



Vantage – June 2004

2004 VRCBC Executive

		Phone	Facsimile	e-mail
President	Evan Williams	604.531.4806	531.4806	ewilliams@dwg.com
Past President	Dave Williams	604.524.4108	273.5624	David@iat-yvr.com
Vice President	Ian Wood	604.433.4717	433.9392	IanWoodsq@aol.com
Race Director	Hugh Archer	604.266.1830	261.8251	harcher@telus.net
Secretary Pro tem	Alan Donaldson	604.737.8053	536.7949	awdonald@shaw.ca
Treasurer	Ivan Lessner	604.538.2713	538.4517	a3b66614@telus.net

MONTHLY MEETINGS

Monthly meetings of the Vintage Racing Club of British Columbia are held on the second Tuesday of each month (except December): 7:00 pm for social; business to start at 8:00 pm. Meeting place is Beluga's Bar & Grille 21671 Fraser Hwy, 1.5 km east of Langley.

ANNUAL DUES

Single Membership \$50.00; Family Membership \$60.00
The Membership Coordinator, Ivan Lessner, is accepting applications for 2004.

PURPOSE OF THE CLUB

"The purpose of the Club is to restore, race and exchange information concerning vintage sports and racing automobiles. The Club was established in 1976 by a group of Vancouver based friends as a means of sharing with others their enthusiasm for racing and appreciation of the incredible vintage racing machines of bygone days. The Vintage Racing Club supports the philosophy of racing competition that encourages participation, sportsmanship and display of the vehicle in its natural state.....on the track. There are no prizes or trophies, merely the great enjoyment of a well prepared vintage racing machine at speed."

NEWSLETTER

The VANTAGE is made available to all members of the Vintage Racing Club of British Columbia via the Club's Web site.

Cut off date for articles, paid advertisements and Marketplace for the next issue is the 15th. Of the month.

MAILING ADDRESS

16730 Northview Crescent, Surrey, BC V3S 0A8

**ONCE AGAIN, THIS MONTH, THE EXECUTIVE WISHES TO THANK BOB HAYES
FOR HIS TREMENDOUS EFFORTS IN PUBLISHING YOUR MAGAZINE**



The next big event on the Canadian vintage racing schedule is Vintage Auto Racing Association of Canada's Mosport Festival.

The vintage weekend at Mt Tremblant is the week after so it makes a trip back east worth while for those so inclined.



[This is the unofficial announcement of "the Great Canadian Historic Motorsport Adventure Tour, Phase I"](#)

It may not have come to your attention that an expedition is being formed which will bring to Mosport and Mont Tremblant two very significant Canadian-built cars. Tom has mentioned this on the forum previously, but we thought it only fair to warn everyone what's about to befall you folks in Ontario/Quebec area.

Tom Johnston, one of the founders of this forum, of West Vancouver and Myles Winbigler of Bellevue, Washington will be pooling their resources to bring two cars to the VARAC event on June 25-26, and to the Sommet Des Legnedes at Mont Tremblant on July 2-4.

The cars being brought are Tom's JM2 B-Sportsracer, which was built by him at his shop and which won the Canadian B-Sportsracing category at the 1978 Canadian Championships held at Westwood. The second car will be Myles' Formula Junior Sadler. This is one of twelve juniors built by Bill Sadler and one of four still known to exist. The chassis is stamped FJ-1, so we are hoping to confirm that this is, in fact, chassis #1 of the Formula Junior run.

Attending to drive the Johnston JM2 are Tony Carruthers of Nanaimo for Mosport and Marty Knoll of Kelowna for Mont Tremblant. Both of these gentlemen have extensive experience and backgrounds in Canadian racing. Myles will chauffeur the Sadler.

Rumour has it that Marty is going so that we can lower the mean average age to below 55.

Tom, of course, is attending to oversee and orchestrate things, as is Myles' lovely wife, Retta.

I am coming along as crew and general gofer for the Sadler. Also coming along is another gent named Blake McGuffie, whom some of you may remember.

Tom has also listed the ubiquitous AN Other as an attendee.

