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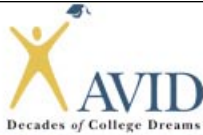
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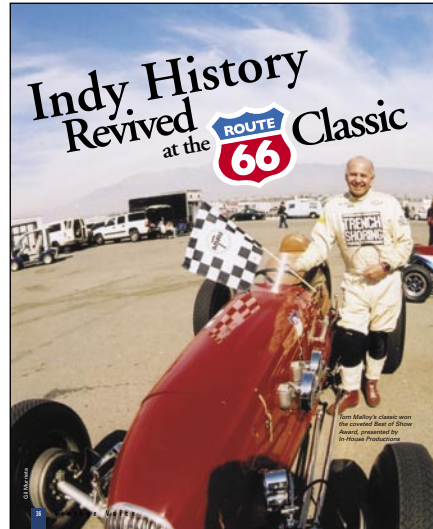
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VINTAGE VOICE FALL 2008
A Quarterly Publication of the Vintage Automobile Racing Association
VARA

British Extravaganza
Spring Mountain
Member Appreciation Race
Golden State Classic



Indy History Revived at the ROUTE 66 Classic



Tom Mulloy is classic man in the covered Boat of Shore Award, presented by the Historic Productions



by Troy Staham

Touting the historic ChampFaly Car paddock at the California Speedway, you might have imagined a scene in Gasoline Alley at Indianapolis, decades ago.

The sights, sounds, and even mineral-oil smells of Indy race in road-track racing filled the air as VARA's Route 66 Classic featured a special exhibition of racing cars that have competed at the Backyard and other fabled venues.

Although not one promoter that sunny weekend in Fontana may have initially envisioned Wilbur Shaw towing the wheel of his 1930 Miller, or Mauri Rose piloting his 1964 Miller-Burd Special.

They were also great men in the courage and skill of the men who drove such minimal and seemingly single machines at the track. From their cars came notable winners, including one originally raced at the Backyard by Jim Rathmann in 1959 and another by Gordon Johncock in 1962, as well as other contemporary cars once piloted by Partridge Jones, Al Unser, Paul Reuter and Danny Ongay.

The grid included two of the most notable cars in Indianapolis 500 history: Jack Brabham's ground-breaking 1961 Cooper Climax and Sam Dwyer's 1973 Cooper Eagle.

In the days when a proper Indianapolis race car was "top-proof" to have its engine in front of the driver, Brabham's machine was shot before Dwyer going over a pile of horsepower to the rest of the 32-car field of traditional roadsters, the diminutive but light and efficient Cooper Climax finished a surprising fifth and proved the way for the modern era of race engine technology.

Truly the blue and white Cooper is owned by Philippe Delaproy, who found it "in shambles" in 1996. "But 80 percent of the car was still there," Delaproy said, noting that the car's restoration "took about a year to complete in the hands of some of the best people in the world."

"They salvaged it and took on the car was removed and returned back to original condition," he said. "Even the seat in the car is the original car, just upholstered with the same cloth by the same company - using the same stock number to exactly match the one Jack Brabham used to saddle up in."

The only major part that wasn't salvaged was the engine.

Volume Forty Number One \$5.00

VINTAGE VOICE SUMMER 2005
A Quarterly Publication of the Vintage Automobile Racing Association
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British EXTRAVAGANZA

Sponsored by Moss Motors and Hardison/Downey Construction

Something for every taste - particularly those of the English persuasion - was on the menu at VARA's 2005 British Extravaganza at Burnswillow Raceway Park.

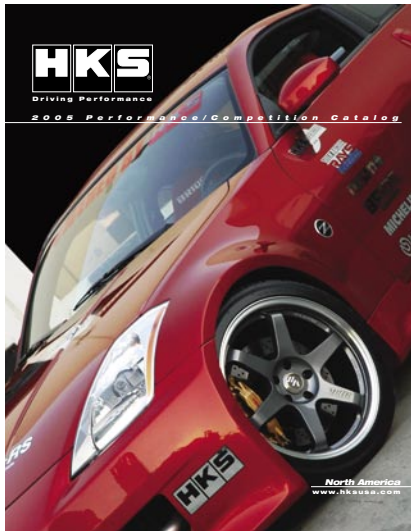
Perfect May weather greeted more than 200 racers, along with their crews, families, friends. British cars show participants and quite a few interested spectators at the annual event sponsored by Moss Motors and Hardison/Downey Construction.

