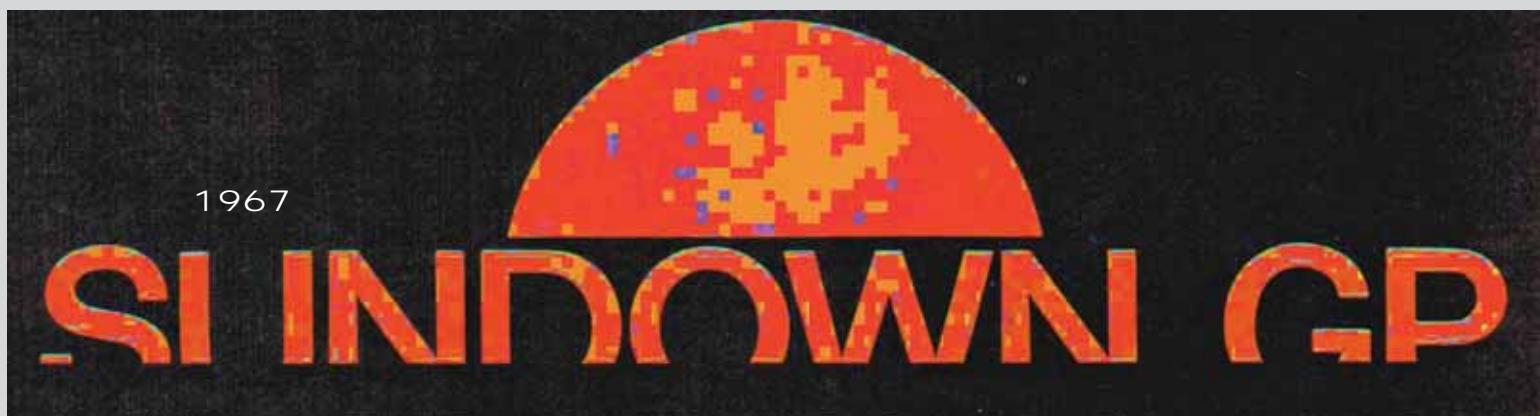


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On-Line Edition

Vintage RACER

VARAC MEMBERS MAGAZINE



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Website	Radu Repanovici	radu.repanovici@racinginfocus.com

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INSIDE

In this edition of the Vintage Racer we take a look back at the 1967 Sundown Grand Prix. Reading an old account it struck me how many VARAC types were involved in the event who are still involved with racing today. A couple of them have sons who are now racing. The Sundown Grand Prix was once won by no less a racing figure than Roger Penske. This was long before anyone realized that there could be something richer than a millionaire that began with the letter B. In 1960 winners Peter Ryan and Roger Penske took home \$800. Other notable winners include Al Pease, Eppie Wietzes and Craig Fisher, George Eaton, Maurice Carter and Nat Adams, Ludwig Heimrath and others.

And there's more! So enjoy! And your comments and contributions are always welcomed. Please contact me at the address below. *Jeremy Sale*

Jeremy Sale
Editor
The Vintage Racer
3076 Ballydown
Crescent,
Mississauga ON
L5C 2C8
E-mail: jeremyis@rogers.com



WEBSITE: WWW.VARAC.CA

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The Legendary Ludwig Heimrath

By George Webster

(This article originally appeared in PRN
Motorsport Magazine)

In the history of motorsports there are many great drivers but only a few who take on mythic proportions. Drivers like Nuvolari, Fangio, Moss, Foyt, Petty and Earnhardt – these mythic figures are known by a single name. Canada has such a mythic figure in Ludwig Heimrath, the German-Canadian who wowed race fans with his achievements over a career of dominance that spanned five decades – and in keeping with his legendary status, he has been known to generations of race fans simply as ‘Heimrath’.

Yes, there are several other Canadians who have had remarkable careers and some who may have actually had more success than Heimrath. For sure, if you examine Heimrath’s five decade racing history you might find that he sometimes was racing in cars that were outclassed and that he had to struggle to be competitive with other drivers with better sponsorship and better equipment. But mythology is about more than dry facts and Heimrath’s bigger-than-life

personality and some key legend-making runs made him an undeniable mythological figure in Canada’s racing history – a true bigger-than-life racing hero.

For me, the legend of Heimrath is built on five parts of his long racing career:

The way he won a ride in the Eglinton Caledonia Porsche RS-60 for the 1960 Sundown Grand Prix and then how he overshadowed the other Porsche drivers in that race. Afterwards he displaced Francis Bradley from the seat and went on to win the drivers’ championship the next year.

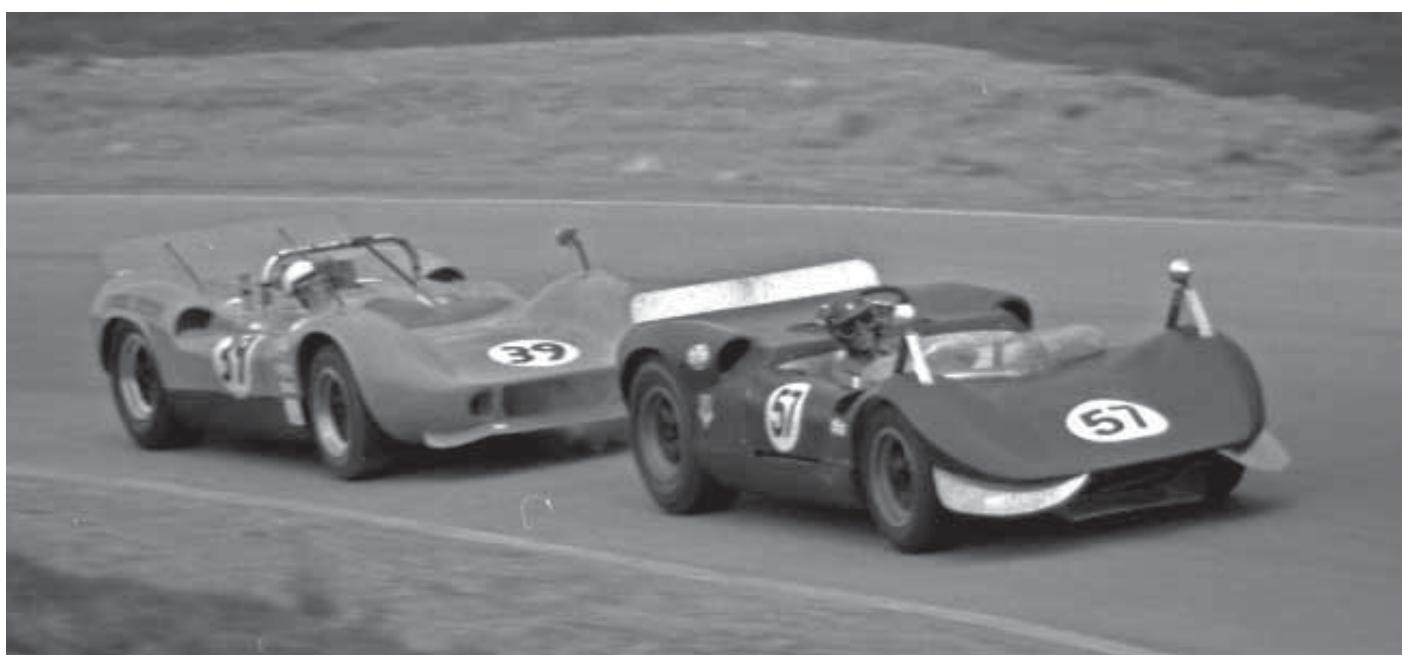
1. That championship led to a guest ride in a factory Porsche in a non-championship Formula One race in France in 1962.

2. In 1994, he landed a seat one of the Comstock racing team’s King Cobras and, after teammate Eppie Wietzes was forced to sit out the season after an accident in the first race weekend, Heimrath went on to win a second



Heimrath was chosen to drive the Eglinton-Caledonia car.





Heimrath had a deliberately intimidating style on and off the track.

Canadian championship in dominant fashion..

3. In the seventies, he raced a series of Porsche 911s. In 1977 he challenged Peter Gregg, who was driving a similar but more modified Porsche 934, on the track and in the appeal courts. The dispute went all the way to the FIA in Paris but Heimrath emerged the victor – the 1977 Trans-Am championship winner – even though it took SCCA nearly five months to begrudgingly acknowledge his championship. To this day, some people remain confused by this controversy.

4. Heimrath continued to race – mostly in a series of cars based on the Porsche 924 and its successors – for the next two decades. The final version was the three-litre Porsche 968. In 1997 he won the class championship. At the age of 66 he retired for good at the end of 2000, having run the full season, having raced every year since his start back in 1958. (If I weren't so pedantic about decades starting on the ones, I might go along with the popular misconception and say that the 2000 season marked the start of his sixth decade in racing)

But there's more to the Heimrath legend – like Foyt and Earnhardt he had a strong persona. He had that same no-nonsense tough-guy approach on and off the track. There was an air of self-confidence and bravado that approached arrogance. He was an aggressive driver who cut no slack for anyone else and, even when he sometimes found himself driving against superior equipment, he had a dominant style that made him the driver you noticed. Indeed, Heimrath had a deliberately intimidating style on and off the track. Ross de St. Croix, who raced against him in the early 60s, says that the drivers used to call Heimrath 'the intimidator' and that was long before we had ever heard of the other Intimidator.

I never had any dealings with the Heimrath Porsche sales

operation but the legend has it that Heimrath's my-way-or-the-highway approach carried over to his business. The story goes that you needed to count yourself fortunate if Heimrath would deign you worthy to be allowed to buy a Porsche from his unpretentious-looking showroom. Despite this unusual approach to selling a prestige car, his little sales operation had sales to rival the biggest of the slick Porsche dealers in Canada.

