



PIT SIGNALS



LATE BRAKING VARAC NEWS Dec, 2023 - JEREMY SALE

2023's nearly done! We look forward to 2024 and Varac Vintage Grand Prix! Get your entry in before the end of the year and save \$100 for a small can of 110 leaded! Click on the Bentley's headlight!



Inside: In "A Vintage Fireside Chat" Dave Good explains the ins and outs of VHx, MC/CL, 3, 4 and 5's and more! Plus, congratulations to our 2023 VARAC Champions! Also congrats and thanks to our new board of directors. Plus, John Hawkes tells us about the Historic Racing Drivers Club. Peter Viccary says "Buy a Formula Vee and get racing!" And Ed Luce reminds us all to renew our memberships! Plus, protect your car # for the VVG! See page 4!

[VARAC Membership](#)





Late Braking News...

From John Hawkes

The race season is over for most of us and the AGM has passed. Only five months until the season opening BEMC spring event!!

Next year is looking great; with the motions passed to bring some of the CL cars into the VH grid and an exploratory look at moving the cutoff date from '72 to '79 I am confident we will get fuller grids for the VH group in the regional events. This makes the racing more fun for all involved, drivers, marshals and spectators. No one gets too excited about six cars on a big track like CTMP.

We are hopeful that a new focus on the open wheel grid and a group of zealots under the guidance of our FC director Doug Switzer will come up with some ways to get the grids back to the 20 to 25 we saw only a couple of years ago. Any of the open wheel drivers I talk to about why they don't show up for the regionals tend to say they go where there are a lot of competitive cars to run with, or they ditch their Club Ford, buy a modern Ford and run with the Toyo group, for the same reason. If any of you members have suggestions for how to get more cars out please message myself or Doug Switzer. We'll take all the help we can get!

Classic continues to go from strength to strength, we have full grids for virtually all championship events. Once again VARAC will be at Motorama in March and Drive Festival in September in 2024, promoting the sport and your club. We will also be assessing various other Car Club events we can display at to swell our ranks. We will also be improving the website over the winter and of course our talented Editor, Jeremy Sale, will continue to put out one of the best club letters in the VMC clubs.

Finally, please feel free to reach out to any of the board with ideas, questions or concerns...we plan to devote some time to member comments in the January Board meeting. *Cheers, John Hawkes.*

EDITOR' S NOTE

Our virtual AGM was held on November 5th. This happens to be "Guy Fawkes Day" for the Brits but there were no fireworks at the AGM this year. I do rather miss the old days when proxies were quietly gathered in anticipation of a coup, but there it is, time marches on. Things change.

One change at the AGM I will note for anyone who missed this gripping event; I was interested in the new(ish) "Vintage Historic Classic" grid and the addition of cars previously running in Classic. (I have prevailed upon Dave Good to explain this further in this edition.) It seems this change is because the V/H grids were so slim this year. The Classic grids seem to be ok, but Formula Classic is in dire straits. FC should be a grid on which one can run relatively inexpensively, in FV or FF; easy to tow, easy on tires, etc. But the FC grid is not that popular it seems. In fact Ross Smith has been trying to flog his lovely 1970 Hawke DL2A Formula Ford in Pit Signals for a while, with no takers so far, and the price is just \$20,000, which includes the bloomin' trailer! Crazy! We have to get more FC cars out somehow, so someone should buy this darn car now!

We all know that small fields are not enticing to race with. Obviously the fewer cars there will be on the grid, the less people want to race on them. It's kind of the opposite of "no one goes there any more, it's too crowded".

The vintage racing scene is changing and evolving. My aged peers are gradually, reluctantly, dropping off the grid, so to speak. The interest in the cars we wanted as teenagers, E-Types, Mini Coopers and Lotus Sevens, is waning. The interest in racing history is not what it was. I recently heard a younger member saying "Fangio? Who's Fangio? Sounds like a hairdresser." Oh well, as I said, time marches on.

Henry Ford said auto racing began five minutes after the second car was built, but the more cars you add, the more exciting it gets. So we need to find ways ways to grow the number of racers at each event. Our sport is too good to lose, so let's make 2024 bigger and better then ever! Even if it is way too expensive! Misquoting George Best I sometimes say "I spent most of my money on race cars, the rest I squandered....." JS.

Your new board of directors for 2024

Name	Position
John Hawkes	President and Chair
Gavin Ivory	Treasurer
Brian Thomas	Vice President – Vintage Historic
Del Bruce	Vice President - Classic
Doug Switzer	Vice President – Formula Classic
Dave Good	Race Director
Peter Lambrinos	VGP Director
Martino Beretta	IT and Communications
Gord Ballantine	Co-Conduct
Ed Luce	Membership
Chris Rupnik	Rules and Eastern
Ivan Samila	Conduct Chair
Simon Tomlinson	Secretary



Important VVGP Notice!

Our Registrar reminds us that car numbers for VGP are always an issue! With so many entrants from so many clubs we can get multiple cars with the same number. **What we will do this year is to protect your VARAC race car number until APRIL 15th.** After that it will be available for use by other entrants for the VVGP only. So register now, get the \$100 discount and use your own number! The fall back is if you have to wait to register till the last few weeks you can usually add a 1 or 0 to your number just for this event. Get on it !

VARAC Vintage Grand Prix June 13 - 16, 2024



**Registration is open, early birds
save \$100 until the end of 2023!**

Classes include Vintage (pre-1962), Historic (pre-1973), Classic (pre-1999), Modern Classic (pre-2006); Formula Classic (open wheel/ Monoposto race cars pre-2006) and the NA Vintage Sports 2000 Series for special sports racers. In addition, the Toyo Tires F1600 Championship Series will be joining us.

There should be something for everyone – vintage and classic sedans, sports cars and a wide assortment of formula cars and sports racers. It promises to be a great weekend of vintage racing!