Special guests for the weekend were John Spinnel, founder of the famed British racing rating contest on Saturday. That evening featured a barbecue of comestibles favored by the American colonials, and a karaoke songfest that was mindfully contested far into the night.

The weekend was highlighted by feature events for pre-war cars, the annual MG/Triumph and Sprite/Mini Challenge races, track tours and an autocross for car show participants. The Advanced Fire & Rescue crew even got to demonstrate their skills extinguishing a grass fire ignited by the hot exhaust of an off-course race car on Sunday.



Photos by Gil Morrison



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EXHAUST SYSTEMS

Hi-Power Exhaust System

All HKS exhaust systems are engineered with performance, quality, and value as primary goals. Through comprehensive flow analysis and pipe bending, HKS has been able to maximize horsepower gains throughout a broad spectrum, while maintaining maximum sound levels for street use. HKS Exhaust Systems that are designed as for street use meet all factory emissions requirements and comply with the requirements of Sections 27010, 27011 & 27050 of the California Vehicle Code, and Title 13 of the California Code of Regulations, Section 13050, which establishes a noise limit of 90dB(A). (Note: Some HKS exhaust systems are designated FOR OFF ROAD USE ONLY and are NOT to be used on public roads and highways)

Legamax/Sport

Legamax and Sport Exhaust Systems are designed to reduce backpressure and increase exhaust flow for greater power output and broader torque bands. Each Legamax and Sport Exhaust application utilizes a specific muffler design and shape along with the appropriate piping diameter to maintain low- and torque while maximizing high-end horsepower. All Legamax systems are made from polished 304SS stainless steel piping.

Turbo & Sport

Turbo

Specifically engineered for turbo applications that require greater flow capacity than naturally aspirated applications, Turbo Exhaust systems use a straight through design. The increased flow characteristics offer a gain in boost pressure, boost response, a greater powerband and increase overall peak horsepower. Performance increases only by application, with average gains of 20-30 horsepower.

Super Dräger

Designed for street-tuned and naturally aspirated applications, the HKS Super Dräger Exhaust System with the help of its 100% stainless steel muffler steel. Each system is constructed with a high-turbulence, stainless-steel, straight-through, 304SS Stainless Steel muffler assembly with an engineered, angle cut pipe. The Super Dräger systems that are designed for turbo applications utilize either a 100mm, 110mm or 120mm diameter fit, and cut to custom diameter size piping. Naturally aspirated Super Dräger applications utilize either 100mm diameter size piping and either a 100mm or 110mm fit. The Dräger is made from stainless steel of the original Super Dräger muffler. The new Dräger II muffler incorporates a stainless muffler, designed for added clearance and a 100mm fit that allows for an optional downpipe to be used for additional exhaust noise suppression. Each system increases torque, improves mid-range response and delivers high-end horsepower.

Hi-Power / Carbon-Ti Hi-Power

Exhaust systems for both turbocharged and naturally aspirated applications. HKS has re-engineered the free flow design of their muffler and piping design into street street applications, which offers a greater flow and higher-RPM power gains due to the best restrictive design. This is achieved by incorporating a straight through design for the muffler. For turbocharged applications, the pipe and muffler are cut to allow greater exhaust velocity for better mid-high sound response and high-RPM power. Naturally aspirated vehicles also benefit from greater exhaust flow capacity as engine revving becomes smoother. Custom applications are available in a Street Hi-Power version which has an oval design cut into the muffler. Use Dräger Exhaust systems. Hi-Power Exhaust systems are made from 304SS stainless steel muffler and piping assemblies. Depending on the application, Hi-Power muffler fits are 100mm, 110mm and 120mm in diameter, piping diameter ranges from 100mm to 120mm. Special Edition Hi-Carbon Titanium Hi-Power Exhaust systems are exclusively available for certain popular applications. These exclusive versions of the Hi-Power Exhaust consist of a stainless steel wrapped muffler, straight thru, and polished 304SS stainless steel piping.