Of course, now that Heimrath has retired from the car business and from racing and he has settled down into something of a mid-70s senior citizen status, that rough exterior is now pretty much gone . Perhaps the guys who shared the Mosport circuit with him in his Porsche GT2 on a couple of recent track days may not be quite so sure that he has turned into a pussycat yet.

In the fifties, and even into the sixties, the road racing culture in North America was dominated by the English sports cars. Many racing fans – especially in Canada -- were actually expats who had emigrated from Britain in the post-war years. Even those of us who were native Canadians were automotive Anglophiles who tended to affect tweed jackets and pipes in what we thought was the English style. Germans made up a significant part of the post-war exodus from continental Europe and a sizeable German community developed in Toronto by the mid-fifties. VW Canada was established in Toronto and, in the early days, it employed a German-speaking work force in the shops.

Out of this German cultural community, a German-based car culture came together, perhaps best known in the form of the Deutscher Automobil Club, which was founded in 1958 – and the large contingent of German-Canadian race drivers that made up a significant part of the race entry from that

time forward.

Heimrath came into this Toronto scene in 1956. (I must note that both he and I are now ‘seniors’ and some of our specific recollections from the old days may not be totally precise.). He was born in August 1934 making him ten



when the war ended. In Germany he had raced motorcycles but gave that up as too dangerous, tried his hand at boxing (in character with his pugnacious persona), worked in the auto industry – Opel and Porsche – before emigrating to Canada. As soon as he arrived in Canada, he was taken in by the German community and he quickly found work at VW Canada – fluency in English came later.

Encouraged by VW Canada, he went racing in a Volkswagen in 1958. Soon he was summoned to New York (accompanied by a scion of the Piëch side of the Porsche family who was interning in Toronto at the time) where he was given a Porsche engine which fitted straight into the VW and made it a much faster racer. Heimrath’s memory is that he won every race in that car.

Heimrath moved up to a Porsche Speedster Super 90 in 1959 and 1960 and in his soon-to-be-familiar style ran competitively with the more powerful Porsche Carrera of Klaus Bartels (another VW Canada protégé). As a racer, Heimrath was immediately embraced by the German community here – VW Canada, DAC and beyond – as one of their heroes. But he was soon to be recognized as a star by the broader racing community.

In 1959, Roger Penske and Harry Blanchard, driving a Porsche RSK, had won the Sundown Grand Prix, a six-hour endurance race run at Harewood. The 1960 event was set to run in October. Both Francis Bradley and Peter Ryan had new Porsche RS60s that year and needed co-drivers for the enduro. The LASC August event at Green Acres was the venue for the auditions. Ralph Luciw got to drive the Bradley car. Heimrath’s tryout came in Ryan’s similar car.

Luciw had a clutch failure which caused over-revving and then a broken cam. The car was done for the day. Meanwhile, Heimrath drove the Ryan RS60 flawlessly, never exceeding the rev limit and breaking the track record by a tenth of a second. This was the start of the Heimrath legend.

Come the Sundown, Penske shared the Ryan Porsche while Heimrath, not Luciw, was Bradley’s co-driver. The race began with a Le Mans-type start and Ryan roared off into the lead. Heimrath was slow off the line losing several positions but by lap eight he had caught Ryan and passed him. Thirty minutes into the race Heimrath had a 30-second lead. Just before the two-hour mark, Heimrath spun in the esses – with an assist from a lapped car – and damaged the rear of the car. Ryan regained the lead.

Heimrath pitted to have the rear bodywork pulled off his tire, dropping him further behind Ryan. An hour later as darkness was settling in, Heimrath came in for the driver change. Bradley got into the car but minutes were lost while the crew struggled to fix the broken tail lights. By the time he regained the race he was over three laps in arrears.

The other team had its own problems. Penske was feeling sick and after he took over the car he only did a short stint



before he came back in and Ryan got back in. These two pit stops threw away most of their lead but Ryan held off Bradley to take the win.

Heimrath’s strong showing here at the end of the season overshadowed Bradley’s and, going into the 1961, Heimrath was chosen to drive the Eglinton-Caledonia car – building more of the Heimrath legend.

Mosport opened in 1961 and Heimrath showed up with the RS60 for the first race and dominated the day. The next race was the Players 200 with an international field. Stirling Moss won in the new Lotus 19 – a sports car version of the F1 Lotus 18 with the 2.5-litre Climax engine. Jo Bonnier and Olivier Gendebien were second and third in a pair of Porsche RS61s while Heimrath came home a respectable fourth in the year-old RS60. Grant Clark was fifth in the new Comstock-Sadler Mk IV, a revolutionary new rear-engined sports car with a (then) monster Chevy V-8. Unfortunately this new Sadler, which was the first race car of its type, was seriously hampered by teething problems.

Despite having a year-old 1600 cc car running up against potentially stronger cars in 1961 – the Comstock-Sadler and Peter Ryan’s new Lotus 19 – Heimrath won the



championship that year. These faster cars only showed up a few times and the Sadler continued to have trouble finishing races. Heimrath's strongest competition came from Bradley who was driving 'Miss Whiz', a fast 1100 cc Lola, but no match for the Porsche.

On the strength of his championship win, Heimrath had a chance to go to Europe and drive in a factory-supplied F1 Porsche. This turned out to be an entry in the non-points race in Pau, France and his car was the year-old version which was, in reality a monoposto version of the RS60 sports car he had raced in 1961. This version had never been competitive as an F1 car and was now obsolete, Porsche having replaced it with a new car powered by an 8-cylinder engine. During practice he had some problems with the brakes – Porsche were still trying to make do with drum brakes - but he qualified 12th quickest in an 18-car field. In the race he was running in 10th place when, on lap 23, his brakes seized up sending him crashing into a trackside fountain. Part of the Heimrath mythology coming out of this European adventure was the belief that if Porsche were to have entered three F1 cars in the championship, Heimrath would have been picked for the third driver.

The next two years, Heimrath continued to race the RS60. He told me that at one point, it was shipped back to the factory in Germany and upgraded to new specs, making it, in effect, an RS61. In 1962, Bradley got the ex-Ryan Lotus 19 a faster car than the RS60. However, Heimrath hounded Bradley all season long – trash talking Bradley in the finest Earnhardt intimidator style – but in the end Bradley was the 1962 champion. The next year, Dennis Coad took over the Lotus 19 and the result

was the same – Coad the champion by a single point over Heimrath. This was a remarkable achievement considering that his Porsche had only a 1600 cc engine.

By now, the old RS60, despite updates was getting seriously long in the tooth and no new car was forthcoming from Porsche. Opportunity knocked in the form of Comstock racing. After a bad year trying to run the Sadlers and then a couple years fiddling around with a home-built front-engined special, Comstock were to get two of the new Can-Am-style Ford-powered Cooper Monacos (often called 'King Cobras') for the 1964 season. Wietzes and Heimrath were signed to drive them.

The Comstock team manager, Paul Cooke, had worked closely with Wietzes from the start of his racing career and this close relationship might have been a source of friction between Heimrath and the other two. This potential conflict never arose because Wietzes crashed one of the King Cobras in practice for the first round at Westwood and broke his leg putting him out for the rest of season and writing off the car. This left Heimrath as the only driver for the sole remaining car and he dominated Canadian racing in 1964, his strongest opposition coming from Vic Yachuck in the ex-Ryan Lotus 19 and from Phil Smyth in a Lotus 23. Another legendary year.

By now, Heimrath had left VW Canada and was running his own service garage nearby – concentrating on service for Porsches. Later he was able to upgrade his business to a full Porsche sales operation.

He left Comstock at the end of 1964 and went out on his own – but, presumably, with continuing support from Ford. Bruce McLaren had won the 1964 Players 200 at Mosport in an uprated version of Penske's Zerex Special running an Olds engine. For 1965 McLaren was producing customer versions of his new rear-engined sports car – and Heimrath obtained one and fitted a monster Ford engine into it.

Although the Ford engine was troublesome, he dominated the Canadian races facing little competition. However, the championship was based on class wins and Bob McLean in the small-engined Lotus 23B earned more points and hence the 1965 title. In October he towed the car out to California



for the big sports car races but he crashed early in the Laguna Seca race (he hit a hay bale that had been knocked onto the track by another car) and the result was a wrecked and burned out car and him with a fracture in his leg.

He bought another new McLaren Can-Am style car for



1966 and for 1967, he upgraded the car to the new specs. Running a smaller Chevrolet engine, when he ran well, he dominated the Canadian races. Now that he was running his own team out of his own shop, he needed serious financial support – he needed to find a big sponsor to fund this expensive operation. He did find some small pieces of sponsorship – and he may have had some silent backers – but he never had to funding to do this program right and he could not achieve any significant results in the Can-Am championship races.

In 1969, he decided to go where they paid bigger money purses – Indy car racing. He bought a used Eisert Indy car with a Chevrolet engine and also a Gurney Eagle and ran a few races with limited success. In 1970 he continued with the Eisert-Chev., but the old car was outclassed and the Chevrolet engine uncompetitive with the Ford Indy engines. That year, he also bought the McLaren Mk 10 Formula A car that George Eaton had run the year before. He entered it in a race at the airport in Ottawa and the car broke in half – the car was junk. 1971 saw a few more desultory runs in the Eisert – he even accepting an invitation to run it in Argentina.