Our feature marque will be Porsche.

We sent out a special invitation to all those that run Porsches or Porsche-powered cars, Vintage, Historic, Classic, Modern Classic; closed and open wheel specials-all are welcome! If you race a Porsche or a Porsche “special”, you won’t want to miss this. There will be a special “All Porsche” race for closed wheel cars.

We will also welcome the NA Vintage Sports 2000 (NA VS2) group.

Sports 2000 is a special class of two-seat, mid-engined, open-cockpit, full-bodied sports racers that promise great, close competitive racing.

As always, the event is about so much more than the on-track racing. We will have social activities every day, and will feed you dinner (and beer!) each evening, starting on Wednesday, June 12, load-in day, through Saturday. We have live bands playing each evening!

So don't miss out - sign up now and save \$100 on your entry for the weekend. It's the best event and the best value on the racing circuit!

Click here for the VVGP LINK!

Peter Lambrinos, VARAC VGP Director

A Vintage Historic Fireside Chat

By Dave Good, Race Director

After our 2023 AGM, I was asked to “talk to” the issues we are facing with regard to the small Vintage/Historic (V/H) grids and some of the actions being proposed to address the situation. Please note, these are my thoughts as Race Director, as ex-V/H chair and as a Vintage racer. It is not an official Board position or statement. So consider this a fireside chat!

The issue is that our car count on the V/H grid at the mid year CASC regionals (July BARC at Mosport, August at Calabogie and September BEMC at Mosport) has dropped over the last few years. The VVGP, Peter Jackson and CASC Celebration all field good V/H grids. (Note, I’m excluding Mt-Tremblant from this discussion since this venue faces its own unique challenges, but it’s worth noting that at their September Fall Classic there was a very healthy Vintage grid.)

Our V/H entrant count at these mid season events is around 10 cars, which is not a “good grid”. So, let me expand on that- why is this not a good grid? There are a few components to this.

One; from an organizers perspective you want each grid to (at least) “carry its own weight” in other words to pay for itself. The math here is that you take the cost of a regional, divide it by the number of grids, divide that by the net revenue per entrant. That gives you a desired 17 entrants (plus or minus). Race organizers like to see 15-20 cars in the grid.

Two; with very light grids we are simply not producing good racing. Keep in mind many volunteer workers do what they do because they love racing. With 10 cars going around intermittently we are obviously not putting on much of a show. And for those actually racing there’s little wheel to wheel competition; for most it’s a bit of a procession. After a few of these “races” it’s hard for drivers to justify shelling out \$650 for another one, versus going to some other vintage event.

A Vintage Historic Fireside Chat continued...

What's causing this? Can we get our racers back? Your VARAC board, together with some V/H members, spent some time on this. (Thank you, Brian Thomas and your team). What we've learned is that there's not one or two actionable root causes that we can wave a magic wand over and fix. Members may be "aging out" of the sport, they may have decided to move on to other things, there may be too many Mosport events, as opposed to a desire to race at other, bigger vintage events, etc. So, in order for V/H to survive we need to expand the "spectrum", in other words to find ways to add cars to this grid in a way that maintains the vintage "feel and spirit".

Last season we allowed a VHx component on the V/H grid. We allowed cars that were close to our V/H preparation regulations but were not fully compliant. In other words they meet the spirit but not the rule.

Subsequently we had a couple of VHx cars appear on the V/H grid. Previously we may not have accepted these cars.

Moving forward we will put the light Modern Classic and Classic (MC/CL) 3,4 & 5's (those lapping at more than 1:40 at CTMP) on the V/H grid. We did this with 4's & 5's at the last few races, starting with the Peter Jackson event. The feedback from Peter Jackson was very positive and it produced some great racing. The cars seem compatible, it produced a good grid with good racing, while maintaining a V/H feel. Importantly it also gives the MC/CL 3,4,5's a comfortable space to compete. With the growth of the Classic group into Modern Classic, we have seen more high speed, heavier cars joining this grid; this has created big speed differentials that tend to create higher risk and leave some drivers less comfortable.

You might argue that all we're doing here is "robbing Peter to pay Paul" but we expect that over time we will net out at a greater total. We will grow the Modern Classic component of the fast MC/CL grid (we saw this in 2023) and more of the MC/CL 3-5 will come out since they have a more comfortable place to race (we've seen an indication of this).

A Vintage Historic Fireside Chat continued...

We're also looking to expand the cutoff of V/H from 1972 to 1979. It's felt that there are some cars out there that might come race with us if we change this, though it may take some digging to accomplish this. Looking at club racing in 1980 and the cars competing then, you see a lot of cars that are different than what we have now- a lot of sedans, some different sports cars, etc. It'd be very cool to get some of these on the grid. It probably makes sense that as MC/CL cutoff moves up in time that we should be carefully adjusting the V/H cutoff as well.

With these moves we hope to get the V/H grid back to a "good grid", in fact projecting all of these changes we might hope to see 20 plus cars on the V/H grid. Having said all this, we must extend our grateful thanks to the number of V/H racers who have hung in there at the regionals, despite less than spectacular fields.

Please remember, we are always open to your comments and suggestions, so send your input to John Hawkes, Brian Thomas or myself. Also, if you feel you can help with any of this, let us know--we'd appreciate your involvement. We want to hear from you.

Dave Good, Race Director.



Racing A Formula Vee...

and why YOU should buy one!

(Adapted from a story originally published in 2019)

By Peter Viccary

When my 50th birthday slipped past some years ago, I began to realize that the desire to participate in racing would have to be satiated soon, or lost forever. A birthday present of a day at the Bridgestone Racing Academy didn't quench my thirst, only reinforced it. I began to peruse the classifieds of the enthusiast magazines, searching for the right fit for me. The criteria; (relatively) inexpensive, ready to go, (relatively) reliable and (relatively) easy to maintain. I didn't realize it as my search began, but think Formula Vee.

