



PIT SIGNALS

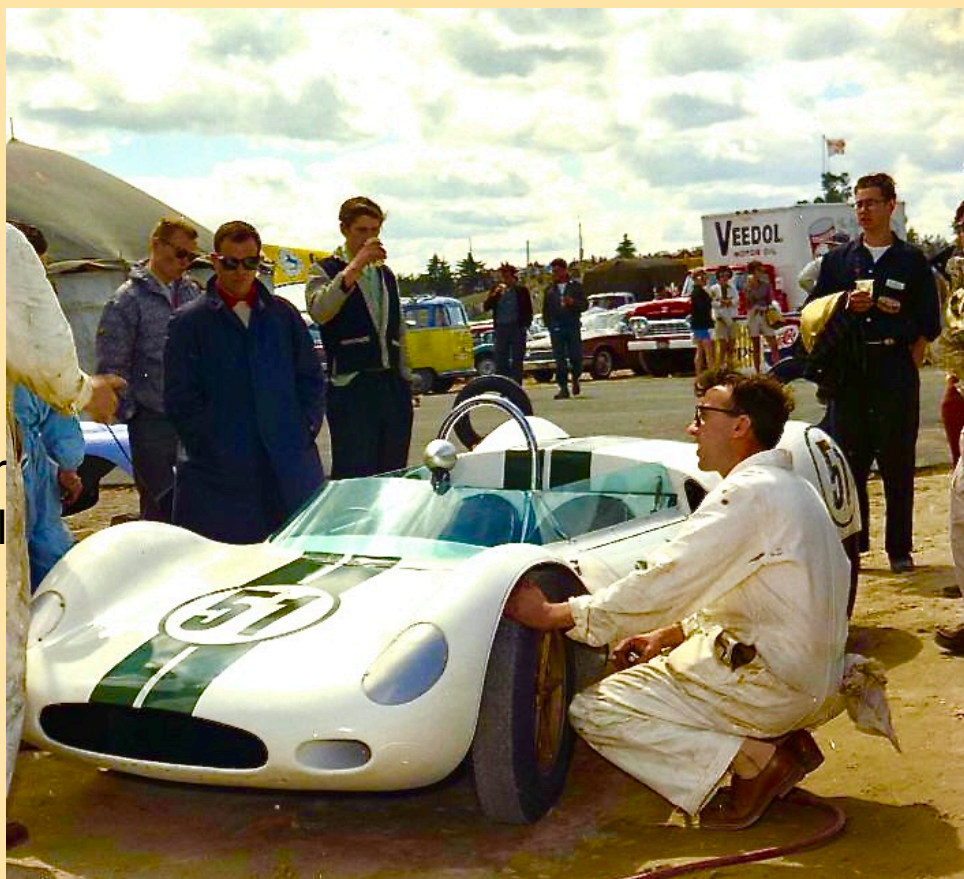


LATE BRAKING VARAC NEWS March, 2023 - JEREMY SALE

The 1961 Player's 200

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The first ever international race held at Mosport in 1961 featured Stirling Moss, Jo Bonnier and Olivier Gendebien, as well as some VARAC members...



Grant Clark's
Sadler at right.

IN THIS ISSUE!

"VARAC announces the formation of Modern Classic Grid!" and "Something To Consider"...(Ted puts the cat among the pigeons!) A Pit Signals Interview, plus Remembering VARAC members Ron Wanless and Roger Peart, and "New Kids On The Block!" Also Bob Harrington's Photo Feature-"Back in 1995, Canadian cars at the VVGP."

PS. Don't forget to enter the VVGP! [registration is OPEN](#)



Late Braking News...

From John Hawkes

Having just finished shovelling, hopefully, the last two foot dump of snow I am reminded that its only 7 weeks to the Shannonville spring fling and only three days to the Motorama event at the International centre where we will have three VARAC cars on display. So you better be getting that car ready for the season. VMC clubs everywhere and, for that matter, European clubs are all facing increased prices for just about everything : track rentals, insurance, gas, tires, even the food for the VGP.

The board is aware that this is an issue for racers and we are doing several things to try and keep costs as low as we can while not letting the club go bankrupt.

CASC has dropped the price of the license by over 80 bucks; Dave Good is working on a low cost race at Grand Bend which will be held in October as long as we get sufficient commitment and we will continue our outreach programs at Motorama and at Drive Fest to try and get in some more new members. The more entrants we have to spread the fixed costs of the event over the lower we can keep the entry fees.

You will see more postings on Insta and on Facebook this year as a result of Martino's efforts sorting out our accounts.

This should have two benefits: we get more new interested racers, and we increase the visibility of the sport to the general public which could increase the spectator numbers.

In other goings on Del Bruce has introduced the Modern Classic group and has an article talking about that in this month's issue and Peter Lambrinos, our VGP chief honcho, has drummed up over 200 entries for this years VGP. If you haven't registered please get on it.. another 20 entries would be great and you know it will be another excellent weekend.

So yes , costs have gone up somewhat; but you've got all that money and time sunk into your baby.. might as well make hay while the sun shines and enjoy it ... don't be saving all your dough until estate taxes take a big chunk of it.

See you at the track!