If you look at Heimrath's race record, you can see that he never had much serious sponsorship after he left the

Comstock team. While it has always been true that Canadian-based divers find it very hard to get Canadian or any kind of big-pockets sponsors, it is a bit startling that Heimrath was always struggling with this problem from 1965 on. Perhaps Heimrath's independent, tough-talk style made sponsors (and agents who might have helped find the sponsors) step back from this buzz-saw of a man. Who knows what he might have achieved if he had been able to sign on with a well-sponsored team back in those missed-opportunity years?

The door opened on his next phase of success in 1972 when the Porsche factory sold him a race-ready 911S (a.k.a. 'RSR') which had run just one race in Europe. No doubt this return to the Porsche fold proved productive in the form of factory support of various kinds. Heimrath says that this RSR was one of the best cars he ever had and points out that it was so dominant over its competition that it was torn down post-race several times but the scrutineers could never find anything illegal. In addition to the race car, the factory also sent a French mechanic who knew how to look after the car. Now, despite continuing to lack much visible sponsorship, he was ready to race. He teamed with another member of the German group, Fritz Hochreuter, to win the six-hour Sundown race.

The next year he continued his winning ways in this 911 RSR. He teamed with Craig Hill for the Sundown. By now, Heimrath was nearly 40 years old. Dave Cook, then an announcer at Mosport commented that "several younger drivers are saying that Heimrath and Hill are over the hill" but the duo proved them wrong, winning the Sundown by four laps over the second-place Bytzek brothers. Little did Cook know then that Heimrath would be still going strong more than 30 years later.

In 1974 he teamed with Hill again to win the Sundown race. This year he contested the SCCA Trans-Am title and finished second, just one point behind 'Peter Perfect' Peter Gregg. The next year saw more strong results in the RSR. That year, one reporter recorded that the oft-belligerent Heimrath said, "I believe that I've had the wrong attitude." as if he was planning to turn over a new leaf and become Mr. Nice Guy. When I quoted this back to the present-day Heimrath, he just gave me a wry grin. There was a new 911 RSR for 1976, a Trans-Am win at Mosport but the year was marred by some crashes by co-drivers.

1977 was the highlight year - the year he won the over 3-litre division of the Trans-am championship. Coming into the Mosport round in August, Gregg had three wins to Heimrath's one but Heimrath's consistent good results saw him leading 93 points to 90 – it was two way race for the championship. In those days the question of which modifications were legal and which were not was a confused business with the entrants, the sanctioning bodies (both IMSA and SCCA) and the manufacturer (Porsche) weighing in on the topic. Apparently Gregg had decided to leave IMSA competition to concentrate on the SCCA Trans-Am because

IMSA was being too hard on him. In retrospect, one has to wonder if there was some kind of quiet understanding with SCCA that they were going to turn a blind eye to some of his trick mods. Of course, this would never do for the old hardhead Heimrath. Right from the first race of the season he was complaining about apparent rules violations on Gregg's Porsche – modified bodywork, missing rear bumper and brackets and stronger Porsche 935 rear axles – but he was getting nowhere. He decided to wait until the late season Mosport race to make formal protest – thinking that the CASC would end up adjudicating this protest on Canadian soil. He did just that and the Canadian authorities sided with him, but the

SCCA officials refused to force Gregg to put the car back into 'stock' condition, opting to make him carry a few pounds of ballast as compensation. Even though this ruling was made after qualifying had been run, Gregg was left in his front of the grid position. Heimrath also protested this.

The six-hour race was a runaway for Gregg and Bob Wolleck. Heimrath and Paul Miller finished second, three laps back. Gregg now led Heimrath by seven points. A CASC appeal board met and upheld Heimrath's protests, meaning that Gregg would not be classified as a finisher and would receive no points for this race. The SCCA chose to ignore the CASC ruling and continued to award the points to Gregg. Finally the SCCA's Burdie Martin said that they would appeal the Canadian ruling to the FIA to get this settled. The remaining three races of the season racked up one win for Heimrath and two for Gregg. The SCCA reckoned that Gregg was the champion by 185 points to 162. Heimrath figured that without the Mosport win for Gregg, he would be the champion by 172 to Gregg's 145.

The FIA hearing was held in December and they found in favour of Heimrath's position. However, a week earlier Martin had unilaterally declared Gregg the champion and awarded him the trophies. Eventually the FIA prevailed and the following April (presumably after the new SCCA media guides had been printed showing Gregg as 1977 champion) the SCCA did officially acknowledge Heimrath to be the

Trans-Am winner.

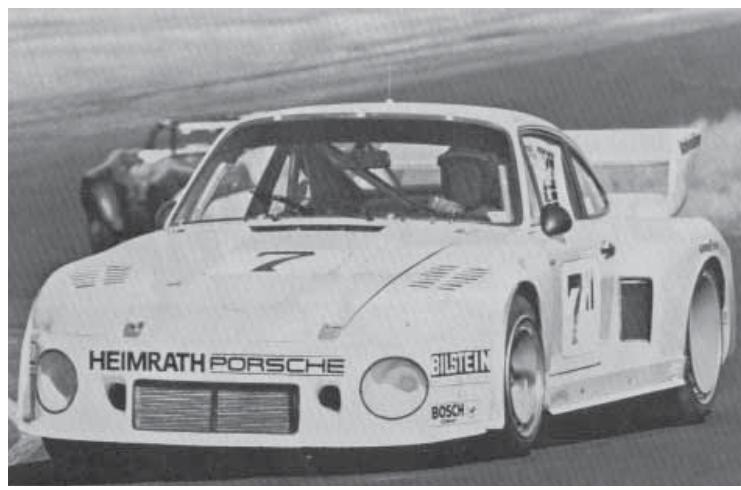
In 1978 he moved up to a proper 935 and ran the big races at Daytona and Sebring for two DNFs, but he had a good season in the Trans-Am competition, scoring two outright wins and being competitive all season. He finished a close third in the year-end final championship standings. And he continued with the 911 variants (e.g. 935) through 1981. In 1981 he got a pair of Porsche 924 turbos from the factory and he began a long run in these cars and their successor models that would take him right through to 2000.

By now his son, Ludwig Jr, was starting to drive and often drove the 935 and the 924 alongside his father and as co-driver in long-distance races. After a few years of that, they decided to make a serious effort with JR in the Super Vee series. JR was rookie of the year in 1983 and ran again the next year. After that he had a season running sports cars for Jim Trueman before he moved up to Indycar with sponsorship from Mackenzie Financial, a Canadian mutual fund company. He ran three seasons including three Indy 500s. Soon after that JR quit racing and set up a business on the west coast fabricating parts for the aero and racing industry.

Meanwhile Heimrath Sr. was continuing to race in the 924 and later in the 944 turbo. In 1992, Porsche introduced the 968,

a replacement for the 944. The 924 and 944 had been built in the Audi factory and used Audi-based engine. The 968 represented a significant redesign, it was now built in the home Porsche factory and powered by a new three-litre four-cylinder engine derived from the V-8 in the 928. According to Heimrath, this engine was a major improvement over the Audi-derived engines in the previous models. He is fulsome in his praise of the 968.

Here's more of the legend: In 1994, at the age of 60, Heimrath was driving the Porsche 968, competing in the Valvoline Touring Car Championship, a CASC Ontario Region series. From his scrapbook I know that, he drove solo to a win in the 3-hour race at Mosport in June and in



With son Ludwig Junior.

September won both heats in the Shannonville series finale and that he was beat out by Rick Bye for the title by a single point. In 1997 he won his class in the Canada GT Challenge, taking the class win in five of the eight races. He won three times in 1998 and twice in 1999. Finally, in 2000 he made nine starts in the 11 rounds of the series before taking off his helmet for good at the age of 66. He had raced every year from start to finish over a span of years that saw him racing in five different decades.

How many races did he win? That would be hard to document now but several years ago he told a reporter that he had 483 trophies in his home. Today his trophy collection fills the walls of his cottage to overflowing. Heimrath's legend is based on his notable results, often in the face of seemingly insurmountable opposition – and his amazing longevity as a championship-calibre racing driver. For sure there is an element of mythology that surrounds such an unforgettable person and such a remarkable driver – but there's no denying that Heimrath is one of the great drivers in Canadian motorsports history.



Heimrath in the Comstock Cooper Ford



Jack Boxstrom and The Lightweight Camaro

By Bob English

It was easy to recognize Chevy Camaro true-believers attending the Canadian International AutoShow in Toronto in February, they were the ones genuflecting before the acid-dipped, blue and yellow bodywork of the 1967 Sunoco Camaro referred to reverentially as "The Lightweight" one of the true warrior gods of 1960s Trans Am racing.

From the mid-60s until the early 1970s the heavyweight division of Trans Am racing was an all-out punch-up between automakers producing the era's "Pony Cars."

Chevy Camaros, Pontiac Firebirds, Ford Mustangs, Plymouth Barracudas, Dodge Challengers, Mercury Cougars and AMC Javelins fought it out on road courses across the U.S. and Canada for race-on-Sunday sell-on-Monday supremacy. Chevrolet had been a little late arriving on this scene but when its Camaro (and Pontiac Firebird) finally arrived in 1967 the gloves definitely came off and Trans Am became a bare-knuckle brawl.

And the first points scoring punch by a Chevy was thrown by the Canadian-owned car that show goers could ogle under the spotlights in the History Room in the show's Classic Concours, where it served as the focal point for a display entitled Icons: The History of Camaro and Firebird, featuring examples of the cars through five generations including some very special editions.