In the January 2005 edition of Victory Lane magazine, I found an ad for a 1966 Kelly FV. \$6000.00 US. Call Doug. Doug is Doug Durrell, who I didn't know, but knew of. He is famous (at least in my eyes) for building the Kiki racing cars in the 60's. And I had seen him race the Kelly. It ticked off all the boxes, plus it was unique, vintage (like me) and Canadian. I told my wife, Dale, that I was going to give him a call. "Go for it", she said. (God bless you.) I called Doug, chatted on the phone for a while and it was agreed that I would drive to Kingston the next week to see the car. "Are you going to buy it?", Dale asked me, which I interpreted to mean "You have my blessing to buy it". "Yes, I think I might." Was my reply which meant "If you have an issue with this, speak now or forever hold your peace." By the way, don't get seriously into motor racing (or a lot of other things, for that matter) without spousal support. It can only be bad.



Anyway, Doug convinced me that running the Kelly was something I could do and became my mentor during my early days, for which I am

eternally grateful. We agreed that \$6700.00 Cdn. would work, and I became the proud owner of what at the time was the only vintage Formula Vee in Ontario and proudly towed it home (left).



In April of 2005 I attended the Horizon Racing Club Inc. School of Motor Racing and on June 4 the Shootout at Shannonville. We were on our way. I say we, because my son Shane and I have been at each other's side through this whole adventure, and Dale and Shane's wife Katy have been our biggest supporters. Now Shane's sons Ayden and Wyatt are becoming old enough to understand what Daddy and Grandpa are up to. I wouldn't do it without them.

Next up was my first "high pressure" event: the 26th VARAC Vintage Racing Festival, Featuring Formula Junior and FORMULA VEE! Mosport (Canadian Tire Motorsport Park, or CTMP) hadn't been renovated by 2005. To get to the paddock, we crossed the track at turn 10, travelled down pit lane and made a right hand turn about two thirds of the way down the pits into the paddock. I had dreamed of making that trip for thirty-six years. It is still one the highlights of my racing career.

One of the lowlights came the next day. My race group consisted of 50 cars: Formula B's, Formula Fords, Formula Juniors, five indecently fast American Formula Vees, and me. I was totally out of my depth, and just a bit scared. And it showed, initially. I felt like I was in a video game, cars came whizzing by me a remarkable rate, some of which, I have to admit, I didn't even see until they were past. But it quickly got better. The FB's were moved to another group and I became more comfortable with the rest. Stay on your line, watch your mirrors. I began to realize, not for the last time, that I had the best seat in the house, and you can, too!

So here's why I think you should consider F1200 or Vintage FV as a race car. They aren't the fastest cars at the track, but they aren't slow. Usually when some one asks me how fast it will go, I answer fast enough to scare me. Or faster than I can drive it. How's 115 MPH? Without braking into the next turn. FV/1200s are momentum cars, and they teach great race craft. If you are racing to a budget, consider this. Tires will last more than one season, assuming your season is about six events. You can use high octane pump gas, and the car gets relatively great gas mileage. Your car will fit nicely on a 5x10 utility trailer and can be pulled by a sedan. Engine rebuilds are less frequent and less expensive. Most of what you need to know to maintain the car you can learn. For what you can't learn, we have the best F1200 guru ever in Ontario. His name is Bill Vallis and he is based near St. Catharines, Ontario. Check out Vallis Motor Sports. Bill could well become your best friend!



Above: My son Shane chasing Doug Switzer.

In the past Shane and I owned two Vintage FVs and three F1200s. For a few years Shane and two of his university buddies, Sam Ashtiani and John Ralston, all automotive engineers, owned an arrive and drive F1200 race team, which I helped finance. It didn't generate enough income to go full time and became too time consuming to do part time, but was a great learning experience. That company, AVR Motorsports, owned five F1200s. A few years ago Shane and I bought a Formula Ford, a 1981 Zink Club Ford. It is a huge step from FV. We still have the Kelly. Last year we branded ourselves Gladiator Road Racing. I live, and Shane was raised, on Gladiator Road, and we road race. Recently, we created a web site to show case our racing adventures. It is www.gladiatorroadracing.ca Check it out and see if you see yourself having this much fun!

Buying A Race Car...

please pass this on!

Do you know of someone who expresses some enthusiasm but needs a gentle nudge to get out on track? Finding a car can seem difficult. With a view to encouraging more people to get out there racing I asked a couple of VARAC members their advice on buying a race car.

Simon Tomlinson: "Buying a race car is a daunting prospect. By default your object of desire is custom built and most likely a cocktail of aftermarket components, tailored fabrications, maybe some oem parts blended with a chequered history of events, incidents, maintenance, break fixes and comes with an owner likely quite proud of what they have got. I'd say the best thing one can really do is get to know the owner of the car and make an assessment of them (as well as the car).

My current car, a BMW 2002tii I actually bought sight unseen on the word of my Targa Newfoundland co-driver, Gordon Maxwell. I think the guy I bought the BMW from is a great guy! Decide if you like the bloke you're buying from, because you may need his help!"

Stewart Wigg: "I decided it was time to get into vintage racing in 2022. I had a tight budget and I was looking for something turn-key. I chose a Triumph GT6. Several factors went into the decision; it is an attractive car, I had also worked on Spitfires and GT6s in the 70's, it was very well prepared and maintained, with a strong emphasis on reliability. Thirdly the owner, Andrew MacLaurin, was very knowledgeable about the car and offered to help with advice going forward. It was pretty budget friendly too. Reasonably priced parts are still readily available and it is easy to work on. So I bought the car and despite giving it a thorough hammering at several racetracks this year the GT6 vindicated my decision by being pretty much problem free until the last meet when it developed a drive train vibration and misfire. Good timing as I need something to do in the winter! I enjoyed my first year immensely and am looking forward to campaigning the '6 again next year."