The plan is to load the cars into Tom's trailer around the 19th of June and aim the driver East. We will all swan in luxury aboard the cheapest possible flight to Toronto and we should arrive at Mosport on the Friday of the 25th. The plan is to drive to Mont Tremblant after the Mosport weekend and do it all again.

In the title above, you will notice that there is a reference to Phase I. What's Phase II, you ask? There has been mention of stopping at Race City in Calgary on the way back and then nipping over to Winnipeg the following weekend. This remains to be confirmed.

We look forward to meeting and greeting all our CMSHG brethren at Mosport.

Mike Currie



The Crimax Special - is being featured at the VARAC Festival this year

Built by Craig Lacompte and Max Stewart it's a two seat Sports racer with a tubular steel space frame, powered by a 1962cc Alfa engine running thru an Alfa 5 speed transmission. The front suspension is fabricated A arms using coil over shocks and Riley uprights, the rear axle is a Riley 1.5 trailing arms and Panhard Rod with Coil overs.

The cars was raced in the early sixties in Ontario, then in Quebec by Terry Dale,

It was restored in 1991 by Craig Lacompte and Don Horner who raced it for several years. Currently owned by Brad Lucas of Zurich Ont.



The Astur - another example of Canadian construction racing at Mosport this month

Built by Ron Steis and George Daoust of Ontario, this is # 1 of 3 that they built, this one originally had a 1000 cc BMC engine then was fitted with a 2 litre Coventry Climax, it was later converted to a 215 CU aluminum Buick engine that is still in the car.

The suspension is arms with coil overs , and 4 wheel disc brakes.



THE DAILUS

2004-3

(May 20th--2004)

by David Greenblatt

PREAMBLE.....

The origin of the name..... DAILU, was derived from the names of its constructors Dave Greenblatt and Luigi Cassiani. DAI, being welsh for David and LU for Luigi.

In the fall of 1961 Greenblatt a race car driver and a sports car repair garage operator, decided to build their own group 7, sports racing car, (pre Can-Am).

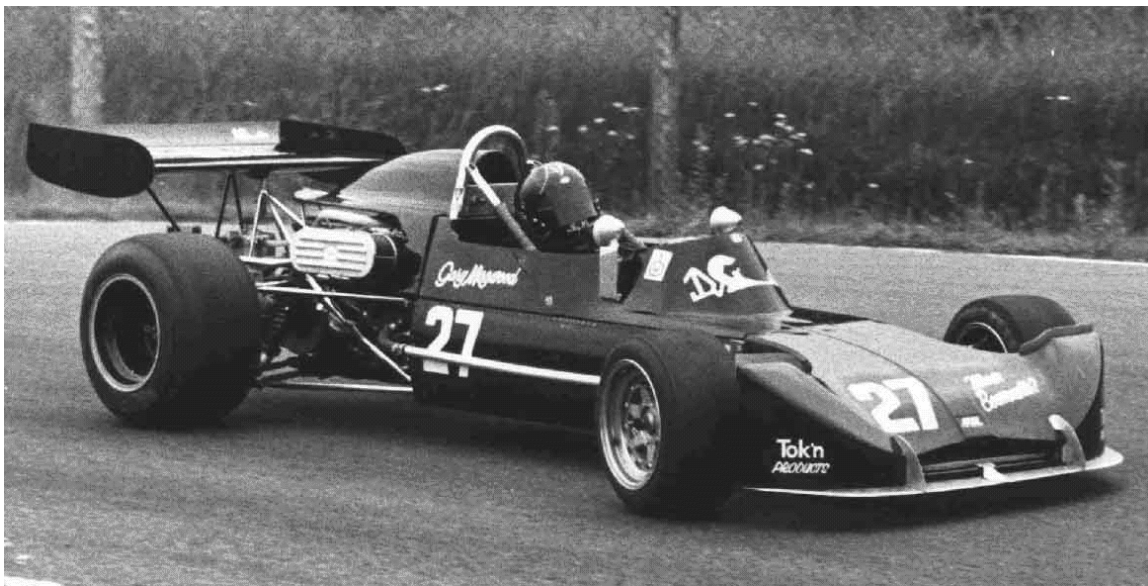
Dave Greenblatt has been invited to drive the Dailu mk I, as the “guest pace car” for the parade laps at the VARAC 25th Vintage Festival races at Mosport this coming June 25-27, 2004, featuring Canadian built race cars and their Constructors and Drivers.....