"The Lightweight" is the 14th example of the Camaro Z28 to roll off the assembly line (in December 1966) and was purchased by Terry Godsall from Gorries Chevrolet-Olds in Toronto. The car was race-prepped by Doug Duncan at

Gorries, which was no stranger to road racing, and readied for respected Canadian racer Craig Fisher to drive in the 1967 Daytona Trans Am event held separately from the 24 hour race. Fisher brought it home second in the Trans Am, scoring the first points for a Camaro in the series, but DNF'd in the 24 hour event.

Z-28 number 13, meanwhile, had been procured by a certain Roger Penske, then a racer and Chevy dealer in Philadelphia, to be developed and driven by the now legendary Mark Donohue. Current owner of the Sunoco Camaro, American collector and vintage racer Patrick Ryan of Montgomery Alabama takes up the story.

Ryan says the Penske/Donohue car got off to a slow start, but after acquiring special tinfoil-thin body panels specially stamped by General Motors began to fly. Unfortunately when it landed, after being crashed by Donohue, these trick panels didn't survive.

Fisher and Donohue then co-drove the Penske/Donohue Sunoco Camaro in a race at Marlborough and Fisher and Godsall's car became part of the Penske team. Number 14 then got the full Penske/Donohue treatment. The body was acid-dipped, it now ran trick 302 cubic inch TRACO V-8 engines and was painted in Sunoco's yellow and blue livery. It was driven by Donohue to a pair of wins in two of the last four Trans Ams of 1967, while Fisher drove the original Penske Camaro.

After lapping the field in the final event a post-race weight check revealed it to be 250 lbs. lighter than the 2,800 lb. minimum, but some fast-talking by Penske resulted in the win



Craig Fisher, Mark Donohue, Bob Johnson at Daytona 1968. Photo by Rod Campbell, Canadian Motorsports Heritage.

being allowed to stand, although pre-race weigh-ins became the rule thereafter.

Camaro's were restyled a bit for 1968 and Penske built one into a racer, which suffered a mechanical failure at Daytona, leading GM to urge a second team car be added for the Sebring 12 hour race.

Without time to prepare a 1968 Penske and Donohue borrowed The Lightweight back from Godsall and "fooled the tech inspectors by putting a 1968 grille and taillights on it and painting both cars identically." They then sent the legal 1968 car through tech inspection twice, once with its own racing number and then with The Lightweight's number.

The same trick was used in qualifying with The Lightweight actually setting qualifying times for both. No wonder Donohue's later book was called *The Unfair Advantage*.

Ryan says The Lightweight went on to win the Trans Am and finish third overall at Sebring that year behind a pair of factory Porsche 907s. The Trans Am ran as a class within both the Daytona 24 hour and Sebring 12 hour races in 1968. The team went on to dominate Trans Am, winning 10 of the 13 events and claiming the championship. They won the championship for Chevy again in 1969.

The Lightweight returned to Canada after the race and was sold to Montrealer Bob Gagnon and raced by Fisher in the 1968 Trans Am at Lime Rock. Fisher finished the year racing a Firebird for Godsall. And The Lightweight won the Eastern

Canadian Touring Championship in the hands of Francois Favreau. It was also driven by Canadians Marc Cantin and Dick Brown.

It then went through the hands of partners Larry Gilbride and Jean Hrab before finding a home with Francois Guertain who ran it in several Trans Ams in 1970, 1971, 1972 before putting the now aging battler into storage.

The Lightweight, then still owned by Guertain, was discovered in the early 1980s by vintage racer Jack Boxstrom sitting on sawhorses in his warehouse minus engine and wheels, which had been sold off to local hotrodders. After buying, putting it back on its wheels and building a race motor for it he entered it in its first historic race at Road Atlanta where he discovered there was no class for it.

"I was the first guy to bring a historic Trans Am car to historic racing," says Boxstrom. "That weekend was fabulous because people came out of the woodwork saying I know where there's one of these, and I still have mine. And then it all just took off."

Boxstrom sold it - "for what I thought at the time was a fortune at the time" - and it again went through two other owners before ending up with Ryan in 1988, who with son Sean make up "Unfair Advantage Racing."

The Lightweight has been lovingly restored as closely as possible to 1968 Sebring appearance and specs and since 1989 has competed in some 120 vintage racing meets.

Lotus Notes

By Jeremy Sale



"The Seven was the car I dreamed about as a schoolboy. When I got the chance to build it, it was the most basic, lightest, high performance little car we could come up with...a student's car, if you will,-a four wheeled motorbike."

Colin Chapman.

"I, too, dreamed about Lotus Sevens as a schoolboy! I dreamed about buying the kit one could "put together with a few friends on a weekend". I later dreamed about buying an ex-race car Seven in the '60's, from Autosport, in Cooksville. The bank manager wisely said "Dream on!" which was a very good thing, as I'm sure I would have quickly met an untimely end. Years later I joined VARAC and raced a Bugeye Sprite, then eventually bought my 1962 Lotus Super Seven." Jeremy Sale.

Colin Chapman started his career buying and selling second hand cars, a successful but short-lived occupation as when petrol rationing ended and new cars became plentiful the demand for second hand vehicles stopped. Selling the stock at a loss Chapman used the left over bits to produce an Austin Special, (later retroactively dubbed the LOTUS MARK I). He and wife Hazel used this car for "trialing" which they both enjoyed and were successful at. (This bizarre British sport is completely beyond any rational explanation. Please feel free to Google this yourself or YouTube "British Trial Cars - Top Gear 1992".) Chapman then built an improved second car which was an immediate success. According to the Lotus Seven Register "Colin had never watched a motor race when he took part in the Eight Clubs meeting at Silverstone on the 3rd. June. Qualifying in one of the "Half Hour Speed Trial" events he went on to win the "Five Lap Scratch" race beating Gahagan's GP Bugatti into second place!"

By selling the Mark II and Mark I, Chapman raised the funds to buy an Austin Seven saloon for the basis of the Mark III, which was later followed by the IIIb and IV. Only one example of each was made. Chronologically the next Lotus to have been produced should have been the Mk V. This designation was planned to be a 750 Formula car capable of 100mph, but it was never built.

Chapman then commenced building the first Mark VI with an all Lotus designed space frame chassis. This was the forerunner of the iconic Seven which is still being produced in



"My Lotus Seven is a 1961 Series 2," says VARAC's Van Worsdale, "it's powered by a 997 cc Ford 105E engine. I raced it three times in 1987 then performed a total restoration. It has been vintage raced every year following at Mosport, Shannonville, Mt. Tremblant, Waterford Hills, Gratton, Watkins Glen, Mid Ohio and Savannah."

Photo by Bob Harrington

various iterations today, more than half a century later. The prototype debuted at Silverstone on 5th July, 1952 where it caused quite a stir, finishing second in two races. In 1953, the first full season, the first four Mk VI cars to start racing gained no less than 47 awards in competitive events including 19 first places. Colin Chapman's own car remained unbeaten in its class in that year, taking 20 awards. The Seven was to wait quite a bit longer to appear and before that time Chapman had brought out several race cars which put Lotus firmly on the map.

Racing successes with the VI in 1953 encouraged the forward-looking Chapman to conceive of a streamlined race car for 1954 and this was to lead to a most fortuitous encounter. During 1953, Mike Costin, an engineer with De Havilland had started helping build the Mark VIs in his spare time.

(Mike worked at Lotus until the early 1960s before he and Keith Duckworth formed the famous Cosworth Engineering Company.) Chapman showed the sketches for the proposed streamlined body to Costin, who suggested that his brother, Frank, a specialist in the field of aerodynamics should look at the design. Frank redesigned the bodywork, adding rear fins, a tonneau cover, rear wheel spats and a longer front end. The combination of Costin's aerodynamics and Chapman's chassis was a winner and the Mark VIII beat the works quad-cam Porsche in the supporting sports car race at the British Grand Prix at Silverstone. This naturally caused considerable customer interest. Lotus had arrived, and new cars were being ordered in sufficient numbers for Chapman and Mike Costin to give up their day jobs and work for Lotus full time. In all seven Mark VIIIs were made. Though they were very advanced in design, only Chapman's Team Lotus car had any real successes on the racetrack.

Chapman now found a new, lightweight engine from an unlikely source. The Coventry Climax fire pump engine was first seen in automobile competition at the 1954 Le Mans 24 Hour Race powering a Kieft sports racing car. (At my boarding school in Scotland we had two ancient fire engines and I

well remember manning the Coventry Climax pump while fantasizing that it was attached to a much more glamorous vehicle.) Lotus first raced at Le Mans in the ill-fated 1955 event with the Mk IX. Chapman and co-driver Ron Flockhart experienced difficulties due to a slipping clutch but were running well enough when the car was disqualified. Chapman had reversed it out of a sand bank after an agricultural excursion. Unfortunately he did so before being granted permission to do so by the marshals. The disqualification was probably a result of over-caution after the terrible disaster earlier in the same race, involving the Mercedes driven by Pierre Levegh.

The Mark X Sports Racing car also appeared in 1955. It was powered by the Bristol 4-cylinder s.o.h.c. 1971cc engine to satisfy demand for the larger engine classes in competition.

The new Lotus for 1956 was not called the Mark II as Chapman decided to drop the

'Mark' and the Roman numerals, he felt that the system would only lead to later confusion. Thus after the Lotus Mk X the cars were the "Type" plus the numbers in Arabic numerals and were referred to by their number only, usually written out in full e.g. "Eleven". By the time the number reached twenty the Type numbers reverted to numerals only. The Eleven, fitted with the new Coventry Climax engine, was very successful. The body was much smoother and more compact than the Mark IX with the bonnet and tail reduced dramatically, tail fins lowered and front and rear wings partly hiding the side view of the wheels. Many cars had the optional headrest cowl and headlights were now behind sleek perspex blisters. Front and rear body sections were hinged at either end for easier access.

