There was a large cement structure adjacent to the final corner at Harewood. What was it called?

See answers page 16

Tour de Corse Historique 2011

Report and photography by Alain Raymond

While vacationing on the beautiful island of Corsica, I stumbled upon the 11th edition of the Tour de Corse Historique, running from île Rousse in the North, to Porto-Vecchio in the South, via Porto and Propriano and back to Île Rousse. Aptly named in French “Île de Beauté”, Corsica was the scene of first Tour de Corse in 1956. The event became part of the World Rally Championship from 1973 to 2008 and was known as the “10,000 Turns Rally” because of the incredibly twisty - and sometimes dangerous - mountain roads of the island.

This year's Tour de Corse Historique was scheduled for 160 cars, but 200 cars took the start and a waiting list had to be drawn by the organisers, pointing to the growing popularity of this retro rally.

Yours truly was one of the fortunate spectators at the arrival in Porto-Vecchio, mingling with the crowd, the drivers and the support crews, surrounded by some 200 historic cars. Le paradis as we would say in French.

More info and a great video on: <http://www.tourdecorse-historique.fr>



Awesome Lancia Stratos of Érik Comas (ex-F1 driver) and Jean-Noël Vespérini crosses the finish line at Porto-Vecchio, southern stage of the rally.



Lancia Beta Monte-Carlo of Dominique Dransard and Emmanuel Di Scala.



Very attractive Ferrari 308 of J.J Aghina and Theszy Rupert in its period Martini Racing livery.



Lancia Delta Integrale HF on its way to the Parc fermé at Porto-Vecchio on the third day of the rally.

The car they called ‘Miss Whiz’



By Chuck Rizzo & Jeremy Sale

In June of 1960 the R.M. Hollingshead Company took delivery of a Lola Mark 1 sports racing car. As the company produced various “Whiz” automotive products the car was christened “Miss Whiz”. The Lola Mk1 was extremely successful in England, winning practically every 1100cc race of any importance at track such as Snetterton, Goodwood, Silverstone, Brands Hatch, Aintree, etc. Thirty-five of the multi-tubular space frame Mark 1 (usually Coventry Climax-engined) 1098cc sports racers were built at the Lola works in Bromley, South London.

The 1100cc Coventry Climax engined Lola Mk1 (br-16*) arrived in Toronto in June of 1960. (*The letters “br” indicated that the car was built at Bromley, following the move from previous premises at Byfleet, those cars being identified by the letters “by”.) The first driver of the car was Boris Janda, who competed in a total of six races with Miss Whiz during 1960. For 1961 a new driver, Francis Bradley, was signed to drive the car. June 24th, 1961 was also to be the grand opening of an exciting new racetrack called Mosport, (a contraction of the words Motor Sport). Miss Whiz was selected to star at the opening ceremonies.

Top, my friend Rick Knoedler who is helping me with the restoration of Miss Whiz. In the photo below Chuck Rizzo.



The race attracted huge crowds; Miss Whiz was photographed bursting through the grand opening banner. This was heavily publicized in newspapers and advertisements and the result was that there wasn't a racecar enthusiast in Canada at the time that didn't know about "Miss Whiz" which was great publicity for R.M. Hollingshead Company products.

The car was driven by Francis Bradley all through the year of 1961.

It established a new era of racing in Canada. Then in early 1962 was sold to another famous Canadian driver Ross de St. Croix. The reason for selling it was that R.M. Hollingshead Company had an opportunity to buy the late Peter Ryan's Lotus. They thought at the time that it would be better for them to get a car with a name that the public knew more about, a company that made production cars as well. But they wanted to sell it to someone with a great driving reputation and that is why



it was sold to Ross.

Ross de St. Croix drove "Miss Whiz" during the year of 1962 and 1963 with some success.

He had one bad accident on June 9, 1962 when racing at the "Players 200" at Mosport. He collided with Jim Hall, driving his Chaparral, went into a gully and sustained facial injuries. Miss Whiz was also a mess, but Ross put it all back together and raced the car through 1963.

At the end of 1963 Ross sold "Miss Whiz" to Paul Muir, another Canadian driver. Paul drove "Miss Whiz" part of 1964 and in 1965. "Miss Whiz" was "Canada's lady of the track." She could have been called "Miss Mosport" because of all the races she competed there. Paul then sold "Miss Whiz" in 1966 to Ken Folger, who became a friend of mine, in the United States. He drove "Miss Whiz" as an amateur driver from 1966 thru 1969. "Miss Whiz" was then retired and put away in an old garage.

About six years ago, my friend Ken went back to the city where Miss Whiz had been stored, only to find out that the car had been vandalized. He sold me the car a year and a half ago.

"Miss Whiz" now is on the beginning of an extreme makeover. It is not going to be done at a restoration shop, it will be done by my good friend Rick Knoedler, a fantastic mechanic with British cars, along with myself. The only part that is missing is the "original" magnesium rear wheels. So if anyone can find me some "old original wheels" please let me know. I have "Miss Whiz" completely apart at the present time. Any help or advice would be greatly appreciated.

Please contact me at crizzo1004@aol.com. Thanks, Chuck Rizzo



Low Tech: Slippin' and a Slidin'

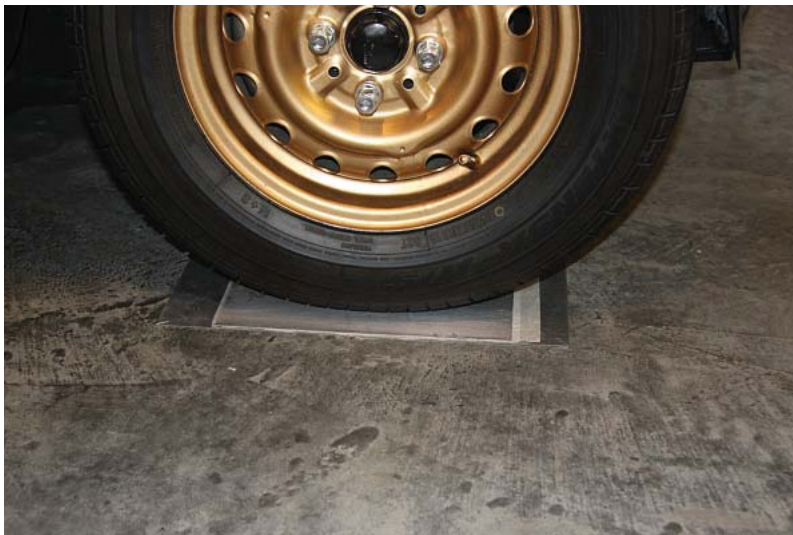
By Cam McRae

Vintage racers usually choose to do most, or all, of the work on the car themselves. The one stumbling block is often wheel alignment or chassis set-up. Repeatability is typically the hassle. It can be so frustrating when you can't get the same reading or measurement twice in a row. The source of the trouble can likely be traced down to where the rubber meets the road.