St Jovite at Mont Tremblant is also having their **Sommes Des Legends** Vintage weekend in July the 2, 3, & 4th



1965 St Jovite – is that Gil's Volvo ??

They are celebrating their 40th year in operation. Recently the track had an extensive renovation and they draw upwards to 30,000 spectators to this event. With no set feature race they have 8 classes that cover just about the whole spectrum of Vintage cars from prewar to the fast and furious Formula Atlantics that were so popular in Canada.



Gary Magwood

(Note there is a new Historic Formula Atlantic organization starting up to preserve the history of these cars. It is headed by Canada's Bill Brack and hopefully we will see some benefits here on the west coast in our Vintage racing events. Their first event is at Trois Rivières August 1 see interview in this issue)

Also this year they are having a GTP/ CAN AM class which hopefully will bring out some of the early Canadian Can Am cars that raced on the circuit in the 60's and 70's.



Ludwig Heimraths McLaren Mk 1 A Ford at St Jovite 1965 This car would race till the early 1970's in the Can Am races at St Jovite and Mosport.



This is the George Feger Canadian built Chinook Mk 2 driven by Canadian Nat Adams This was probably the second and last of the Can Am Chinooks they also built a number of other race cars in the early days.



Jaques Duvals Porsche 904 at St Jovite in 1965. He still competes today!



Howard Kelly's original FV – a few of them still exist

Some of the Local Boys raced there as well



Local member Bob Barg in the Trans Am race at St Jovite
Also check out this photo of another local racer at St Jovite in the 1970's



Richmond's Bob Stevens #7 Datsun

Got these pictures from the St Jovite site- www.autocourse.ca

The best thing for us West Coast Vintage enthusiasts is that they generally have a 30 minute TV show done on the event which we get sometime in the fall on the Sportsnet.

The Pacific Northwest Historics is our next big event, followed by Portland's Historic weekend July 10&11. Since we should all be getting ready for the Pacific Northwest Historic and the Baxter's Historic race in Portland don't forget to be courteous to your fellow drivers – leave a little extra room for error, have fun, and safe racing.

THE HISTORIC TRANS AM CARS RETURN TO KENT

Yes those fast, noisy, and popular early Trans Am race cars are returning to Seattle. Hopefully we will have good weather as these cars are a handful in the wet weather that we see too much of here in the Pacific Northwest. Last year there were about 25 of the original Trans Am racers that showed up and had a good time. They have a great site at www.historictransam.com but limited information on the 30 to 40 Canadian cars that raced in the Trans Am in the early days from 1966 to 1972. Trans am continues to this day but the early years are considered the best years of the series. Please note they will also be the feature race in Portland the following weekend.



The Allan Moffat Lotus Cortina at VIR where it was co driven by Craig Fisher

A couple of interesting facts- Saskatoon born Alan Moffat won a Trans Am overall in 1966 in his Lotus Cortina at Byram. In 1967 Ontario's Craig Fisher placed 2nd in the first race of the season, later he teamed with Mark Donohue to win the 6 hour race at Marlboro, in second was Milt Minter and Allan Moffat in the Mustang. In 1968 Fisher placed 1st and 2nd co-driving in the Sebring 12 hour race that was part of the Trans Am, then driving his own Canadian built Firebird he placed 2nd at Colorado, 3rd at Riverside, and second at Kent (local John Hall placed 4th).



Laurie Craig was the only Vancouver driver to attempt the Trans Am in 1967 – here he is shown rallycrossing at the hairpin at Westwood. Laurie's Camaro went to Edmonton to

Jean De LaBruyer who raced it several times in the Trans Am with a best finish of 8th (ahead of John Halls Boss 302 in 9th) in the 1971 Edmonton race.