The Lotus Seven

Finally in 1957 an updated version of the Mark VI appeared called the Seven.

From the Lotus Seven Register: "Mac" MacIntosh recalls the genesis of the Seven:

"Earlier in the year I was at the Chapman house one Sunday, as usual, when Hazel said, 'I think we need a more basic car, a successor to the Mark 6. The Eleven is fine, but it's expensive to buy and even a slight dent in the bodywork is expensive to



John DeMaria's Lotus Eleven.

repair.'

Colin looked dubious, but I said, 'I think Hazel's right, that's a very good idea.' Colin thought for a moment and then said to Hazel, 'You do the washing up and Mac and I'll get on with it.'

We based it on the Eleven and we had done all the stressing by 10 o'clock that night. Colin took the drawings into work the next day and a week or so later, we had built the first Seven!'

The car itself was formally launched at the 1957 Earls Court Motor Show although no actual vehicle was provided for the display stand. The star of the show was the revolutionary new Lotus Elite, a two seater coupe with integral glass fibre body/chassis.

The Seven was displayed only as part of the Lotus brochure; sufficient evidence of Chapman's priorities if any was needed. Nevertheless, it was the Seven that kept Lotus going from a cash flow point of view. The Elite was proving a difficult car to get into full production with the emergence of problems with its all fibreglass construction. As a result, deliveries were delayed and thus it was the Seven which was keeping Lotus fortunes afloat.

The basic cost of a Seven was £1,036 fully built and £536 in kit form. Almost inevitably, most were sold as kits, the huge price differential being due to the Purchase Tax charged on fully built cars. Car components were totally exempt. The burgeoning kit car industry which emerged in Britain in the 1950's was very much a product of this tax loophole.

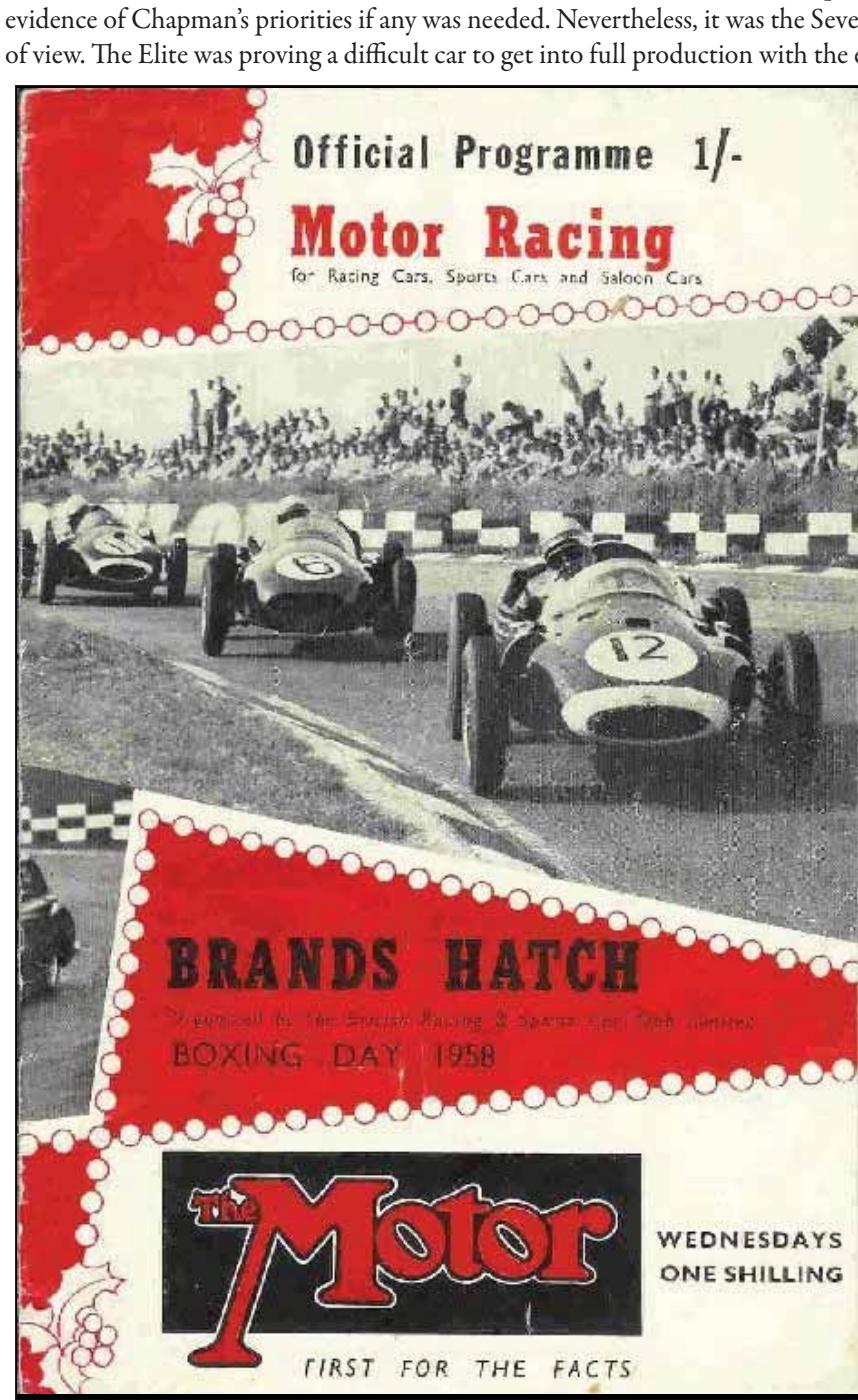
Brands Hatch 1958

It was just days short of my sixteenth birthday in January and my brother and I showed up for Boxing Day at Brands Hatch in 1958. We enjoyed the racing from our usual spot at Druid's Hill Bend but we were totally oblivious of the history being made as we watched the Coventry Climax powered Lotus Super Seven factory demonstrator competing in the capable hands of Graham Hill. Hill's car was the prototype of the first Lotus to be called the "Super Seven", later dubbed the Lotus Seven "C" for Climax. What was incredible about Hill's victory over various Lotus Eleven's, Lolas, and Elva's was that his car had an ordinary Stage I tune 1098cc single overhead cam Coventry Climax FWA engine and drum brakes, together with the aerodynamics of Anne Hathaway's cottage. Hill's competition were the successful sports racing cars of the time, fitted with de Dion rear suspension, disc brakes and aerodynamic bodies, as well as more power. The win says a lot about his skill as a driver.

Further history being made at the same meeting was that it marked the first outing by



Johnny G, back in the dee."



Jim Clark, driving for the famous Scottish “Border Reivers” team. The future world champion finished second to Colin Chapman, both in pre-production Elites. A spinning back-marker held Clark up and allowed Chapman to pass him for the win. Looking at the Club Elite registry I see that at least five of the fifteen pre-production Elites were in this event including Chapman, Clark, jazz band leader Chris Barber and Mike Costin. My brother and I went home satisfied with the days racing, not realizing that he would go on to work at Lotus on the Indy 500 cars at right.

He also went on to own a couple of Elans and attend Lotus owner club meetings with the likes of G.Hill, Esq. I took somewhat longer to get my hands on one of these wonderful cars and I seem to hang out with somewhat less well-known race drivers than my brother...

Lotus and Caterham

According to the Historic Lotus Register the less attractive Series Four Lotus Seven “was made from 1970 to 1973 - approximately 650 made with Ford Cortina 1300 or 1600, and Lotus twin-cam. The Seven design was then sold to Caterham Cars who soon abandoned the S4 version and continued to make the Series 3 and developments of it, which they are still doing to this day.” The car is sold in more than 20 countries world wide.



“Above, my brother at right loads the Gurney Lotus Indy car. Not exactly high tech surroundings in those days...”



Phil Lamont’s beautiful Lotus 18 Formula Junior. The 18 was the first rear/mid-engined car built by Lotus. Purchased in 1978 and restored over a period of years it was first raced by Phil in 1987 and has won its class in the USA-based Monoposto Racing Championships many times from the late 80’s through to 2006.



Fred Samson's Elan was originally a "kit car". Here he leads John Greenwood's Lotus Seven.

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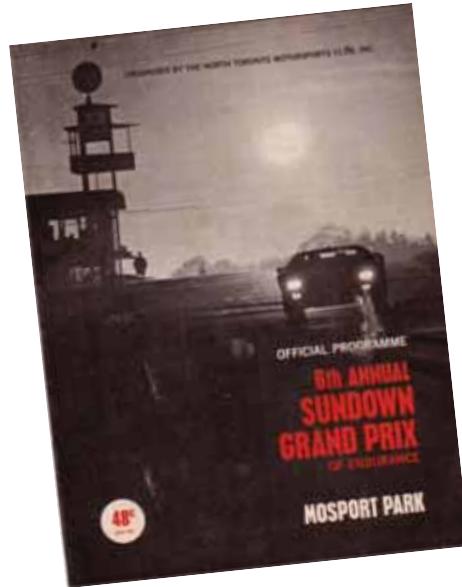
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SI INDOWN GP

The 1967 Sundown Grand Prix

BY Jeremy Sale

One of my interests is road racing in Ontario in the sixties. (Surprise!) Reading an old copy of Canada Track and Traffic describing the 1967 Sundown Grand Prix I began to realize that there were a number of familiar names cropping up. Doug Durrell for example, competing in his Kiki, the same one we see him racing today. Doug's pit crew included Dave Gold and Doug MacArthur. Bill Brack (apparently known as the Clarkson Charger in those days!) won the event. Linc Kinsman raced his Morris Special, you probably saw his son Jake racing his Canada Class Special last year. My colleague from The Mississauga News Dave Cook did the announcing. Tony Simms raced his MGB, the same one raced today by Joe Leadfoot, sorry "Lightfoot". Craig Rodwell drove an Austin Healey 3000. Another familiar name mentioned was Dave Elcomb, yes, Doug's dad. Now this was interesting...Elcomb was driving a remarkable Renault powered special called an "Avis". When I spoke to Doug about it he told me that the name Avis was actually his mum, Scooter's, real name. Who knew? The Avis was entered by "Ecurie Shoe String". Anyway I decided to condense some reports from "back in the day" and ask some hon members (oh oh) to provide their recollections, too. So, with thanks to Canada Track and Traffic, Wheelspin News, Canadianracer.com and some of our members, we can revisit the 1967 Sundown Grand Prix. I hope you find it interesting.