Titanium Racing Muffler

For 400-1000 horsepower range applications, HKS now offers the Racing Muffler system. Constructed of 100mm diameter, high-turbulence polished 304SS stainless steel piping and a 70mm Titanium muffler assembly, the Racing Muffler is the lightest system 10% lighter than the race-tuned Hi-Power Exhaust system and the highest flowing exhaust system HKS offers. The muffler utilizes a slip-on design that makes polished stainless steel piping and a lightweight Titanium Muffler assembly. All Racing Muffler systems incorporate a Titanium stainless fit, and include a removable inner baffle for jet area use. Racing Muffler systems are FOR OFF ROAD USE ONLY.

Advantex®

HKS uses Advantex® glass fiber packing in most of its street street applications. Advantex is a continuous strand of fiberglass packing that is best able to come out for wear and last time compared to conventional muffler packing materials. Advantex is also part of how HKS makes its direct exhaust lines.

Stainless Wool

The stainless wool insulates the glass wool from external heat and also prevents it from breaking apart. The stainless wool also provides excellent durability and sound dampening.

Universal Mufflers

The popular HKS Stainless Steel Hi-Power, Hi-Power Ti and Carbon-Ti mufflers are also available for use in universal exhaust applications. These are the same high-quality units used in HKS performance exhaust systems. The Carbon-Ti muffler is available with a 70mm steel, 110mm steel and 120mm fit size. The Stainless Steel Hi-Power and Hi-Power Ti mufflers are available in either a 70mm steel, 110mm steel, 120mm fit or a 100mm steel, 110mm steel fit sizes for use.

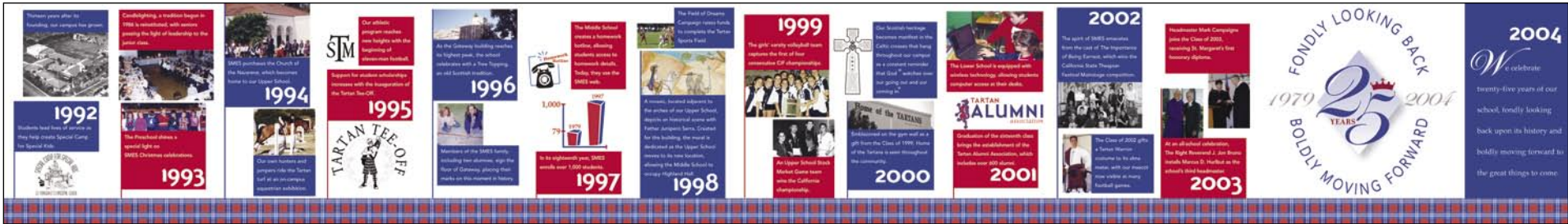
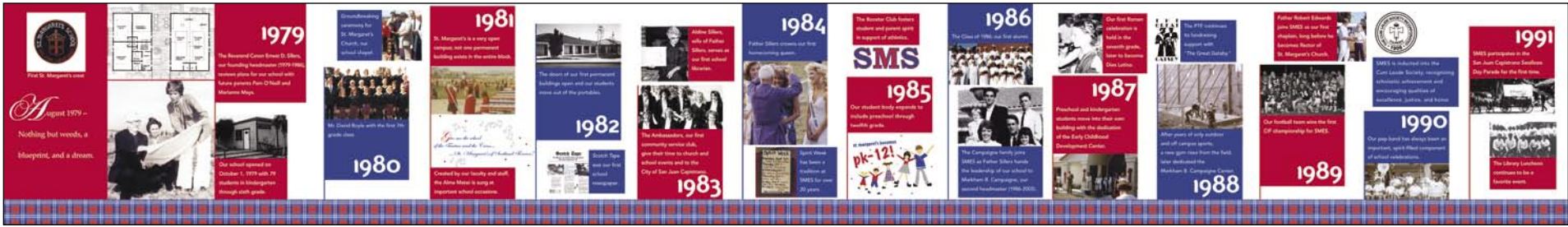
Downpipes

For increased exhaust flow and quieter turbo spool up, HKS offers downpipes for racing use. Each mandrel bent down pipe is a bolt-on application that will mount to the stock turbo inlet on a HKS turbo upgrade kit. Certain HKS Downpipe applications are made from coated stainless steel or polished 304SS stainless steel piping. All HKS Down pipes are FOR OFF ROAD USE ONLY.

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