The first Trans Am held at Kent in 1967 was won by Mark Donohue, Bucknam placed 2nd winning the title for Mustang, Dan Gurney finished 3rd in the factory Cougar just ahead of Canadians- Craig Fisher/Johnson in the second Penske Camaro followed by Alan Moffat in 5th in his Kar Kraft Cougar. Then came the locals: Gary Wright and Mike Everly in a Porsche (1st in U/2 ahead of Milt Davis and Wade Carter in their 911). Then came Ken Deckman and Bud Hinchcock in a Camaro, Lew Florence and Russ Harkness in a Camaro, Dave Tatum and Bill Pendleton in a Kar Kraft Cougar, Joe Chamberlain and Dennis Pillar in a Mustang, and the last runner was Bob Egan in his Mustang. Several other local drivers ran but failed to finish: Max Dudley in a Camaro, Don Muellhaft in an Alfa, Phil Seaborn in a Camaro and Jerry Grant in a Camaro.

Many of these cars have been found and restored, some of them will be racing here in 2004. But the others are still out there, either destroyed, sitting forgotten in a garage, or have been returned to the streets. I came across the Shelby Trans Am Mustang that Bob Egan drove in 1967 and 68 (then by Kenneth in 1970) it is in Australia. I have an article on its life there out of a 2003 NZ magazine if anyone in the Seattle area is interested.



The Historic Grand Prix group will be running at the Canadian Grand Prix this month. They only run a limited schedule – just 5 races this year – so catch them at Monterey if you can. Sorry you missed the Thunderhill race already.

This is another one of those special interest groups of Vintage racers that have banded together to have control over their rules and races. They have an interesting website at www.historicgrandprix.com. Only two Canadians so far have decided to buy and race these non vintage Formula One cars so far. They are an expensive car to run especially if you want to be up front, where the big boys with the big wallets hang out.



Maurice McCaig in his 1977 Wolf WR4 driven by Jody Scheckter and



Ontario's Allen Beath in 1977 Shadows of Alan Jones-

There are a number of Pacific Northwest drivers south of the border with these cars.

Bruce McCaw with a 1967 McLaren Mk 5A driven by McLaren and Hulme.

John Dimmer with a 1967 Repco Brabham driven by Jochen Rindt

David Livingstons 1968 Ferrari 312 driven by Chris Amon

Pete Lovely's 1968/67? Lotus 49 driven by Clark & Hill

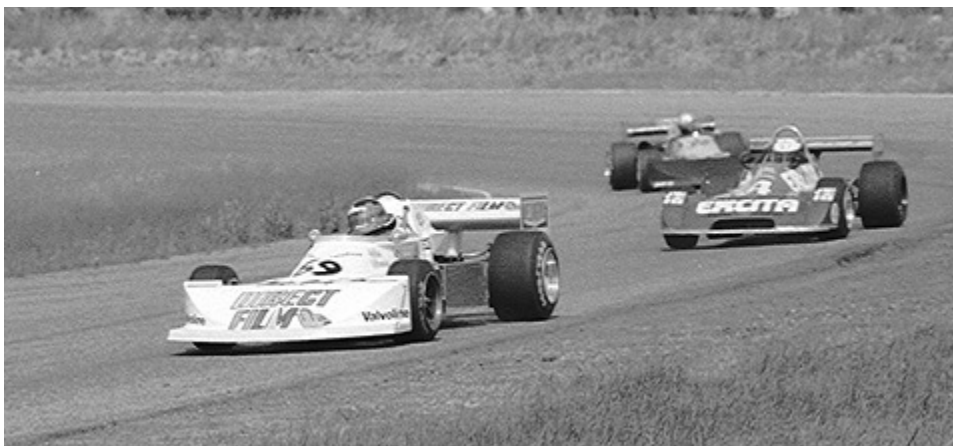
John Dimmers 1971 Tyrrell 007 driven by Stewart

Chris Cords 1975 Shadow driven by Tom Pryce

David Rugh's 1979 Alfa Romeo ex Andretti

Richard Griot's 1979 Ferrari 312 ex Villeneuve.

I don't think we need to worry about them racing at Mission in the near future, but once the new track is completed in Seattle they may show up as a featured race at Sovrens Pacific Northwest Historic's. Al Murray of Sovren told me that there will be at least one of the above F1 cars will be at Seattle this year – should be interesting.