A unique event in Canadian road racing history the Sundown Grand Prix ran from 1959 to 1976, except for a few years in the early 1960's. It was later revived in 2005. The race, organized by the North Toronto Motorsport Club, usually began in the late afternoon with a Le Mans start, (see 1965 photo below) finishing 6 hours later in darkness. The inaugural event July 25, 1959 was held at the Harewood Acres circuit, near Jarvis, Ontario with 50 entries. O'Keefe



Breweries was the sponsor. That first Sundown was won by Harry Blanchard and Roger Penske in a Porsche RSK.

The 1967 event got started 45 minutes late, at 7:45, as 27 sports and sedan cars lined up for the Le Mans start on a track rendered treacherous by light drizzle. By this time, the clouds had become so heavy that lights were needed almost from the start of the race. Bill Brack, driving his Lotus 47GT, took the lead from the very start, chased by Mo Carter and Gord Dewar, both in hot Camaros. This particular year, the race was run over three hours or 100 laps, doing away with the need for co-drivers.

As the race started on a wet track there was much action for the first half hour or so on turn ten, with the more powerful machinery having some trouble on the slick surface. Not long after the Le Mans start, the four men to watch were Brack, Carter, Dewar and Francis Bradley (Datsun 2000). This group began to lap the tail-enders about the fifth lap, and Bradley moved into second behind Brack and was driving a fine race until he lost a wheel in turn eight and took to the dust

on lap 15. His Datsun was not seen until many laps later. Bradley had effected the necessary repairs out on the course in the misty darkness and rejoined the race. Then, worse luck intervened for the Datsun. The gas tank straps let go and, after dragging the reservoir 'midst clouds of sparks (a marshal reported that "it sure was pretty, but very scary") the tank let

go and ended up in turn two. A marshal reported one almost-full gas tank, with the cap still attached!) Francis used up the gas remaining in his line at turn five, which says something for Datsun mileage, even set up for racing!

LATER

By this time another car had moved almost imperceptibly into fourth place—the Kiki Mark III of Doug Durrell. This

is a most interesting machine, resembling a much enlarged Lotus Seven, and powered by a V-8 motor.

LATER

According to my scoring, Carter continued to lead Brack and Dewar, then Brack pitted and dropped back to third again. With the leaders passing slower cars up to six or seven laps behind, then making stops and charging off again, I confess I was completely fogged. Poor Dave Cook, on the microphone, seemed to be in a similar state. Reports from the lap scorers down below conflicted with everyone else's.

("As with all races in that era," Dave Cook says today "lap scorers and the announce crews seemed to be divorced from one another. For some strange reason the lap scoring officials just didn't seem to worry about us poor announcers.

As with almost every Sundown, we had bad weather, boredom and the challenge of trying to stay awake to keep the throngs of spectators, well, maybe not 'throngs', right up to date with the results."



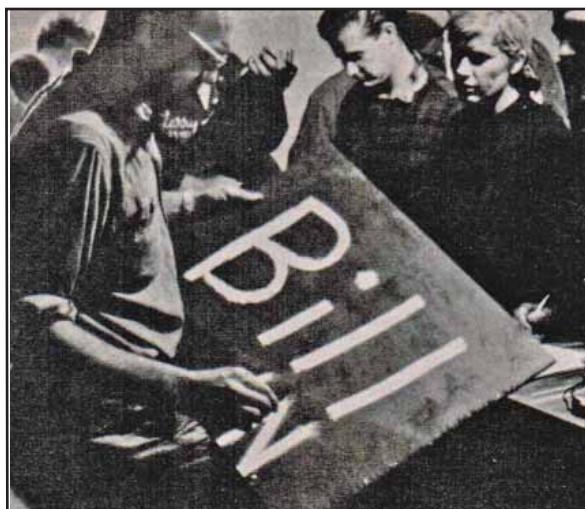
By lap 20 the order was Brack, Dewar and Carter. John Trevithick's little Austin Sprite had moved up to fourth, followed by John Davies' Austin Healey 3000 and Reiner Brazinka's Porsche 904.



Doug Durrell's Kiki III was still hanging on to fourth spot in a new, home built machine. This is a most interesting machine, resembling a much enlarged Lotus Seven, and powered by a V-8 motor. There should be more of these around.



Linc Kinsman (in red) with his Morris Special that he built with Mike Sopinka. It was outfitted it with fenders to meet the rules for Sports Racers. Linc's son Jake now races a Canada class car with VARAC and says Linc "was thrilled to be reminded that he took second in class for the race



On lap 92, the Clarkson Charger (Bill Brack) was forced to pit to observe a ten second penalty for having too many

men over the wall during a pit stop. Presumably this occurred previously when Brack came in with a broken tailpipe. Brack wasted no time in polishing off the remaining eight laps for a well deserved and popular victory.

During the closing stages, Carter's Camaro sounded none too healthy and Dewar replaced him for second place. Above, Ken Daniels calls Brack in.



This type of racing should be seen to be appreciated. To see the cars blasting through the night, with their multi-lighting systems ablaze is quite exciting. One car we had not seen before at Mosport was the Renault-based Avis special built by Windsor's Dave Elcomb. The internals of this car are extremely well put together, with the upper section of the engine (with clean engine-turned cam covers) designed and executed by Elcomb himself. The car retired on lap 32 with gearbox failure. Elcomb solved part of his lighting problem by mounting a large Lucas driving lamp on the roof of the Avis, rally style.



Tony Simm's MGB (now owned and driven by Joe Lightfoot) ran well throughout to take fifth place ahead of John Davies Austin Healey and Reiner Brazinka's Porsche. 9



Bill Brack looks back at the 1967 Sundown G.P. 'What a day'

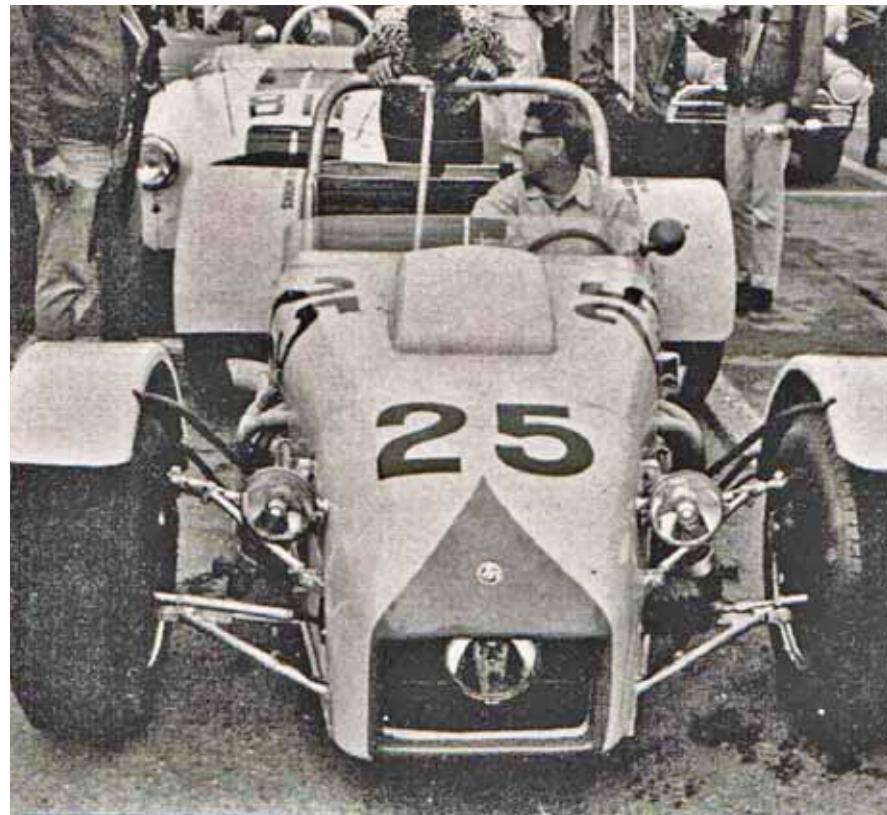
The 1967 'Sundown G.P.' was an amazing race. For two main reasons. First- we had recently received the 1st Lotus 47GT. Only one of fifty to be produced by Lotus. Second, and most importantly, this was the first time the 'Sundown G.P.' had been reduced from 6 hours of racing with 2 drivers to 4 hours driving or 100 laps, whichever came sooner. The 47 was very much a Lotus that day. It handled very well in wet or dry conditions. I was able to win in spite of a couple of mistakes, like sliding off the track and into the sand bank then having to get back on the track and into the pits to repair whatever had been damaged. Having done that I had to catch up on several lost laps. It took me a few laps to catch up, but then coming in to fuel up I incurred a 10 second penalty for having too many techs over the wall. My crew in my opinion, were the best. It was headed up by Ken Daniels who now resides on Vancouver Island..... Thanks for everything Ken and trust you are doing well. After my spin, the other potential winners were Maurice Cartier's Camaro along with another Camaro driven by Gord Dewar. They were a few laps ahead of me so I had my work cut out for me! I caught up and passed both cars while at the same time setting the fastest lap. What a great day! I shall remember this event fondly as the "Confusion Grand Prix" that's no reflection on the organization. It was good. In a race this long, it sometimes happens that way. I shall never forget the wet driving advice that Paul Cook gave me.... "Whenever possible always stay off the race line when it rains", as that part of the race track is always slippery with oil slicks and tire wear. It certainly paid off that day! Without Ken and our terrific team, I wouldn't have won the race.