Buying A Race Car continued...

Acquiring a race car can be an adventure, (ha!) so strategic choices at the outset can ensure a more satisfying racing experience. Purchasing a recently retired car approved for VARAC racing is a wise move. Take your time and beware of impulsive purchases. Checking with experienced club members or checking advertisements in Pit Signals for VARAC-raced cars with a documented history is advisable.

Before finalizing a purchase, extensive inquiries about the car's potential and racing history are crucial. While some vehicles are race-ready, it's prudent to have them inspected by a qualified professional. Consider who will look after the car – whether it's your own expertise or someone else's. Opting for a non race-ready car or embarking on a restoration project, perhaps from a rare "barn find," demands planning, including a realistic budget!

Financial considerations are paramount, as underestimated costs are common, so choose a car within your budget, bearing in mind that ongoing expenses will often (always!) exceed expectations. Popular models offer readily available parts, whereas rare or unique cars may pose challenges finding parts. Factor in the availability of advice from the VARAC community of racers.

Don't be tempted to buy a car with too high a performance level for your skills set. No one will be impressed if you are obviously in over your head and be aware that in vintage racing there is NO allowable contact. It's in the rules of every vintage racing organization including VARAC.

Acquiring the right race car opens the door to a great community of VARAC enthusiasts having more fun than you can possibly imagine. So, if you have always wanted to try racing, *just do it!*

Come and join us! Make 2024 a great VARAC race season!

Norris MacDonald 1942-2023

Toronto Star: “Born in Toronto, McDonald began his journalism career at 19 at the Orillia Packet & Times, eventually joining the Star in 1973. He bounced between the Star, the Globe and Mail, and the Kingston Whig-Standard over the next two decades. Once, he barked at a 21-year-old Emily Atkins in his office in Kingston. “Listen up,” he told Atkins, now a freelancer for Globe Drive. “I’m going to tell you how to write news, and I’m only going to tell you once!”

Bob DeShane: “Norris always supported VARAC in the Star, he always gave good mention of the VVGP date and followed up with a report of the event. The Toronto Star Wheels sponsorship meant some free advertising for VARAC. We were repaid in ways that money couldn't buy. I gave Norris this VARAC trophy (right) so that he could talk about the honour of



receiving it - and he did. He also acted as Master of Ceremonies for the Heroes of Mosport panel discussions where the press and public got to hear from the likes of Bill Brack, Eppie Wietzes, Craig Hill, Ludwig Heimrath, Gary Magwood, Ross de St. Croix, Craig Fisher, Walt Mackay and others over the years. This national coverage ensured that VARAC was identified as the cream of the crop of Vintage and Historic race organizations.”

James Hinchcliffe: “It’s definitely a sad day for Canadian motorsport, Norris was a once-in-a-generation kind of character. He was so insanely passionate about the Canadian racing community, and it didn’t matter if it was the top tier of the sport or your local dirt track, he was all in on it.”



VARAC Champions!

At the AGM the 2023 Winners for each Class of each Division were announced, followed by the Divisional Champion and the Overall Club Champion. (*Insert drum roll here*)

The Modern Classic Champion is Reg Akers, #8 1999 Ford Taurus.

The Classic Champion is Allan Morris #73 1985 BMW 323i.

The Vintage Historic Champion is Phil Cooper #62 1974 MGB.

The Formula Classic Champion is Kenny Bui #94 1999 BRD F1200.

Finally, congratulations to our 2023 VARAC Overall Champion,

Allan Morris #73 1985 BMW 323i.

Many thanks to the various club members responsible for compiling the championship points and a special thanks to Colleen Samila for our new improved trophy system!



2023 VARAC Overall Champion Allan Morris 1985 BMW 323i.

VARAC Champions!

Modern Classic Champion Reg Akers

Formula Classic Champion
Kenny Bui



Vintage Historic
Champion
Phil Cooper



Richard Coburn

Historic Racing Drivers Club

By John Hawkes

John Hawkes: I thought it might make interesting reading to take a look at other Vintage and Historic Race clubs both in North America and overseas to see what they are doing the same as, and different from VARAC. Below is the car I drove with HRDC in the UK this year.



The A40 I drove was absolutely immaculately prepared, with front disc brakes and 1275 cc engine to get them competitive with cars such as the Cortina. Entertaining racing- I was also running against 3.8 Jaguars and Mustangs!

HRDC populates the St Mary's trophy at the Goodwood Revival. In alternate years it features either pre '60 saloons or post '60. So you might get to see Nash Metropolitans and Austin A40s, and in the next Cortinas, Galaxies and Alfa Giuliettas. HRDC was formed in 2010 predominantly to run Historic Touring Cars. Julius Thurgood, the flamboyant head of the club, came out of the Masters Series and felt that touring cars were not being catered for by any of the UK clubs. Sports cars and GTs came in later, as many competitors wanted to race both types in separate races at the same meeting.



■ Lots of action from the
 ■ HRDCs meeting at Mallory
 ■ Park, some fantastic racing
 ■ from most of the drivers, not
 ■ a bad day. Click "Mallory
 ■ Park" below to check out
 ■ John Hawkes' Mallory race.
 ■ He is in the light blue right
 ■ hand drive A 40 near the
 ■ back.