Villeneuve leading Keke Rosberg in Edmonton – those were the days.



Bill Brack in his March 77 FA

HISTORIC FORMULA ATLANTIC ASSOC. Inc.

Press Release – 007.

Press Release 007 Dated May 10, 2004.

Press interview with Bill Brack.

Question: Mr. Brack, could you tell us what this new Historic Formula Atlantic association is all about ?

Answer: Well to be honest, we just want to preserve a piece of Canadian motorsport history that we feel played a major role in North American and International open wheel racing. To record and pay due respect to the people that took part in the series throughout the years, as well as give people the opportunity to see these cars racing again, hopefully with some of the original drivers driving the cars.

Question: When did Formula Atlantic Racing start ?

Answer: It started in Europe in the early 70s, then spread to Canada in 1974. The CASC, the governing body of Canadian road racing was the first organization in North America to see the potential of the formula, they decided to use the Atlantic series for the Canadian Driving Championship. Players tobacco were the sponsors and the Championship was the first series to be televised nation wide, making it the foremost popular racing series in North America. People started coming from all over, the USA, Mexico, South America, Europe and Australia to take part.

Question: Who were some of these people ?

Answer: Some of the most recognized names today were Keke Rosberg, who went on to be F1 World Champion, Bobby Rahal who won the Indy 500 and the CART Championship, Danny Sullivan, another CART Champion and F-1 driver, to name a few of the drivers who got their start in the Canadian series. Then there was Gilles, the most famous Canadian who got the opportunity to show off his skills to some of the then current Formula One drivers who took part in the series and pave the way for his own F-1 career.

Question: Formula One drivers raced in the Atlantic series ?

Answer: Oh yes, the annual event at Trois-Rivieres in Quebec attracted the F-1 boys. They would come to Canada to race at Le Circuit Trois-Rivieres for many reasons. The European drivers compared the whole ambience of the race at Trois-Rivieres as the "Monaco of North America," the people, the town and the cuisine all added up to something that was unattainable elsewhere in North America, the great competitive spirit of the racing, in fact the same can be said for the event held their today.

It was at the 1976 race when Allan Jones, Patrick Depailler, Vittorio Brambilla and James Hunt were confronted by the driving style of Gilles Villeneuve, Hunt was so impressed after Gilles had the pole and walked away to win against the best in the world, that he arranged for a drive in the McLaren F-1 team for Gilles at Silverstone, that eventually led to his joining Ferrari.

Question: I understand that The Historic Formula Atlantic Assoc. will be holding its first historic race at Trois-Rivieres this year ?

Answer: Yes we are very thankful that the organizers of Trois-Rivieres also see the historic value of holding the first Historic Atlantic Race at this unique event. I raced in the first Trois-Rivieres Atlantic Race in 1974, driving my Lotus 59/69 and am proud & happy to be able to race the same Lotus some 30 years later at this year's historic event. We also expect to have a number of Historic Atlantic drivers competing this year that also raced at the famed circuit in the past, as well as drivers who now own some of the cars that will be familiar to many race fans at Trois Rivieres.

Question: When we will see Historic Atlantic at other circuits ?

Answer: We expect to be at a few selected events in the United States and Canada in 2005, possibly with the current Toyota Atlantic Races.

Thank you very much Bill, we wish you all the success possible with your event.

Editor note – Maybe we will see a few of the local cars be restored (Johnston, Skinner, McGregor etc) and brought back out to the track over the next few years.



I leave you with this picture of a Canadian hard at work – GV
The picture says it all!!

Minutes of the Vintage Racing Club of British Columbia May 11th 2004

**Tuesday, 08/06/04 held at the Beluga Bar & Grill,
216th Street and Fraser Highway, Langley, BC.**

The meeting was called to order at 8.07pm by the President Evan Williams after a short Executive meeting for the wind up of the HMR 2004 race meeting.