Our grippy racing tires stick to the garage floor and foil our attempts at accurate measurement. Formally, the issue is "hysteresis" - when one part of a system lags behind another part that is initiating a movement. Think of turning a screwdriver a half turn, but the screw only rotates a quarter. Hysteresis and unreliable measurement creep in when the tires resist the movement and even push back with the sidewalls' elasticity. Any play in the suspension, any rubber bushing, plus the variability of sidewall pressure from one side to the other, all contribute to the error.

The easy answer is a lovely set of steering turntables. Pegasus lists a pair from Dunlop, only \$1,659.00. I think not. My alternative is decidedly low tech. But it works. All you need is four pieces of sheet metal and some wax paper. I use some .032 aluminum I had around the shop, but any light sheet will work - body metal, galvanized roofing flashing, ductwork steel, whatever is handy. Make sandwiches with one metal piece on the floor, then two pieces of wax paper and the next piece of metal. Set the sandwiches in strategic places and roll, or drop, the tires onto them. You'll be amazed at how easily the wheels rotate. When checking toe or camber I find it helpful to roll the car off and on the plates, allowing the tires to scooch into their most natural position.

The two sheet system works fine with cars that weigh up to about 1,500 lbs. For cars that weigh more, I make a club sandwich, with three pieces of metal and two layers of



Thanks to Bill Bovenizer for sending this in

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Bring your car to us and let us look it over. You'll be surprised to see how little it costs to put it in tip-top shape.

New fenders, for instance, cost from \$3.50 to \$5.00 each, with a labor charge of \$1.00 to \$2.50. Tuning up the motor and replacing commutator case, brush and vibrator points costs only \$1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only \$1.25. A labor charge of \$4.00 to \$5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, aligning and adjusting wheels.

The labor charge for overhauling the average rear axle runs from \$5.75 to \$7.00. Grinding valves and cleaning carbon can be done for \$3.00 to \$4.00.

A set of four new pistons and rings cost only \$7.00. For a labor charge of \$20 to \$25.00 you can have your motor and transmission completely overhauled. Parts are extra.

Very truly yours,

Bottineau, N. Dak.

C. R. GLEASON CO.



Photo: PicsbyVicsr.com

Congratulations to James Hinchcliffe, who received the Inside Track People Choice Awards as 2011 Canadian Racer of the Year at the highest levels of International competition and the 2011 Overall Canadian Racer of the Year at the Canadian Motorsports Expo Saturday night.

Answers to Walt's Trivia Questions

1. In 1949, at the Edenvale airport circuit near Stayner ON.

2. The Oakville-Trafalgar Light Car Club (OTLCC).

3. Innes Ireland (Bonus points if you know the Mini was purchased and later raced by Ted Powell,)

4. A bus driver for the TTC. (Newspapers of the day invariably referred to Bradley as "Canada's Fastest Bus Driver" Of course this was well before Mike Jennings...)

5. Farmer Hare's sheep would wander out on to the track.

6. The "Gunnery". (Shown in the background of our photograph, it was used as a range to correct the aim of guns on aeroplanes. Like Edenvale, Harewood was a former WWII airport. The Gunnery was still standing a few years ago. Does anyone know if it's still there?)



Photo courtesy of John Cross

2012 BRITS ON THE LAKE

Classic Motoring Revival August 12th

VARAC RACERS NOTE: WE STRONGLY ENCOURAGE YOU TO BRING YOUR BRITISH RACING CARS OUT AND JOIN OUR VERY OWN JOHN GREENWOOD!! BECAUSE IT WILL BE "A GREAT DAY FER MOTOR RACING CARS!"

THERE ARE NO RACES SCHEDULED FOR AUG. 12TH WEEKEND. AND BEAT THIS - ENTRY IS FREE!

SO, COME ON OUT, BRING THE CAR AND YOUR FAMILY – THEY WILL LOVE IT!!

Little Britain Motor Company and the merchants of the Port Perry Downtown Business Improvement Area (will hold the 4th annual BRITS ON THE LAKE Classic Motoring Revival in beautiful, historic downtown Port Perry, Ontario on August 12th.

There is a special atmosphere produced when classic British sportscars, saloons and motorcycles are introduced onto Queen Street, amongst the historic brick storefronts and flower lined sidewalks. It really is a magical step back in time, a unique chance to revel in the glamour and allure of motoring in the time capsule of the golden era of the British Car.

The BRITS ON THE LAKE Revival is fast becoming one of the most popular all-British motoring events in the country and it certainly offers one of the best street party atmospheres of its kind.

The Revival offers visitors, car owners and merchants alike the opportunity to leave the 'modern world' behind and become a part of the helicon days of motoring times past when adventure and the open road beckoned in an uncomplicated way. Period dress is encouraged and fits right into the atmosphere of this pretty little town that seems somehow to belong to the immediate post-war era.



MG Cars will be featured this year in celebration of the 50th Anniversary of the fab MGB.

As in past years, British vehicle owners from across Eastern Canada and neighbouring States are expected to descend on the Port Perry shores of Lake Scugog to enjoy the weekend events. It is anticipated that visitors will turn out in the thousands to enjoy the spectacle and take part in the 'peoples choice awards' judging to vote for their favourites while they stroll the streets, visit the unique shoppes and savour the delicious food and drink available in the streetside eateries.