Mallory Park



Historic Racing Drivers Club



There are no championships, no points, no overall season champions. It is an Invitation series only. As Julius tells it, this evokes better manners both on and off the circuit and avoids the pettiness of championship squabbling, which he has no time for. They currently run four groups; Jack Sears Trophy for saloon cars, Gerry Marshall trophy for 80's Gp1 Touring cars, like the Capri and Rover 3500, All Stars for saloons and sports cars the likes of the Turner and Sprite Alfa Challenge, an all Alfa class that lately has been grouped with the All Stars. The cars are all expected to be pretty immaculate and virtually all cars run mufflers, due to the track restrictions and close proximity of housing to most UK tracks. Like us they buy a grid at bigger, all vintage events. Most cars are running on Dunlop Ls and oversteer most of the time. This and the iconic nature of many of the cars make them a spectator attraction and that is a big part of who gets to play at the big events. The track owners know who and what draws in the crowds!

Having been at two of their events and competed in one of them I can attest to the camaraderie and competitiveness of the racing. They do have the issue of car classes gaining and losing popularity and trying to get enough entries out for the "lesser" events, as we do, but they seem to have the bonus of having a fair number of younger drivers, many father and son or daughter teams. Be nice if we can get a few more of those out! *John Hawkes.*

[HRDC Gallery](#)

Minis versus Mustangs in California!



Jim Biscoe and Dave Morgan at Sonoma

Jim Biscoe: Dave Morgan and I were looking forward to racing my Mini against the Mustangs at the Velocity Invitational 2023, at Sonoma Raceway, California. November 10th to 12th would be three nights of intense racing. Our competition were the other Minis and the Mustangs, fast and formidable opponents, including a Shelby 350 Mustang, with impressive speed.

Dave and I had a test day scheduled for the Thursday. Eager to familiarize ourselves with the track, I took the morning session, however, when Dave hit the asphalt in the afternoon, he sensed something off, especially during left turns.

We looked at the settings the next morning to rectify the issue and an inspection revealed a misaligned rear toe in the back of the car. Friday saw us dismantling the rear adjustment brackets and modifying them in the race trailer. With the newly installed brackets, we then dialled in the car's settings.



As the sun was dipping below the horizon in the Friday practice session we felt the car was cornering better. The modifications had paid off, and we were happy that the Mini was ready to do battle against the other Minis and the Mustangs. Saturday's race day began with us positioned 20th out of 24 cars, but we steadily climbed the ranks to secure 11th position by the end. Pretty good!

Sunday was the Feature Mini race against the formidable Mustangs. We started in 11th place and had some great racing, ultimately finishing 10th overall. Dave and I were happy with our accomplishment and enjoyed our racing, of course the podium was dominated by the Mustangs, claiming the top three spots, with a lone Mini securing fourth place. Our Mini was well prepared and required only a minor fix—replacing a light bulb in the back. Afterwards at our team tent, we celebrated a fun weekend's racing. A weekend of challenges, perseverance, and success on the awesome Sonoma Raceway track.

And now.....the champagne!

Thanks Dave! It was great fun!



"Love sunny California! Great grids, including Can-Am and F1. Thanks Jim!" *Dave Morgan.*

DATE	EVENT	TRACK
May 4-5	BEMC Spring Trophy Races	Canadian Tire Motorsport Park
May 24-26	Spring Classic	Le Circuit Mont-Tremblant
June 13-16	VARAC Vintage Grand Prix	Canadian Tire Motorsport Park
July 13	VARAC Peter Jackson Races	Shannonville Motorsport Park
July 27-28	BARC Canadian Touring Trophy	Canadian Tire Motorsport Park
July 26-28	Summer Classic	Le Circuit Mont-Tremblant
August 16-18	Calabogie Cup Race Weekend	Calabogie Motorsport Park
Sept 21-22	BEMC Late Summer Trophy Races	Canadian Tire Motorsport Park
Sept 27-29	Fall Classic	Le Circuit Mont-Tremblant
Oct 5-6	Celebration of Motorsport	Canadian Tire Motorsport Park

A Couple Of Reminders!

PS. Your VARAC membership will expire on December the 31st. To renew your membership for 2024, please go to our website at [Membership](#) and click on the red 'Join/Renew Online' button. Unless you really need a VMC license for some reason, select the \$50 membership option!

Ed Luce, VARAC Membership Director

PPS. Please note that Snell 2010 helmets expire at the end of THIS year. Helmets will be inspected during race weekends next year to ensure everyone is up-to-date.