Present:

Evan Williams
Dave Williams
Hugh Archer
Ian Wood
Ivan Lessner
Perrin Hayes
Alan Donaldson

The minutes of the May General meeting having been presented to the members and being available on the website at www.vrcbc.ca were proposed for adoption by David Williams and seconded by Ivan Lessner. The minutes were accepted unanimously.

President's Report:

Evan noted with great regret that Mike Tate has resigned from his position of Club Secretary due to the pressure of work. Alan Donaldson very kindly agreed to substitute for today's meeting. Evan noted for the record, that Mike's work as Secretary over the last five months in support of the Executive, the Club and particularly, the promotion of the HMR, has been exemplary and worthy of special thanks from every Club Member.

Treasurer's Report:

Ivan reported that the present state of the bank account is as follows:

GIC \$23000, Current A/C \$26853.14

HMR Cash flow (interim)

Revenue : \$29,929.72, Expenses: \$29,871.18

Ivan pointed out that a cache of T-shirts/ hats/ apparel and extra trophies remain as inventory, paid for from the revenue of 2004 HMR

Race Director's Report:

HMR discussion ensued:

Sponsor involvement will be needed as Porsche is the Marque for 2005. Hugh said we will have to invite Porsche luminaries eg: Kees Nierop, Tony Morris Sr. et al

More work should be planned to further engage Vintage Motorcyclists;

The HMR date should move back to the Memorial Day weekend.

Relocate dinner tent to centre area for multipurpose...including rain refuge.

Formula 4 - Bob Smith is pursuing registration with Monoposto Registry. Support will be offered by VRC.

Eligibility - Cars new to VRC to have photos/ specs submitted in advance of entry deadline, so as to avoid entry of sub-standard cars.

Recent / Future Events - Spring Sprints, fun was had by all.

Knox Mountain...4 Tigers, 2 E-types, 2 Bug-Eyes. Roger Fleischer's Tiger FTD Vintage GP Canada...Nick Woodhouse in race (Honda Michelin support race).

Seattle Historics...Trans Am challenge, special guest Phil Hill.

Vice Pres. Report:

ABFM - Club Booth ably staffed by Mark Ashbrook and Bob Barg with assistance of Ian and Maddy. Ralston Can AM car attracted attention and displayed next to Tom Johnson's Ralt Atlantic. Approx 550 entries, debuting restorations ably judged by Ian the VP, Alan (VRCBC Secretary Pro tem) and Nick the body man

New Business:

Sat 12 June 04 Sullivan Park 64th and 152nd Surrey Show and Shine

Sun 20 June 04 Fathers Day Italian Automotive Show (and Oldsmobile land yacht show)
Lonsdale Quay N.Van (see the IWE Ducati display)

Location search -

- 1: weekly meeting venue review...contact Wes Stinson
- 2: annual banquet ...contact Evan Williams

For Sale:

1973 Datsun – call Bob Barg at 604-721-1794

The next meeting of the VRCBC will take place at Beluga Bar and Grill (on Tuesday July 13th, 2004 unless a new venue is advised by email).

All business being satisfactorily concluded the meeting was closed at 9.07pm.

Alan Donaldson, VRCBC, Secretary Pro tem

Report from Mike Currie on his racing trip back East.

This report covers the racing part of the Great Canadian History Motorsport and Mad Mollusk Tour. I will have to leave the various adventures which we had in Toronto, Oshawa, Ottawa, Montebello, Montreal and St. Jovite/Mont Tremblant for another time. Suffice to say that there's fodder enough for a rather lengthy chronicle which will be ready when I get all my information straight and transcribed into the computer.

Tony Carruthers and Blake McGuffie were traveling across the country with the two cars in the trailer and they arrived in Port Hope on Wednesday evening. Tom Johnston (Le Patron) and Marty Knoll arrived at Toronto later in the day than we did and they went to Port Hope to stay there. Something about a good Italian restaurant or some such tale.