Crowded in the pits! Doug Durrell's Kiki is squeezed in between the Mustang 350 of Harold Poole and ahead of Craig Rodwell's Austin Healey 3000.

It was the first race event for the Mk3 Kiki. The car was driven for the first time on Wednesday around the block in Mississauga, in the evening—with open exhausts! This was apparently not appreciated by all the neighbors. On Thursday night it was painted at Europa Coach Works in Milton, on Friday the numbers were painted on and the final assembly completed. We went through tech at Mosport on Saturday. In those days you had to accelerate down the access road behind the old pits and brake hard with your hands off the steering wheel. I surprised a lot of people with the noise, and me because I had never hit the brakes hard, they worked well! The exhaust headers came apart during practice but were reinforced and we started a sprint race (Held before the Sundown GP) on the front row alongside Craig Fisher in the Hayman Can-Am car and George Eaton in his McLaren. I managed to beat them both down to turn 3 (no wheel spin) but then slowly dropped back in the field. It's interesting that the fastest lap, by Eaton was 1 min 38.2 sec. The Mk3 can now turn 1:35's. The Sundown was shorter that year and was to run for only 100 laps so there were no driver changes. I don't remember much about the Le Mans start, except I didn't make a very good one, but with the long race it didn't matter. Unfortunately there were rain showers and then fog to go with the rain as night fell, so it was hard to see and quite uncomfortable racing. You had to be very careful on the straights due to the large speed differential of the various cars. On the first pit stop, Doug MacArthur fueled the car while Dave Gold and I checked the oil and made sure nothing was falling apart - everything was ok! Remember this was the car's first event! On the second stop only fuel was added. I was pretty happy to finish 4th overall, on the same lap as the 2nd and 3rd place Camaros. The crew had the trailer hooked up so that I drove the car directly onto it. A nice cold beer was in my hand by the time I had my helmet off-- tasted great -- after that much track time!

Doug Durrell looks back at the debut of the Kiki Mk 3



RESULTS: Sundown Grand Prix of Endurance

(100 laps):

1. Bill Brack, Clarkson, Lotus 47, 100 laps.
2. Gordon Dewar, Ottawa, Camaro, 98 laps.
3. Maurice Carter, Hamilton, Camaro, 98 laps.
4. Doug Durell, Cooksville, KIKI 111, 92 laps.
5. Tony Simms, Willowdale, MGB, 91 laps.
6. John Davies, Toronto, Healey Mk 11, 90 laps.

Fastest lap, Brack; 1 min, 47.1. secs.



2011 Driving School

A report from John Greenwood

VARAC was well represented at the 2011 CASC drivers school held at SMP on April 23/24..

Six students who are already VARAC members were there, and three other potential members joined us. Lending a helping hand in flagging, pit duties and instructing were Dan Wilson, David Shannon, Matt Molson, Vitas Svedas and John Greenwood. This group of 6 members, and 3 potential members, was the largest group of students vying to race with VARAC that I have seen in many years and represented approx 35% of the total students enrolled (32).

Members who attended as students included:

- Neil Burns.- 1275cc Midget - V/H – will be out later this season
- Anthony Svedas..(Vitas' father) - 2000cc Alfa GT - V/H – is aiming for the Festival
- Ken Lee - 2000cc Alfa GT - V/H – is aiming for Festival, but doubtful of completion in time.
- Stephen Hamann - 1600 cc Lotus twincam Europa - V/H - aiming for before the Festival
- Melissa Molson (Matt's daughter) – BMW – G70+ - in case of car problems, dad may be sitting out some events!
- Keith Jewell – MGB - V/H - Should be ready for first event.

In addition, 3 prospective members joined us -

Frank Talenti, Aaron Steacie and Adam Steacie.

The weekend started off WET and then it got COLD and WET for the rest the morning, then the SUN broke out around lunchtime, and it continued to warm up all afternoon, so we all got a chance to drive in very varied conditions..

For those members who haven't been through it, this school is not for patsies. It is quite rigorous and will certainly sort out the persons unwilling to get to competitive driving conditions, especially as the school gets to much more serious speeds including controlled passing on Sunday PM.

As Sunday was sunny and cool and just perfect for racecars, everyone just got better 'n better, lots and lots of track time. (I was exhausted!)

I attended an instructor's evaluation meeting on Saturday afternoon, where I learned that a good number of students were "on the bubble". However, it seems that everyone picked their game up on Sunday and I am pleased to say that we achieved 100% passing rate!

It was a good school. Now all the newbies should be encouraged to get their entry into Walter for the Festival LAPPING SESSIONS event, if they do not expect their racecar to be ready to compete at the Festival. This lapping session will give newbies some valuable seat time in a street car. Don't wait too long as this lapping day has restricted entry numbers and is already over half sold out.

Congratulations to all!

John Greenwood.



Photo by Bob Harrington

SEBRING RACE REPORT MARCH 3 -6TH. 2011

By John Sambrook

After our euphoric successes in Atlanta last Oct., we rashly decided on an early start to the season in sunny Sebring where we could test the cars for the coming campaign and at the same time have a nice break from the long winter.

Our first dose of reality was that SVRA has decided to combine race groups 1,3,4, & 5A for the season, i.e race group 1 which comprised mainly of production cars up to 1300cc would be lost in a forest of faster cars. Whereas last year we competed in races of up to 45 cars in this race group, we were the only entries at Sebring. Furthermore race group 3, another usually large group had only a bunch of 1600cc 356 Porsches and a lone MGA for company. Hence we were giving away at least 500cc to the next smallest capacity at the event. Bearing in mind this is a 3.7 mile circuit where big production cars top 200 mph it is hardly surprising that small capacity cars feel discouraged.

With little to compete against except ourselves, we decided to maintain strict rev limits, drive conservatively, and use the W/E as a glorified test. This plan turned out to be shockingly misguided!

Race descriptions are redundant, here is what happened to the cars :

Red car 31. The happy ending, driven by Ross.

During testing the car broke a rear suspension member. In the enduro the car stopped out on the track with a severed throttle cable. There was insufficient time to fix it before the qualifying

sprint so Ross started the Feature in 16th and last place and happily finished

10th o/a 1st in class.

Green car 36, unhappy middle driven by Rick.

I drove the first leg of the enduro and turned the car over to Rick at half distance. 5 laps later he was side swiped by a 911 finishing up off track with a badly damaged front end.

Blue car 38, an even more unhappy ending. Driven by me.

Hood flew off during first practice session requiring extensive duct tape and rivets to fix.

While qualifying, the front left A arm broke. We were ready for the qualifying race. Whilst on the false grid we had a brief shower allowing me to make up 6 places during the race to finish 10th.

The Feature had me 3 rows ahead of Ross in last place. He overtook me on the 2nd. lap. 4 laps later, driving comfortably to plan the con rod in # 1 cylinder broke with no warning.

So much for our plans to finish 3 abreast sharing last place in the Feature!

We believe our failures were due to corners 17 & 1 being 100mph corners and very bumpy. My engine let go after 32 trouble free events of over a 100 racing hours and 4 years. April will be spent fixing and financing. Our next event will be in May, venue TBA.