If you own or love British vintage race cars, sports or saloon cars, commercials or motorcycles, you won't want to miss this event! Be sure to put it on your calendar today. August 12, 2012. For more information see www.britsonthelake.com.or contact Bob DeShane tel: 705-878-5422 email:<mailto:brits@britsonthelake.com>

CANADA'S RACIEST BLONDE



Please! No photos!



Chatting with Phil Lamont at Mosport one day I happened to mention Diana Carter's name, I remembered her racing a Volvo and an Alpine in the sixties. Well, it's a small world...turns out Phil dated Diana in high school! (Both are shown in the photo above) I managed to get in touch with Diana out in B.C. and she agreed to help with a story for the Vintage Racer. So here it is! I hope you enjoy it. Gives you a bit of an insight into the sixties.

Jeremy Sale.

Diana Carter: A look back to the '60s

Hooked by auto racing after her first win four years ago, Diana Carter, a 5-foot-2 blonde, is rated as the top woman driver in Canada, good enough to enter the preliminaries to next Saturday's Grand Prix....

"There's seldom any shortage of beautiful girls at Mosport Park, Ont., scene of Canada's gaudiest racing spectacles: Girls in short shorts. Girls in tight tights. Even girls in bikinis. However, once the green flag falls and 30 cars begin spitting sparks and ear-shattering sound as they burn up the 2.5 mile track, there's only one girl the boys keep their eyes on: Diana Carter, probably the top woman driver in Canada." (Canadian Weekly, 1960's.)

Wow! It's a bit of an eye opener reading 1960's press clippings about women drivers....."Canada's Raciest Blonde?" Please! . Was the world really that sexist? I guess it was. Contemporary press coverage invariably referred to Diana Carter in terms like "blond,

lithe, attractive,” and stories contained such gems as “Diana Carter of Toronto and Donna Mae Mims of Pittsburgh say they both keep wigs handy to cover their grease stained coiffures after races, especially when there are photographers around.” (Canadian Press).

Back then, as now unfortunately, there weren’t that many female drivers around and few of them were as serious as Diana Carter. Some of VARAC’s hon members will recall that in the sixties many of the events at tracks like Harewood, Green Acres or Mosport featured so-called “Powder Puff Races” where female drivers could find the opportunity to race, most often in their boyfriend or husband’s cars, seldom their own. It was mostly a fun thing and the talent level was somewhat, um, diverse. “Among women racers at that time, however, Toronto’s Diana Carter was in a league of her own.” (The Chequered Past: Sports Car Racing and Rallying in Canada, 1951 – 1991) “A product of the burgeoning suburban car culture, she was taught to drive by her father. A friend took her to a race, where she crewed for Jerry Polivka. He taught her how to race, and she won her first novice event (at the Connor Circuit, St. Eugene, Quebec). Her victory made national news. Soon Carter was working with Polivka for Canada Track and Traffic, was involved in the management of Mosport, and was racing regularly. Competing with the men Diana won the touring class (sedan) championship in 1963 and the production car class in a three-hour endurance race at Mosport in 1964, sharing the drive in a Mini Cooper with Shirley Bowles.” Carter was also a very successful rally driver, winning the Coupe des Dames in the Shell 4000 in 1963, 1964 and 1965. (The Chequered Past: Sports Car Racing and Rallying in Canada, 1951 – 1991)

“The toughest rally yet,” claimed pert, fair haired Diana Carter as she described the 4,000 miles of mountains, prairies, mud and rocks that make up the 1964 Shell 4000

Cross-Canada Rally.” (Canada Track & Traffic.) Another 1964 press clipping says “This week Diana brought home a trophy to add to the about 30 she has, which testifies she knows what she’s talking about. The new one is the Coupe des Dames she picked up for winning the women’s section of the Shell 4000 Cross-Canada rally in which she started from Vancouver April 18, driving a Volvo. She was

the winner when she parked in Montreal on April 24. Diana and her navigator, Gillian Field of Adams, N.Y., were one of four women teams in the rally. This is the third time Diana has entered and the second time she has won. She keeps part of her collection of inscribed silverware in her office at Canadian Track and Traffic magazine where they make a good background for 26-year-old Diana’s blonde attractiveness. She’s circulation manager and Girl Friday on the magazine.”



DC accepting trophy for first place at the Nassau Speed Weeks. (Where she beat Janet Guthrie and Denise McLuggage in the F Vee race.)

So what was the difference between Diana Carter’s “blonde attractiveness” and the “wannabees” in the Powder Puff Derbies”? Well, for one thing, Carter was serious about her racing; it was not just a playtime weekend

diversion in someone else’s car. Sid Priddle worked with Carter at Canadian Track & Traffic; “Her title at CT&T was circulation manager but in reality she did much more, including overseeing the admin staff, the books etc. Always pleasant to work with and very unassuming--wouldn’t know she was this daring race driver. When she was racing she used leave on a Friday, sometimes borrowing my Studebaker wagon to tow her Volvo and off she would go to Harewood or wherever. All reports I used to get said she beat the men constantly. I always felt she was not as recognized as some of the other publicity seeking female race drivers.”

(Editor's question: Why is Diana Carter not in the Canadian Motorsport Hall of Fame?)

As I mentioned earlier Phil Lamont has known Carter since high school. "She first raced her boyfriend Jerry Polivka's Volvo 544 - won her first race at the Connor Circuit, at St. Eugene, Quebec - against all men as I recall," says Lamont. "I was driving back from a Haliburton weekend and heard a CBC National news report that a WOMAN had won a car race in Quebec. Big news in those days! I was helping Jack Boxstrom at the time and used to see Diana and Jerry at the races. I had my first race in Jack's Lotus 9 at Green Acres in 1962. Diana was also racing that weekend. Diana and Jerry encouraged my wife and I to come on the CT&T organized Nassau Speed Weeks tour that December. We had a great time - I got to know Norm Namerow and Peter Lerch - co-owners of CT&T. I was still working at the Star at the time. Diana decided to buy her own racecar, and asked me to help her at the track. Jerry was a very good driver, but non-mechanical, not interested in preparing cars. She bought the Eppie Wietzes Sunbeam Alpine - which I looked after for her." (NOTE! This car is now owned by VARAC's Alan Weller. It was originally developed by Paul Cooke and Eppie Wietzes, later owned/driven by young George Eaton, who took his race license in it prior to buying his just slightly more powerful 427 Cobra....)