Myles Winbigler (owner of "Aunt Marge"- - the Formula Junior Sadler) and I left Vancouver on Wednesday, June 23 via Dead Duck Airlines (a.k.a. Air Canada). We were surrounded by caterwauling babies and one barking small dog. Made for an interesting flight. We arrived at Toronto, acquired the Hertz rent-a-racer (a Pontiac LeMans, I think) and found our way to Oshawa on the 401 (a sixteen lane freeway through the heart of Toronto). We didn't look at the scenery much as we were too busy dodging the maniacs. We found our Holiday Inn fairly easily and then set out to explore Oshawa with the idea of finding a Canadian Tire or a Zellers or something similar and also finding a place to have dinner. Failed on both counts and stopped in an IGA to get some fruit, yoghurt, etc. for dinner.

Early Thursday we motored out to Mosport (not hard to find since it's fairly close-by and the website directions are good) and arrived in time to join a track orientation ride with a local driver. This was most helpful to Myles and informative to myself. It's a beautiful race circuit. Carefully manicured and well maintained. Almost all the corners are "late-apex" types and a good number are "blind", so it's challenging for the driver. Mosport has a good sized paddock area with pretty good amenities (reasonable washrooms with hot and cold running water, a concession stand, electricity {I don't think we were supposed to plug in where we did, but.....}, and a source of running water close to us. One thing I observed was that the perception from the TV and the real thing are different. On TV the run from Two down to Moss seems longer (and flatter), but in the real world it's more hilly and shorter.

Shortly after we'd finished our tour, we returned to registration to get squared off there and we found the Johnston Equipe arriving. So, we all proceeded to the paddock and started getting set up. Tom's trailer has a BIG awning and flooring to be put down. That took most of the morning.

Finally, late in the morning we got the Sadler out to do some exploratory laps. Tom and crew spent the day preparing the Johnston JM2c, which hadn't been run seriously for some years. A fair bit of work. Tony was able to get out for practice on Saturday and managed to post a reasonable time while driving at 7/10ths. So, they were pleased with their progress.

Throughout the weekend Myles continuously managed to improve his lap times over the Thursday T&T day and throughout practice and qualifying on Friday, and to generally have a great time. Aunt Marge ran like a train the whole weekend with the little 948 cc BMC motor producing a loud hornet-like buzz audible from some distance. The car was qualified 23 out of a field of about 36 small engined Sprites, TRs, TCs, TDs, Singers and Turners, Canada Class cars, a wicked-fast Daimler SP and a really, really fast Volvo P1800, plus a number of "bathtub" Porsches. Generally, Myles was pleased with where he was. Part of the reason that the Sadler qualified so far back was that it rained (the only time all weekend) on the qualifying session and Myles was hampered by not knowing the track that well and not knowing the "wet line". But, all was looking good.

Come the Saturday afternoon race, the Sadler started 23rd and finished 16th, in part because Myles learned a few more tricks about getting around Mosport and also because he passed a bunch of folks.

Sunday's race saw the Sadler gridded dead last because someone had neglected to write the number 81 on the grid sheet. So, from the back of the grid to 11th ain't to shabby, folks. This included a lurid off-course excursion in the turn One, turn Two area.

Tony did well on Sunday and finished his race with a respectable placing. There were still some niggling problems with the JM2c, but it was felt things would come right for Mont Tremblant where Martin was scheduled to drive.

And so, we exited stage left with great smiles and warm feeling towards the folks we met at VARAC. We were treated very well, given any and all assistance we needed, and came away with many accolades for the "best looking car" at the track and the honour of being the fastest Sadler Junior in Canada (provided by the other Sadler Junior driver whom Myles beat out by 1/10 of a second). A great weekend.

And so to Mont Tremblant. I won't bore you with our adventures on Monday and Tuesday. Suffice to say the Museum of Civilization and Museum of Flight in the Ottawa/Hull area are well worth the time (lots of it 'cause there's lots to see).

We arrived at Mont Tremblant on Wednesday a.m. and started in to set up our paddock space (lay flooring and put up awning). The bulk of this work fell to Myles and Gerry Measures, while Tom and I drove down to Montebello to pick up Marty from a family gathering. Once we did all that, and got through registration we went back to our chalet to get cleaned up and then headed out to have dinner. A point here. We found the restaurants to be absolutely terrific. We never had a bad meal the whole time we were in the area. Great food and reasonable pricing. Good deal.