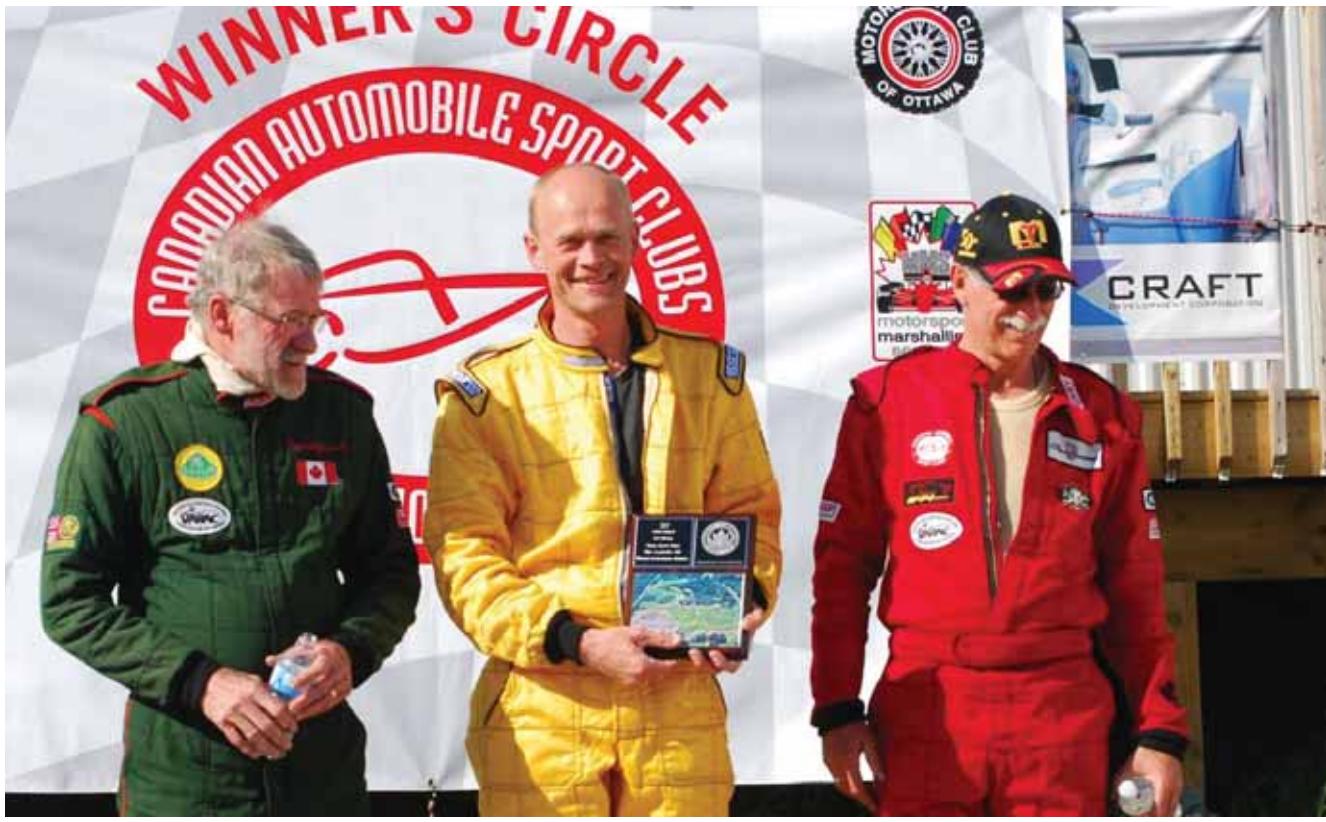
For the record, we had a great holiday the organizers were friendly, we played tennis, I cooked up a storm. Our bungalow was perfect for our needs. So breakages apart, the week was fun and cost effective.

Dad & Son & Son & Dad at B.E.M.C

By Alister MacLean

"The Gibson Honda's built by Dad & Son & Son & Dad, they are almost as identical as Father & Son. The genes can plainly be seen but in this case it was the son passing them onto to the Dad, as Sean had his Honda years ahead of Colin. Colin's car is as close to as Sean's as possible in every way, except the front bumper is detachable so as both cars can fit into their transport trailer. Colin's car was a complete build project from two donor Civics, whereas Sean's saw many a social outing as his day to day street car for many years. He loved it so much he couldn't part with it so he decided with a little persuasion to make it the hot little G70 car that it is! Watching the Gibson brace of Civics screaming around the track was a breath of fresh air, the door to door and their tail to tail duels should attract a swarm of other small hot hatches to the track in G70, perhaps some Miata's and Presidia's and maybe a Rabbit or Sirocco and the like. Geoff Lanes Alfa GTV must almost be near to having all its bugs ironed out as well, so it'll be interesting to see what else turns up this year! A second Mercedes is on the way





Trophies for Harry Vegter, 1st, Garry Allen, 2nd and Steve O'Connell 3rd.



Tim Sanderson won fastest in class trophy.

Group 70 podium



Jim Sanderson, 1st Diane Dale 2nd and Mike Strelbiski 3rd

Picsbyvicsr.com

BEMC 61st Annual Spring Trophy Races



Ted Michalos in his Mallock won on both Saturday and Sunday.



Robert Searle has fun in his BMW.

Good weather and a good field of about 16 or so for Group 70+ and approximately 19 for Vintage Historic. I found my Lotus seemed slower with the increasing amount of decals one has to carry, but I guess that's life in the past lane. It was terrific to be back on track again and I had some fun with various cars, mostly Mike Steplock's Porsche and Brian Thomas with his Mallock. Having spent most of the Saturday race on Mike's back bumper I went to bed that night with my ears still ringing! When will I remember to put my earplugs in. I finished third with Ted Michalos and Howie Freeman a long way in front of us.

On Sunday I decided I was too old, too tired and too deaf to do that again, however Ted had a DNS and Howie dropped out with a problem. So that left me watching an interesting battle for first between Mike Steplock and Brian (Of The Yellow Mallock) Thomas. I got so caught up in this that I decided to try a move on both of them in turn two, nipping inside at the top of the hill. That got me past the Mallock OK but I then found myself getting a bit sideways just inches from the door of the Porsche! Fortunately Mike was well aware, made room for me and we all got through. Thanks again, Mike!

At this point I decided I would be a chicken at the track but a hero at home so a "Mother's Day DNS" found me safely enjoying a glass of wine and a burger with the family. Just as well, as Ted and Howie re-appeared for the last race, finishing in that order with Brian OTYM third.

*Thanks as always to Vic Henderson of
Picsbyvic.com for the photos!*



Neal Cockshutt's immaculate Porsche 914.



Stefan Wiesen's Elva (above) and Michael Deweer's Triumph (below).



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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

GREENWOOD WORLDWIDE RACING ENTERPRISES

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

Race wear for sale

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

Two Racesuits..

1 large and 1 X large. Leaf, one piece, three layers...SFI .3-2A/5. Blue with Quilted stitchingCost new \$835.00 + taxes Sell \$375.00 each

Two Bell BRI Helmets

SA 2005. Full face visor, vented, with additional helmet cover & additional helmet bags with logo. New \$445.00 +taxes. (Includes bag & cover)

Sell \$225. each

Race Boots

Two sets. Leaf ankle high race boots, size 8 1/2 and also size 12, colour black. Cost \$139.00 +taxes.

Sell for \$65.00 ea. pair. Gloves

1 pr. Leaf race wear gloves SFI Spec 3.3/5. Will fit medium/large. Cost \$65.00

Sell \$30.00.

Balaclava

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

Neck brace

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

Underwear

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

Sell \$40.00 pr. ea.

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

Wanted: 2010 Racing Partnership

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

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

TYRES

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

1973 BMW 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 i 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

Spridget 948 engine

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

Magazines

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

Classifieds

Cars for Sale

1967 MG Midget

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



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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, carburettore for sale with 2 1/2" long air trumpets.

I was told the Weber was rebuilt. Made in Italy, Bologna.

38 mm chokes, 60F2 idle jets, main jets 200, emulsion tube F10, air correction jet 210, pump jets 60. Asking \$300.00, available in Mississauga.

Bob Grunau: 905-274-4136 grunau, garage@sympatico.ca



1968 Marcos.

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



1967 MGB.

Chrome bumper, steel dash car. Rebuilt over the past four years. \$5K of bodywork and paint. New fender, valance, chrome, trim, lights, interior, calipers, tie-rods, rack rebuild, discs, drums, cylinders, shoes, hoses, manifold, exhaust system (complete), bushings. Just added new chrome wire wheels and Michelin tires. NOT a 100pt show car, but VERY pretty and runs reliably. I'm tired of messing cleaning it and may need another race car. Interesting swaps?? Send me an email for a complete description of all the work and some

decent pictures. Car is in Toronto. \$12,500. Less than I spent, but what else is new? John DeMaria (416)533-4648.

(705)277-1545. medordg@hotmail.com

1951 MG

Rebuilt by Fawcett in Whitby. All original, save for the MGB rear end. Full ground restoration, body off, rebuilt frame, balanced & blueprinted



engine & tranny (4 sd). All new wood in doors, etc.

Pictures on request. The first \$20,000 takes it.

Contact Larry Laycock at woodchips_1@sympatico.ca or call 905 655 0030

Trailer For Sale

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

Bugeye grill

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

MISCELLANEOUS ENGINE PARTS FOR SALE

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

Flywheels

Lightened steel BMC A series x 1

Classifieds

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 1/4 SU Carbs on a Manifold with

linkages intact

Pair 1 1/2 SU Carbs on a manifold with linkages intact and paired trumpets

Final Drives and casings

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

Various separate crown wheels and pinions for BMC A series and Ford 105E

Miscellaneous casings for Mini and Ford gear shifts and final drives

Miscellaneous

Pistons, connecting rods and several boxes of odds and ends

Stephen Burnett - Kingston Ontario

Tel: 613 544 7857

sburnett@kingston.net

Race Car Trailer

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

Fiberglass composite side wall construction, very strong and stable, bright white finished interior and ceiling with two roof vents and two interior lights. Other accessories include E-track front to back on floor and on walls, winch, two 4 foot tire racks and Pit-Pal rack with fold out shelf mounted on 4 foot wide side door. Rear ramp door with interior beaver-tail and heavy duty spring assist. Designed to carry two

formula or smaller sports car / sedans nose to tail on floor. Brakes recently inspected and bearings re-packed. Chassis/frame undercoated with rust preventative. Dual 5200 lb torsion rubber suspension axles with heavy duty 12" Dexter electric brakes, with 9,950 Lb GVWR. New tires in 2009.. New full size spare tire. Overall good condition with normal wear and tear as expected on a well maintained 6 year old race trailer! Asking \$5,000. Can store till spring if desired. Contact Brian Evans at 1-905-628-6771

National champion 240Z Solo II race car.



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

Call Peter Wright 416-720-1585.

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 Fiberglas 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

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

CLASSIFIEDS

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@sntex.net

Magazine Collection

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

Parts For Sale

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
-Upgraded 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 Luminition 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.

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, diff's, 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, diff's, 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

1965 Mini Cooper S 1275 cc engine

Fully race prepared and running. Health

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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website: <http://www.harringtonphoto.ca>
email: bob@harringtonphoto.ca

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Dino Micacchi