Phil Lamont continues..."My then wife and I went to a lot of races with Diana and Jerry. Diana also had successes in rally - after winning the Coupe des Dames in the Shell 4000, Volvo either gave her, or gave her a great deal on the

Volvo 122S factory rally car. It had a lot of good stuff on it; Perspex windows, etc. but had a full interior. George Schon at Wembley Motors, who also used to race a Volvo, made space for us and I went there after work at the Star to work on the Volvo with George. It became a good racecar; Diana



This Sunbeam Alpine is now owned by VARAC's Alan Weller.

had a number of very good races with it. I also remember the Studebaker Hawk, which was fairly stock, supercharged, pretty quick in a straight line, not so good in the corners. It didn't last too long, but I think she at least managed a drag strip trophy out of that car. My then wife Kathie (mother of Elizabeth and Diana - Diana Carter is godmother to my Diana) became good friends - we were at Diana and Jerry's wedding. Jerry and I kept talking and in 1966 he convinced me to leave the Toronto Star and come to Cantrack. He also told me that he and his partners had a plan to buy Mosport out of receivership, so I became very interested. I was named an Ad Manager at CT&T and Cantrack Motor Racing - selling program ads, pits, fence signs and sponsorships. In 1967 I took on the Track Manager job as well. Diana was



The Studebaker was quick in a straight line, not so good in the corners!

very much involved in all the Cantrack Companies - we worked together during that time. “

“I was interested in racing from high school days since my friends had MGs, etc.” says Carter. “When I met Jerry Polivka - back in the days when you could actually attach a muffler to Touring Cars and drive to the track, he thought I had some potential and let me drive his Volvo on the way to races. I then entered a novice race at the Connor Circuit at St Eugene, Quebec; (at that time you had to complete three novice races to get your license) - won the race with Jerry’s Volvo 544 and beat a bunch of men. This ‘small’ feat actually made it to CBC Radio National News since a woman had never won a race before. Once you get a chequered flag you’re hooked, so I raced and rallied from 1960 to 1967. When I started going out with Jerry, I was working at an advertising agency. He and his partners came up with the idea of Canada Track & Traffic and Automotive Times - and were also working on plans for Mosport. I decided to quit the agency and ended up as Office Manager/Circulation Manager/ Bookkeeper/and sometime Journalist.

I wrote about and photographed various events for the magazine as well as a Fiat Road Test to Italy. During one of the Shell rallies I wrote a daily column for the Globe & Mail. Everybody else went to bed while I had to meet a deadline in Toronto!”

“I raced at all the old airport tracks, Harewood, Goderich, etc. as well as Mosport and one race in British Columbia, I think it was at Westwood. I raced a Formula Vee at Nassau Speed Week and won the Ladies’ Race, a big deal at the time as both Janet Guthrie and Denise McCluggage were in the same race. Mosport would have to be my favorite track since I was involved with the inception through to completion. I ran the Shell 4000 Rally across Canada four times and won the Coupe des Dames three times.”

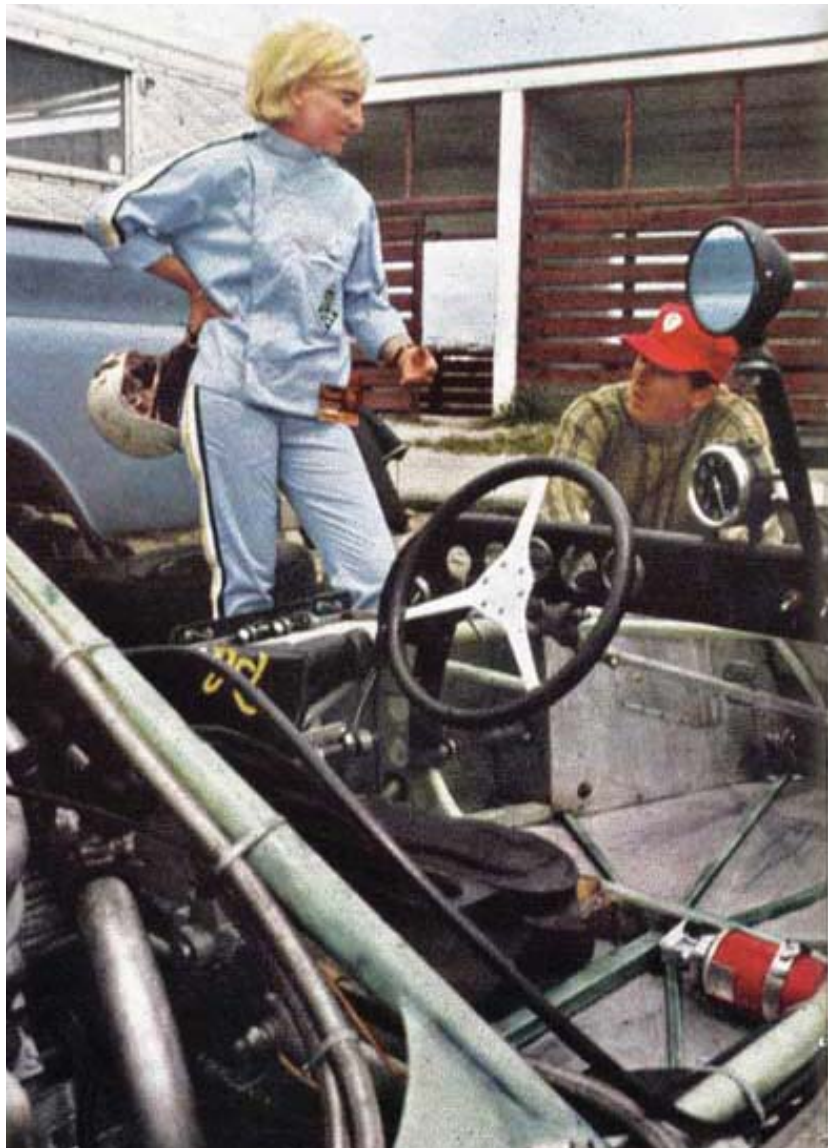
What cars did you race and rally?