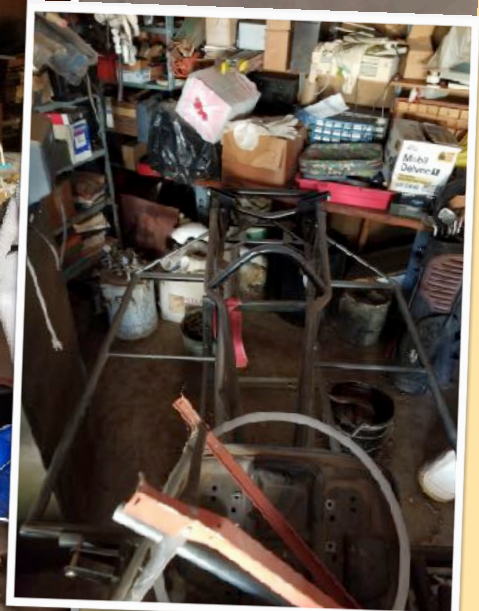
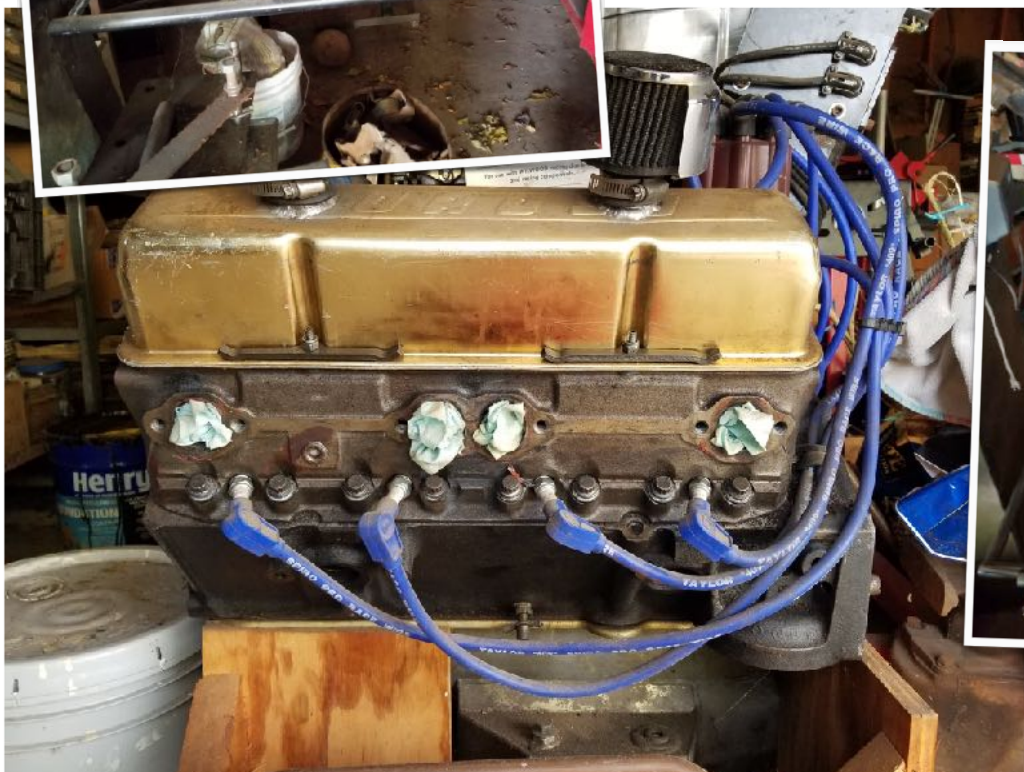


PIT SIGNALS

CLASSIFIED



Estate sale. Including GM 350 crate engine with zero run time and TVR Cerbera chassis. Both have been garage kept since acquired in 2004. Lots of other parts available. Open to reasonable offers. Estate is in northern VA. Contact Gabe 705 644 4127 or gabe.cluett@gmail.com



Old Dominion Speedway
"Where Racing is truly Legendary"
10811 Dumfries Road
Manassas, VA 20112
Phone 703.361.7763 Fax 703.361.8796

INVOICE
INVOICE # 087
DATE: March 10, 2004

Bill To:
Bill Woodbury
5021 Dumfries Road
Cellet, VA 20119

For:
GM Crate Engine

Due: Upon Receipt

DESCRIPTION	AMOUNT
GM Crate engine - part #8894804	\$5100.00
Paid in full 3/13 Check # 51038	
Subtotal	\$5100.00
VA sales tax 4.5%	\$229.50
TOTAL DUE	\$5329.50

Make all checks payable to Max Speed, LLC
If you have any questions concerning this invoice, contact Hayne Dominick, 703.361.7763,
Olddominionspeedway@yahoo.com

THANK YOU FOR YOUR BUSINESS!



PIT SIGNALS

CLASSIFIED



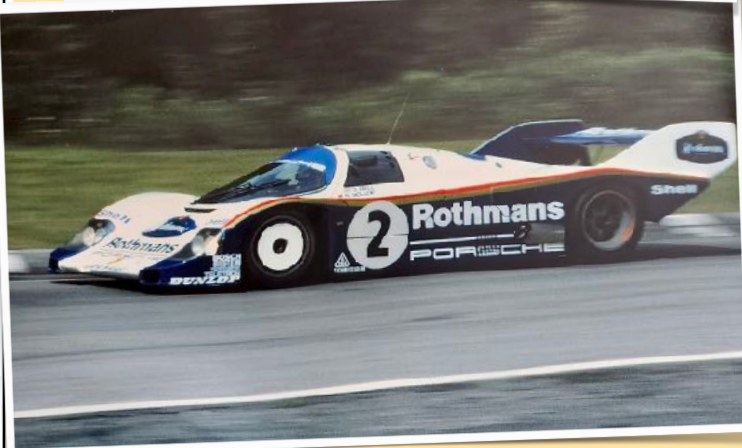
Professional photographer and collector must sell most of his car collection and photos.

He has coloured photos of cars from IMSA series and WEC series-- perfect for framing. Size is 12X18 and 10 1/4X 14 1/4-- multiple different cars-- over 50.

Also racing cars, cast iron model kits, 1/43 scale (complete sets in original boxes)—approx 100.

Please contact Heather Doelle

hdoelle@rogers.com





PIT SIGNALS

CLASSIFIED



For Sale

5X 1990 Caterham Super
Seven Wheels and tires.
\$750

Wheels: 5X 1990 Caterham Super Sprint "Prisoner"
Edition wheels 15X6.5, 13,,positive offset, PCD 108mm,
(4.25") Like new, UK made by KN Wheels.

Tires: X4 Falken Azenis 205/50-15 old (2006 but <500 km) mounted and
balanced, tread depth 6/32"

Plus one very old (1990) barely used 195/60-15 Yokohama A-008 (a great
spare!)

4 X 15"X7" Aluminum wheels to fit Caterham, only used with 9" slicks for three
track days, Painted yellow , slicks tossed! \$300

neil.young7@gmail.com 905-703-1415



PIT SIGNALS

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Firestone Firehawk Decal Kit For Sale.

\$200.00

Contact Bryan Rashleigh at 87rsrracing@hotmail.ca





Lotus type 51A Formula Ford CAN \$45,000

Chassis 51A-FF-70, AM-64

If you are looking to 'win' an Historic Formula Ford race, then this is probably not the car for you - I suggest looking for a Hawke DL2 or a Crossle 20F.