Our accommodation was a ski chalet down a quiet road, well away from the highway and near a lovely little lake. It was beautiful and rustic. Accommodation for eight with no problems and at considerably less than the hotel/motel rates for the week.

On Thursday Myles and Marty attended the track seminar at 7:30 a.m. This consisted of a verbal discussion on the track plus information that the tech inspectors were the ones who had disqualified the Williams and Toyota teams at the Montreal F1 race. I shan't comment. The guy who gave the chat also gave the impression of being a knowledgeable driver with good credentials. I had his name and I must confess I've never heard of him, but that doesn't mean much. The further track indoctrination consisted of a bus ride around the circuit for \$100 and a critique of your line by the aforementioned 'knowledgeable driver with good credentials' for \$200. Both Myles and Marty opted to figure the place out for themselves.

We think that the organizers are attempting to do a Monterey Historics East type of thing. If they added a few more washrooms, a program and a few other small things, they might make it. completely different atmosphere to Mosport. There it was a bunch of folks who used to be club-racers who'd been told they were now Vintage and they'd just continued doing what they did before. Mont Tremblant was much more up-scale by comparison.

There were some really zoomy cars in evidence including a Jag GTP Group 44 prototype, a Chevrolet Intrepid GTP, a 935 Porsche, a Banana Joe's ex-Grand-Am prototype, a bunch of Indy Lights, a McLaren F1, a McRae GM1 F5000, a Surtees TS-5 F5000, a Theodore F5000, a herd of Listers (both Knobblies and Costin-bodied and variously equipped with Chevrolets and Jaguar engines), a Porsche 908, a Cooper F1 car (circa 1960, 2.5 litre), two Lotus 18 F1 cars, not less than four Ferrari GTOs, one 512, and two Testa Rossas and one Talbot Lago, one Maserati 4CL

and a 1935 Alfa Romeo (both driven by Peter Giddings), a Maserati 450S, and so on. Good for the eyeballs if you like real racing cars.

Both Myles and Martin quickly came to grips with the circuit. It's a gorgeous layout with the most challenging part being the run from S/F down through one, two and three according to Myles.

Martin qualified mid-grid near the 512 Ferrari, which was driven by a tall, rather chubby gent who couldn't hardly see over his stomach when seated in the car. He also got in the way a lot and prohibited Martin from finishing in a better slot on Saturday.

Myles' group (listed as Formula Classic) included FB and older FF cars, so Aunt Marge was relegated to the back of the grid beside the young kid from Europe with the Lancia Formula Junior (what a racket that thing made- - a V-4 with one exhaust per cylinder). But, who cares. If they all went haring off into the distance, Myles figured he'd get a few laps before they came around to lap him. He was correct. When the FB cars did lap him, they were spread out fairly well and that went off quite well. The kid with the Lancia spun numerous times and finally gave up for the morning. Myles managed to improve his lap time working down to a 2:11:6 by the time qualifying was done. This is fairly reasonable seeing as he wasn't really pushing too hard, was looking in his mirrors a lot, and didn't want to do any damage to the car.

In the race Saturday, Myles finished last, but running and again we had numerous folks come by and tell us in two languages how much they liked seeing the car and how well it looked.

Sunday morning warm-up was just that. Myles drove around in the 2:15 range to make sure everything was fine. So, we were ready for the feature race on Sunday afternoon.

What a let down. He'd just cracked off a 2:12 and was getting ready to start dodging the quicker FB cars when Aunt Marge QUIT! The distributor had popped out and that it was it.

No matter what the outcome, we had a great time and were treated very well. We had very few language problems and everyone was very pleasant to us. We'd go back if the opportunity (and money) came up again.

After Martin had finished his race (a respectable 6th I think- - anyway ahead of the Ferrari 512) Myles, his wife Retta, and I took off for the Montreal Airport and flew back to the West Coast, arriving about 10:30 Sunday night. A long day.

All in all, a successful 10 days. The Sadler completed approximated 60 laps at Mosport and 65 laps at Mont Tremblant without any problems until the last moment. When it arrives on the Coast again, it will need an engine freshening, and a good going over before it goes out to play again.

Well done, Aunt Marge.