Volvo is Latin for “I Roll!” (Diana forgot Masten Gregory’s advice...)



Carter, Lamont and mechanic make a final check on the Alpine.



"A Volvo 544, Volvo 122, Sunbeam Alpine, a Formula Vee and a couple of others in endurance races." Which was your favourite? "The Volvo 122 was my favorite, with it I was able to win the CRDA over 2500 cc Touring Class Championship in 1963, the first woman to win a CRDA championship." Who was the best female driver you encountered? "Denise McCluggage." What was the best advice you ever got? "From Masten Gregory at Mosport, regarding driving in the rain. I didn't listen and rolled the 544 Volvo end over end at Turn 5!"

Do you still keep in contact with any racers?

"I keep in touch with Philip (Murray) Powell, who lives in Sidney, BC. He was an editor of Canada Track & Traffic at one time and very active in racing and public relations. I also keep in contact with Bruce McCall - another former editor of Track & Traffic who went on to excel at automotive journalism, advertising and illustration as well as several published books. He has been writing for the New Yorker and doing their covers on a regular basis for some time. I had lunch with John Cordts and his wife Linda a while ago, who also live on Vancouver Island. His wife Linda volunteers at the theatre in Chemainus where I work. He is pretty reclusive and has had some health issues. His wife volunteers

Time for a quick chat between races. Bottom. DC's Volvo 122 at Mosport.





Masked women wins in Nassau

at the same theatre I work at. She's a nurse and pretty dedicated to taking care of John."

What happened after working at CT&T and what you are doing now?

I worked at CT&T until Jerry Polivka and I got divorced in 1968 and I moved to Detroit as Public Relations Director for Michigan International Speedway and Texas International Speedway during their construction and initial racing seasons. I was actually able to get my Alien Resident status because there was no other female doing my job at a major racing facility in the US. One of the best parts of the job was being able to help out other PR guys at various tracks such as Daytona, Charlotte and Atlanta. I had enough of racing by 1971 and went back into advertising in Detroit. I then left Detroit in 1976 looking for the 'meaning of life'!!! I ended up in Wyoming and stayed there, except for a short time in Miami and Detroit, for over 20 years. Then on to Bend, Oregon until I retired and decided to return to Canada, on Vancouver Island. I'm still working part time, doing accounting at a live professional theatre in Chemainus, B.C."

Diana, any final thoughts on female racers today?

"Racing is now such a huge and expensive business, there are some good women drivers out there, but most won't have a chance in the 'big leagues' unless they can get major sponsorships, and or have the appearance of a Danica Patrick! I still believe that there will never be, for sure in my lifetime, a female World Champion Driver - Formula 1/IRL/NASCAR, etc. Just not going to happen!"

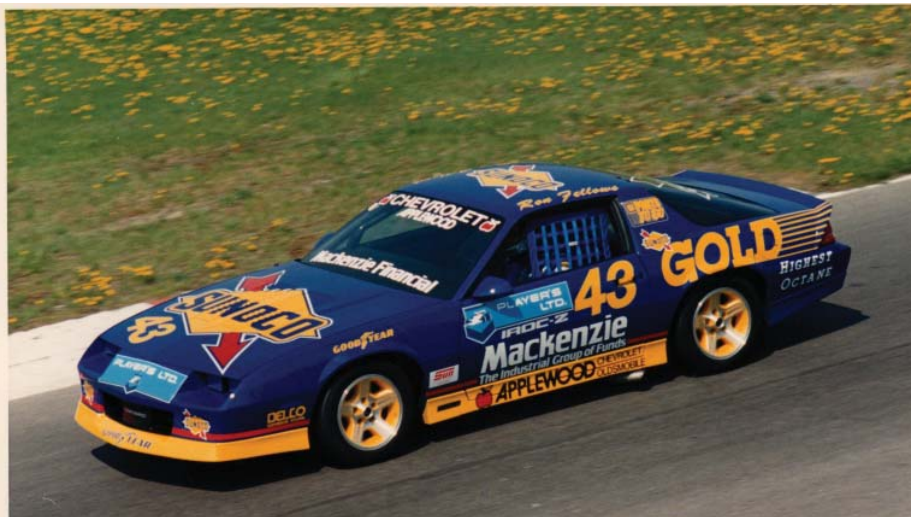


"Aaaaaay, Mario, you donna look so good, how was your flight?"

THANKS!

I remembered Diana Carter racing in the sixties and always wanted to do a story about her for the VR. A chance encounter with Phil Lamont sent me to her and then, thanks to Facebook and the internet and emails and scans the story got done! A big thank-you to Diana Carter, to Phil Lamont and Sid Priddle, and to Allan Weller (who now owns the ex-Eppie Wietzes Sunbeam Alpine, raced by Diana, as well as the Rootes Canada Team car of Dennis Coad.)

Jeremy Sale.



I say, well done, Fellows!

Ron Fellows talks to Vintage Racer Editor Jeremy Sale

VR: First of all Ron, congratulations on the Canadian Tire Motorsport Park news, we at VARAC are all looking forward to racing at CTMP in 2012 and beyond.

RF: Thanks. We're not losing the Mosport name entirely, but we felt the new name is a great blend of the old with the new, encompassing all the elements of the facility.

VR: Ron, how many years have you raced at this great track?

RF: I believe I did my first race at Mosport in 1976, but missed a few years for various reasons, but I would say 30 years is accurate.

VR: Tell us about your best and worst moments at Mosport.

RF: Best moment? That's a tough one. I've been very fortunate to have a number of great moments at my home track. But I would say that in September 1989, winning the Player's GM Series Championship and later in the afternoon winning my first Trans Am Series race was a great Sunday. And for sure the pole and win at the World Sports Car weekend in August 1997, driving with Rob Morgan in a Ferrari 333 SP, was a highlight as well. Worst moment was in that same September '89 weekend. In qualifying on Saturday for the Player's GM race, I crashed and flipped over during qualifying. I destroyed the car and would have to start at the back of the pack in our spare car and I thought my Championship hopes were done! But on Sunday it all turned around.