But, if you want to own and race an authentic, reliable example of the first Formula Ford ever, and one of the most attractive cars in the paddock, then look no further.

Originally sold in Dallas, Texas in 1968, 51A-FF-70 would have had a 1.5L engine and a Renault 4-speed. The car has been upgraded to the 1.6L crossflow engine common to all Formula Fords now, and a Hewland mk8 transaxle. The car retains the true 51A chassis, with the original rear suspension mounting points and a roomy cockpit without the triangulation tubes added to the type 51B and subsequent versions.

Most recently rebuilt for the 2016 season, the frame is straight, true, and dimensionally correct. The current engine was set up on Britain West Motorports' dyno and has approximately 14 hours on it (fresh in the spring of 2022). Strictly Formula Ford legal. The head is equipped with steel exhaust valve seats and

makes an honest 100 hp on unleaded pump gas (91 octane, ethanol-free).

The Hewland mk8 transaxle comes with 12 sets of gears (plus some duplicates) - ratios from 17:35 to 26:26. Enough variety to accommodate any track from Mosport to Road America.

The ATL custom fuel cell bladder was new in the fall of 2015.

On-board fire suppression system covers the cockpit as well as the intake side of the engine.

Six-point Willans harness is good through the 2028 season.

Car comes with a set of Weller wheels for racing, plus a set of the correct Lotus Elan front wheels and Cortina rear wheels for 'show'.

The car's upper bodywork would benefit from being sanded down to remove excess bodyfiller (applied by an over-enthusiastic paint shop) and repainting, but is perfectly usable as-is. The lower bodywork and engine cover are both sound. A 6-inch 'waistband' of Kevlar fabric has been laminated into the sides of the upper and the lower bodywork for side impact protection.

The oil/air separator tank for the engine's dry sump oiling system is located in the original location behind the heat exchanger, but an aftermarket cylindrical tank that can be mounted behind the rear axles is included.

Smiths oil pressure, water temperature, and chronometric tachometer are all period correct.

A large spares package includes

- Full set of hydraulic cylinders and reseal kits
- Front brake calipers, and pads
- Front and rear brake discs
- Many Hewland parts (dog rings, shift fingers, etc.)
- Clutch driven plate (Tilton)
- Front uprights (Triumph Herald)
- Fuel bowl float and air cleaner for the Weber DGV carburettor
- Water pump and drive belt
- Starter motors

- Rear drive doughnuts
- Rear upright / bearing carrier (magnesium, one only) and bearings
- And much more!

Included with the car are a few historical remnants - the original fuel tankage and the original oil/air separator, and the fixed-length rear radius rods with rubber bushings.

Spare engine

Strictly Formula Ford legal. Freshly rebuilt (rings, bearings, head), it needs only some dyno time to get the carburetion properly sorted. The fresh head is equipped with steel exhaust valve seats to run on unleaded pump gas (91 octane, ethanol-free).

Available separately

Trailer - 7-1/2 x 16 foot enclosed, built circa 2008 CAN \$5,000

Always stored indoors during the winter season. Fully equipped for storage of car and spares as well as light maintenance at the track. Cupboards, shelves, workbench, vice, good lighting, even a 120Volt AC outlet for your coffee maker!



Floor is covered with vinyl checkplate tiles, with E-track on the floor and walls for securing a wide range of cargo. 2000-pound electric winch, electric trailer jack.

Also available - replacement Lotus type 51A chassis and upper bodywork - make an offer:

Fabricated by Curtis Unlimited (California) circa 2011, the chassis has had its many original flaws rectified, Crash damage from 2015 has been fully repaired and the chassis is now sound and dimensionally correct.

Upper bodywork to fit the C.U. chassis has been fully repaired following crash damage in 2015, but requires primer and paint. A 6-inch 'waistband' of Kevlar fabric has been laminated into the sides of the bodywork for side impact protection.

Contact: Ed Luce at edluce51@gmail.com, or 613-449-7643



**For Sale, 1977 MGB Resto-Mod Roadster,
VIN GHN5UH434422AG**

The builder's concept for the MGB "Resto Mod" was to take a new MGB body shell, introduce a contemporary domestic power plant, transmission and differential with four wheel disc brakes and an upgraded interior. The original base car is a 1977 MGB Roadster VIN GHN5UH434224AG.

The 1977 MGB "Resto-Mod" is powered by a GM 2.8 litre V-6 with a T-5 five speed manual transmission. The differential is modified with traction bars, a sway bar and rear disc brakes.

The current mileage is about 70 kms so it is obviously still not fully free of possible "bugs" in the assembly. A careful "running in" is recommended. Extensive build materials and car cover are packaged with the car. Currently offered at \$31,500 Canadian Dollars.

Call to view or for more information:

Gord 416 727 0441 or gwhatley@mac.com



For Sale, 1953 MG TD Resto-Mod Roadster, VIN TD 26834

Resto/Mod 1953 MG TD "Special" full restoration with modifications. Frame up restoration with new body tub and two tone black and silver paint scheme. The chassis has been updated with new four-wheel disc brakes by Wilwood, new tires and wire wheels with a power train consisting of a rebuilt Camaro V-6 engine, with carburetor and five speed transmission. All chrome is redone to the highest level, new red interior and full new instrumentation. The weather equipment is black vinyl with top, side screens and tonneau. Car performs like a modern sports car. Complete build very similar to MGB. \$28,500 Call to view or for more information. Gord 416 727 0441 or gwhatley@mac.com



PIT SIGNALS CLASSIFIED



Lotus Elan Parts

Many Elan specific racing parts available including tubular front suspension, rear suspension, sway bars front/back, Lotus differential with Quaife ATB (Automatic Torque Bias limited slip Differential), some bright work was also salvaged from my Elan, Tilton clutch and concentric slave, Toyota T50 transmission and bell housing as well as many other parts....Tel: 514-928-1562