VR: What makes Mosport such a great race track?

RF: The great thing about the Grand Prix course is that most of the corners are really fast. And great drivers can make lap time in fast corners. Technically, corners 4 and 5 are the most difficult to put all together. With the huge elevation changes and speed differential, from the high-speed

corner four, then transitioning uphill into 5A, then 5B, it requires a great combination of skill, bravery and finesse to get it right.

VR: What's the best way to improve lap times at Mosport?

RF: The most common mistake racers make on the Grand Prix course, is turning too late. In corners like 1, 2 and 4, you commit to the entry before you can see the apex. If you wait too long until you see the apex, you naturally wait later to turn in for the corner and then waste time trying to get back on line, if you haven't run out of road turning over the top of turn 2 for example! Projecting apexes on fast undulating corners is a big part of making speed and lap time on the Mosport Grand Prix course.

VR: You raced in the late eighties when we had the Player's/GM Challenge, the Rothman's Porsche Cup, the Honda-Michelin series and others. Through this a number of Canadian drivers stepped up internationally, including yourself, Scott Goodyear, Paul Tracy and others. What are the chances of this level of interest returning in the future?

RF: The glory days of the tobacco-sponsored series was a fantastic era of Canadian racing. I'm not sure if we will ever see anything quite like that again. But with our Canadian Tire partnership, we have a great opportunity to not only upgrade our facility but work on improving driver development through the marketing and promotional power that Canadian Tire Corporation brings. I believe racers and spectators will really enjoy the upgrades we have made to this point. Further construction plans in 2012 will continue to enhance Canadian Tire Motorsport Park. And who doesn't want a better racing facility!

VR: Finally Ron, can I interest you in a drive at the VARAC Vintage Festival this year?

RF: As it happens I'm in Le Mans the weekend of the Vintage event at CTMP, but thanks!



The 1970 Brumos Racing I.M.S.A.911

Jack Boxstrom recently purchased this car and was invited to the 2011 Rennsport Reunion IV as an "Eifel Trophy" Group 2 entry by event coordinator Bruce Canepa. The 911 S has an interesting history. Modified to I.M.S.A. GTU specification by Brumos' crew chief Jack Atkinson for the 1972 season, this is one of two racing 911's entered by the Jacksonville Porsche dealer in that year. It raced at VIR, Lime Rock, Mid-Ohio, the 'Glen, Bryar and Daytona, driven by Andrew Carduner, Harry Theodoracopoulos, Jacques Bienvenue and Hurley Haywood - contributing to the latter's 1972 I.M.S.A. GTU and overall championships. For 1973, now with major sponsorship from Garrard Record Players and numbered "58" and "59", these two cars were the first to display the now famous Red, White and Blue Brumos livery. Haywood and Gregg's new Carrera RS, numbered as "59" scored a major overall victory in the Daytona season's opener, while our # 58 car entered for Carduner/Haywood, was listed as a "DNF" with engine problems. Immediately after Daytona, Peter Gregg sold # 58 (VIN # 0043) to Mexico where it was discovered 20 years later, lying on its side with a tree growing through it! Re-imported to the USA and positively identified as # 0043, it was then treated to an exhaustive restoration by Florida Porsche guru, Kevin Jeanette's "Gunnar Racing". Concours wins ensued, but recently when the invite to contest the "Eifel Cup" at the Rennsport Re-union was issued, the car received a full race-prep and track test program from Jim Newton's "Automobile Associates of Canton, CT. Newton and Boxstrom took the wheel at Laguna Seca, the cars first race since Daytona, 1973 - some 38 years later!

Photographed at Hockley Valley and Rattlesnake. Right: Klaus Bartels in his Porsche Carrera Spyder. Middle: The two photos of the red car were taken at Rattlesnake Hillclimb in the 1950's; does anyone have any idea what this car is? Inquiring minds want to know!



Ontario Hillclimb History

By Rupert Lloyd Thomas

I am working on a comprehensive history of the three Ontario hillclimbs: Rattlesnake Point, Hockley Valley, and Rockwood. These all ran in the fifties and sixties, after which the sport of hillclimbing, so popular in Europe, quietly died out. The loss of these irreplaceable venues meant there was simply nowhere to race. A proposal for a course at Blue Mountain, Collingwood went nowhere.

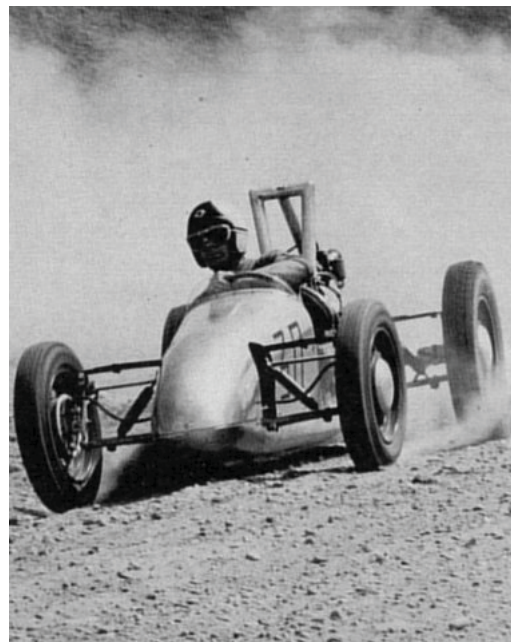
Rockwood was the closest to a UK-style hillclimb, being on a paved quarter-mile course, near Guelph. The other two ran on a dirt and gravel surface, not unlike a rally special stage.

Klaus Bartels, Porsche Carrera Spyder, was one of the heroes of the sport, winning at Rattlesnake and Rockwood. The dominant car of this era was Herb Jordan's Jordan Special, a home-built single-seater powered by a 1,000 c.c. Vincent Black Shadow motorcycle engine, running on alcohol. The car had a roll bar that doubled as the fuel tank. Don Haddow, the driver, says that the mile-long course at Hockley "was the best." The car was sold for \$250, reportedly to a John Clark of Warden Avenue, Scarborough. He was an engineer shortly to take up a job in the aviation industry in the Los Angeles area. The car went with him to California. I am trying to trace it.

I am keen to find any memorabilia from those days - photographs, programmes, result sheets, reports, yarns and anecdotes. No fragment is too small!

Rupert Lloyd Thomas , 901-383 Ellis Park Road, Toronto ON. M6S 5B2
Tel: +1 416 769 7860 email: rupertlt@sympatico.ca

Below: The Jordan Special



The Case of the Exploding Manifold

Cam McRae for Jeremy Sale

If you read the story of our Abarth's odd summer in the October issue of Pit Signals,

you will recall that the manifold had cracked as a result of a powerful backfire, it the result of the timing woes that plagued us all season. Early Fiats contained the intake runners within the head's casting. The "manifold" was a little piece of flanged pipe that sat between the tiny single barrel carb and the head. Carlo Abarth's racing improvements involved elaborating on that pipe to accommodate larger, two-choke Webers.

The manifold on our engine is a treasure, an artifact of post war Italian hot-rodding. The first Fiat 600 heads used two 6 mm studs to mount the "pipe". Later engines and the 850 employed four, and most of the performance manifolds are so configured. Our head, natch, is a two-bolter and racy manifolds are extremely rare. Back in 1961, when I wanted to add the dual choke 34DAC (a cast-off from a racing 850 Mini), I had to make my own, cobbled up with sheet steel and youthful enthusiasm. The one we have now is actually from the Abarth shop in Torino, crafted sometime back about 1960. It is held on with the two little studs, plus a couple of the head bolts.

How'd we a hold of that? Remarkably, Alain Raymond received it in a grab bag of parts he bought on spec. It didn't fit his engine, so he put it on ebay. When I discovered it there, I almost fainted. I would have paid a princely fee for that little lump. But apparently none of the other early Abarth nuts noticed it. I got it a bargain price. (Sorry, Alain)

The cracked manifold made it to last fall's Celebration hastily repaired with J-B Weld and silicone. Post-season, when I came to realize just how damaged it was, I was crushed.

The base of the unit is cast aluminum, the rest is built up with some kind of 1950 plastic topped with a piece of phenolic hardboard to hold the studs and mount the carb - all held together with screws and glue. The top was trashed, literally blown apart. By the time I cleaned off the damaged bits I'd lost almost three eighths of an inch and had eliminated the carb mounting surface. To the discouraged eye, the little manifold looked like landfill. But, not when you consider that this may be the last, or one of the last, in existence. Another restoration project...

In keeping with my vow to keep all repairs and restoration on the Abarth congruent with what I was capable of fifty years ago, I decided that, back then, I would have visited my local machinist and had a mounting plate made



up. Fine, except today I'm the machinist. Some time on the mill produced a handsome chunk of properly-shaped aluminum with correctly spaced 8 mm carb studs. This, I proceeded to screw and glue to what was left of the base. Just like fifty years ago. (Ignoring five decades of progress with adhesives!)

I was tempted to leave the shiny aluminum showing above the black manifold. Sort of "billet-style" in the manner originated by L'il John Buttera and Boyd Coddington. Alas, neither L'il John or the Boydster were CNC-ing back in 1962. And, I thought it might be too much bling in an otherwise conservative engine bay. Or, maybe it was just the wisdom of age versus callow youth.

Whatever, I got out the Bondo and blended the plate to the base. The bodywork was followed by a new coating of wrinkle-black and a fresh Abarth decal. There, just like new - over fifty years later. I hope Carlo Abarth would have deemed it good.

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Vintage low-back racing seats

Looking for vintage low-back racing seats for Lotus Super Sseven. Please email with pics and price. Thank you so much. Contact: Chad M email c_mielhausen@hotmail.com

Porsche wheels

Six 7x15 wheels-refinished by Wheeltek-painted yellow centres, polished and laquered outers, four are cookie cutter, 2 are Fuchs-early offset-ran on my #32 '85 944-\$850 Contact: 647 405 4048-416 422 3946-Gary Allen.

MGB / MGC Headlight Fairings

NOS – never used – complete with aluminum mounting brackets. Can e-mail pictures. \$100 for the pair. Contact: Stew Beatty e-mail: 4beatty@rogers.com

Mk. 9 Gears

With the sale of the Lola, I now have a load (25!) of used Mk. 9 gear sets available for sale. John Dodd says they are all useable. Far too many to list – if you need sets, at \$100 each, let me know what you want and I can see if I have them. Contact Walter Davies, email walter.davies@me.com

16X8 RIMS with Toyo 888s

Used as intermediate wets and lapping dries on my 1985 Camaro. 16x8 5 spoke rims 15 lbs. 255/50/16 Toyo 888s with lots of tread remaining. Car is sold. Pictures available. Contact email doughphillips@cs.com

Fuel Pump – 2011-11-06

FACET cylindrical fuel pump, #480532, 6-8psi, 30gph, 1/4" npt ports. Never used, \$75. Contact Bob r.eagleson@rogers.com

1979 Lotus Eclat Esprit

43,490 miles. Sprint package, Blaupunkt Stereo. Black over tan leather, original paint. 2 litre "907" twin cam engine, Weber carbs, aftermarket aluminium wheels are fitted, owner has original Lotus wheels in storage. Priced to sell at \$15,000. For photos and appraisal form please email Edward Delong at edward.delong@scm.ca

1985 IROC Camaro G70

VARAC G70 legal
2011 CASC tech GT Sprints GT4 class Documented 1:36 Mosport by previous owner before suspension and motor improvements. Documented 1:38.3 by old guy. LOL! Tons of money poured into this car. You know the story, you can never build a car for what you can buy one for. I have kept the power windows installed for secure open dry trailering. This car is very well set up and surprisingly easy and fun to drive. Life started as a street car so no history of damage. 3rd owner.
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MGB GT Sebring racer