E-mail: dugaldreid@hotmail.com



1988 Alfa Romeo Alfasud Sprint. \$8,500 Cdn.

This 1988 Alfa Romeo Sprint Veloce is a European-market example that was imported to Canada by the current owner in 2010. Mileage is 111,525. The car is finished in black. Cloth houndstooth upholstery covers all seats and door cards. Powered by a 1.7-litre flat-four boxer engine paired with a five-speed manual transmission. Additional equipment includes dual Dellorto twin-choke carburetors, 14" Wolf Racing alloy wheels, combination disc and drum competition brakes, along with a Sparco steering wheel, and a Pioneer AM/FM with stereo speakers. All import documents are provided. Located in Guelph, Ontario. Please contact Bob at: ra.whitehouse@hotmail.com



For Sale: 1994 Porsche 968 Race Car

Well prepared, well maintained, competitive racecar that won the 2021 VARAC Drivers Challenge Championship in CL2. Asking \$42,500 USD. Reach out to mberetta@rogers.com for questions and more pictures.

BODY: Fully caged with NASCAR style door bars . Doors lightened, door windows removed, interior stripped. OMP race seat, quick release window net and removable steering wheel. Central switch panel for electrical functions. New fire system. All non necessary items removed. New odyssey battery. New front bumper with turn signal and headlight delete. Front and rear tow hooks. Removable wrap in Blue and white.

DRIVETRAIN: Strong running original 3.0L motor. Original 6 speed transmission. New full flow muffler and exhaust upgrade. 2 front fender mounted oil coolers.

SUSPENSION, BRAKES, & WHEELS: Updated with Bilstein shocks. Monoball strut mounts. Eibach springs. Adjustable sway bars front and rear. Custom front A arms with replaceable ball joints. Front strut tower brace. Large Brembo brakes. 3 sets of OEM Porsche wheels (Front - 7x16 with 225/50-16 and Rear - 9x16 with 245/45-16) Two sets refinished in blue (one set with tires and one set no tires). One set of rains currently shown in pictures.





1968 KIKI MK 5 - Front Engine Sports Racer

A rare opportunity to own an iconic Canadian built car originally built by Doug Durrell and Doug McArthur in Mississauga. Car currently requires assembly and replacement of wear dated parts.

Fresh zero miles Chevrolet 302 by Active Engines, racing wet sump pan, Accusump and oil cooler. Holley fuel system and Fuel Safe cell in steel container. Accel distributor and coil. Square tube chassis is straight and ready to assemble.

Borg Warner Super 10 transmission, Aluminum flywheel and scattershield. Chevy II rear axle with welded differential and modifications for three link and coil overs. Spare rear axle included. Front suspension is based on Triumph TR6 uprights with heavy duty spindles, disc brakes, Hawk pads. Steering rack is Austin Healey Sprite. Wilwood pedals and master cylinders. Jones mechanical tach and Stewart Warner gauges. Fire bottle, FIA rain light. McLaren MK1 magnesium wheels, Carrera coil over shocks, Suspension pieces by RPM, nickel plated, AN Hardware throughout. Fiberglass nose and fenders require paint. Molds included. CASC Logbook

\$20,000

Call Steve Bodrug at 416-985-0224



REDUCED
PRICE!

1970 Hawke DL2A Formula Ford
\$20,000 includes 20 foot trailer!

This beautiful car has been owned by me since 1972. It was last run at the 2019 VARAC Festival. It is equipped with an Ivey engine, Penske shocks, quick release steering, and includes eight wheels. The car is located in Quebec. Note! The price includes a Hallmark 20 foot trailer, with canopy, all in good condition. Everything you need to go racing!

Call or email:

Ross Smith 613 305 1639 phildegrid28@gmail.com





1990 Porsche 944 S2 for Sale CL1 or 2

1985 new bare shell build, no undercoating, no sunroof, CASC log book 95-027, 1.75" full cage, fuel cell, fire system, air jacks, 2" flared fenders steel, fibreglass hood, nose and front bumper/chin splitter. Lexan side and rear hatch. GT3 rear wing, fresh engine as of June run-in 265 hp RW, cf dash, Recardo Pro Hans seat, Schroth 2024 belts, cool shirt set-up, tons of time in the UOIT Wind tunnel, over 4 years developing the program there. Racing drive axles and race cv joints, transmission relocated to improve drive shaft axle angles, close ratio gear box, with Guard LSD, spare tall close-ratio gear box with LSD. MO 30 front brakes, turbo rears.

Custom triple adjustable Koni shocks plus spares, new rain Hoosiers on 16" wheels, 1 set new dry R7 tires, 1 set used dry R7 tires on Forgelines, 1 set used Continentals dry on Forgelines. dry break fuelling/jug included, red transponder, AGM battery.

Asking \$30,000

Also for Sale, 2014 F350, 32" goose neck, Gold Rush Trailer, all Aluminum, with winch, canopy, solar panel, hydraulic lift. Bench cabinets, lighting, tire racks. nose of trailer full of spare parts for 944.

Ernie Jakubowski ernie9146@gmail.com 905-483-5154



PIT SIGNALS

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Three Racing Minis For Sale!

Lifetime member Pete Christensen wishes to sell his three VARAC racing Minis to another VARAC member, if possible. His girls are finished racing - they raced from 1996 to 2012.

1963 Mini Cooper S with Longman engine (car 03) -1997 overall VARAC points champion

1964 Mini Cooper S with Longman engine (303)

1967 Mini Cooper S with Longman engine (30)

\$45,000 FIRM!

Trailer and many spare parts included.

Cars are stored in heated building in St. Catharines.

Contact Traci Christensen 905-329-2597 or tracichristensen@yahoo.ca