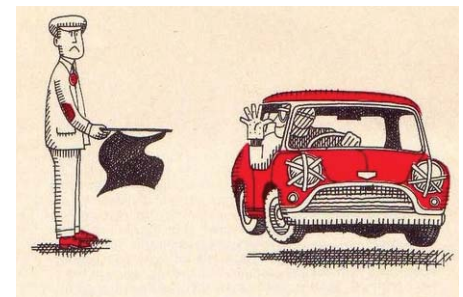
One of the fastest GT's around, reliable strong finisher with class wins and podium finishes. Good handling, very forgiving – perfect for someone wanting to start vintage racing. VSCDA logbook, raced with SVRA also – Watkins Glen, VIR, Road America, Mid-Ohio, Gingerman and Grattan. Delivery possible in mid-west US at cost. Will sell for \$20K. Sebring styling with fiberglass front fenders and bonnet- New engine with 8 races on it- Comptune spec head and Crane cam-Mallory Unilite ignition-Venolia Pistons

- Carillo Rods- Roller rockers and larger valves- Lightened streamlined crank- Aluminum flywheel. The car is located In US at the moment please email me for more info. Contact Benoit Laflamme e-mail: blaflamme007@sympatico.ca

Weber 45DCOE w/ Manifold for MGB Almost new (2 races) set up for MGB vintage race car with mildly ported manifold (Dave Headley). Includes small selection of tuning parts, K&N filter assy., braided fuel hose & air horns with screens. Stayed with my SU setup. 650 + shipping. Contact Jeff Devine – jeffbracer@hotmail.com

1987 Porsche 944

Turbo Racer
This 1987 Porsche 951 (944 Turbo) is one of the most developed and best prepared cars of its type in North America. The car has been reliably dyno'd and set up by Chris White at close to 600HP in the last 12 months. Since complete engine build the car has less than 5 hours on the motor and suspension. A rear mounted dry sump system balances the car at 51/49 Front to Rear and safeguards the main and rod bearings. All suspension has been rebuilt in the last 12 months and the car has taken many podium finishes at Mosport, Watkins Glen, Shannonville, and Mont Tremblant. The car has done a 1:28 at Mosport and a 2:07 at the Glen on Toyo RA 1 s. The car has had no mechanical failures in four years and is a joy to drive. PRICE REDUCED TO \$57,000. If interested, please contact: John Hawkes e-mail johnhawkes@rogers.com



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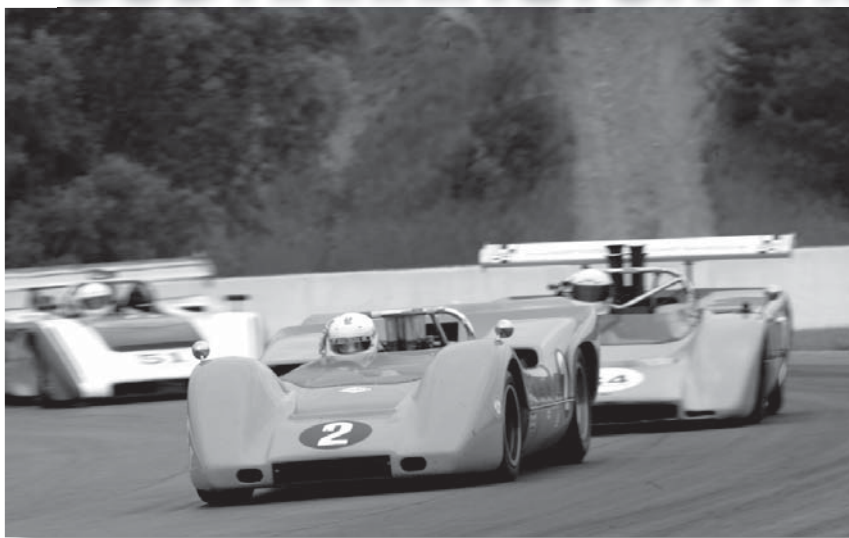
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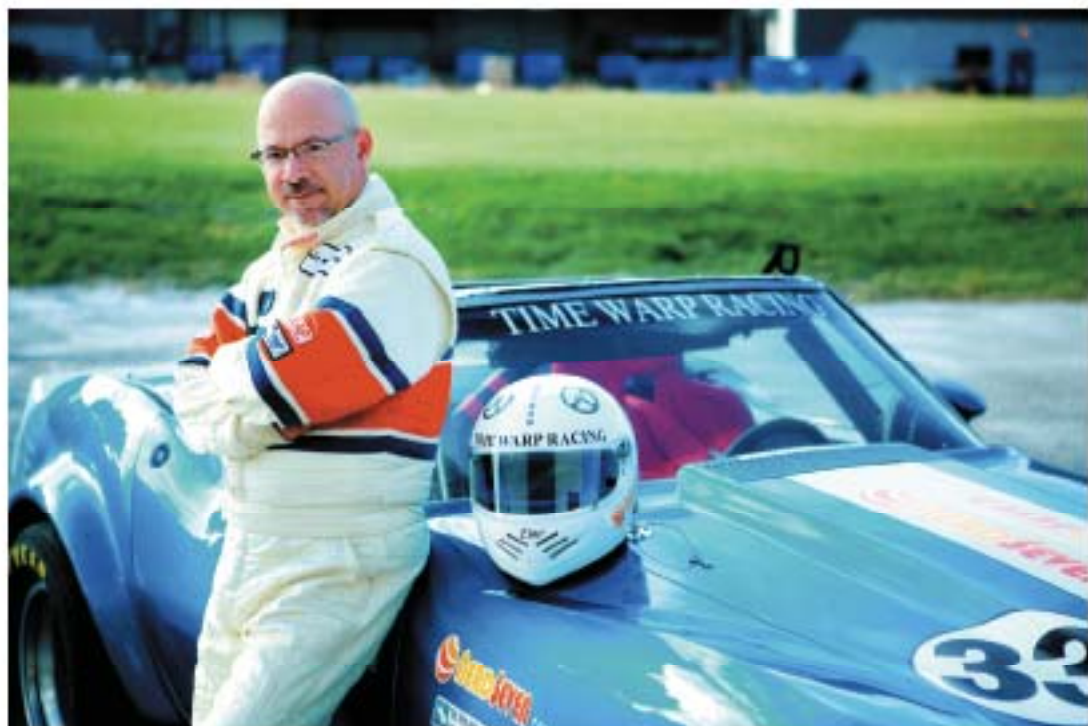
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