John

Register now for the 2023 VARAC Vintage Grand Prix June 15-18, 2023

Canadian Tire Motorsport Park Grand Prix Track

Yes, [registration is OPEN](#) and your card won't be charged until April 15, 2023.

This one-of-a-kind event is bigger and better than ever for 2023. We cannot wait to welcome you!



- **Three days** of fabulous vintage racing on one of North America's best tracks
- **Two free crew** members included (that's double last year's allowance)
- **Social events** each evening, including a newly added BBQ and live rock'n'roll band on Thursday night; a banquet dinner and VARAC's house band, Fun Comes Fast, on Friday; and the famous paddock crawl and Mudmen band (presented by the Safety Team) on Saturday.
- Plus a test day, car shows and much, much more!

And for our American friends, the Canadian government has removed Covid border restrictions, so you are free to enter without completing the ArriveCan app. P.S. Did we mention that \$675 Canadian is about \$500 US? What a smoking deal!

[Register NOW!](#)

If you have any questions, please get in touch! Peter Lambrinos,

VARAC VGP Director varacvgp@gmail.com

Ron Wanless

Ron Wanless, former VARAC Festival Director and racer passed away February 19, 2023 in his 82nd year. Ron was a long time and valuable member of Boot'n Bonnet Car Club, Wes Meyer passed along the following:

“Ron and Sally became fixtures in our Boot 'n' Bonnet Car Club in 1996 and by 1997 Ron had taken over the Spanner Editorship, right through until 2003. At the same time, given his specific skillset, Ron set up our first B'nB website, then updated and maintained it through 2015.

In his spare time Ron took on several Jaguar and Lotus car restorations. Sally and Ron were always available to help with club events and hosted many enjoyable BBQs and garage tours.

As a member of VARAC, Ron got his racing license, restored a Lotus Elan to immaculate race condition and tested his mettle at various US and Canadian race tracks. He was greatly admired for his sportsmanship, attention to detail and adherence to safety by his fellow racers.”



As VARAC Festival Director Ron was always meticulous. He and his wife Sally did everything to make sure we would all have a great race weekend. As a driver he was equally prepared, his lovely Elan was always turned out beautifully. Ron was awarded the James Fergusson Challenge Trophy for “outstanding contribution to vintage racing in Canada”. VARAC members send our condolences to Ron’s wife Sally, to his girls; Catherine and Alexandra, and their families.

VARAC announces the formation of Modern Classic Grid!

At this year's AGM a motion was passed to proceed with the formation of a Modern Classic Grid and some minor changes to the Classic grid car intake using a "SOFT" cut off date based on what we call Generational intake. We will move away from the yearly car intake. The purpose of this is to place cars in the appropriate class and simplify the eligibility process by accepting all the years that that generation was produced and all off the equipment, engines and tranny's etc., that were available to that generation. So, what exactly does that mean and how do we bridge the gap between Classic and modern Classic years?

A car's generation will be considered for competition when the average of its life span reaches 20 years. Most cars go thru generational progression during their life, usually lasting an average of 7-8 years. The BMW series 3 is a very popular Classic race car. The E30 ran for 8 years, the E36 ran for 8 years as did the E46. Clearly the E30 and the E36 models fall within what is our Classic grid. The E46 gen however goes until 2006, its 20-year generational average is at the end of 2022, so as of 2023 the E46 Generation will be able to compete on the Modern Classic Grid.

This new classification system will also simplify how we deal with upgrades to your car. Regardless of the year of the car you will be able to use any of the equipment that was eligible to that generation. Simply put, if you have a 1991 E36 you can upgrade it to 1998 E36 technology and remain in Classic competition but if you decide to upgrade the motor to one from the E46 generation you will now have to compete with the Modern Classic cars.

Here are 2 examples of how this works for Modern Classic eligibility. An application was received for a 2002 Audi TT. This generation ran from 2000-2006, its 20-year generational average is 2003 which makes it eligible for 2023 competition. An application was received for a 2004 RX8. This car ran till 2012, a span of 9 years. This generation will not be eligible till 2028.

When it comes to purpose-built race cars that were built to run a specific series it is somewhat simpler. First the car must be 20 years old as evidenced by its logbook, and the series rules it is prepared to must be at least 20 years old as well. An application was received for a 1999 Monte

Carlo bodied Cascar which first competed in 2002. It ran in Cascar till 2010. So, the car is eligible based on the build of 2002, but the preparation MUST match no later than the 2003 Cascar rule set.

Here are the other general points that will determine a cars classification: All cars whose generation ends in or before 1999 will be Classic grid cars, providing their technology does not exceed 1999. All cars up to 1995 will be Classic designation regardless of if the generation goes into the 2000's. Fortunately, Wikipedia has this information available for most cars, so it is easy to determine the 20-year generational average. If you look at the Wikipedia chart info for BMW you will see the series 1 BMW started in 2005 and went to 2011 so its 20-year generational average is 2008. This means the series 1 will be available for Modern Classic starting in 2028. The series 5 is interesting because its generational mid-point is close to 1999. In a case like this the committee will review the capabilities of this car in comparison to the E28 and the E34. If it is to be determined to be technically superior to the E28 and E34 models, we would likely assign this car to Modern Classic. If we look at the Z series the Z1 clearly is a Classic grid car and the Z3 20-year generational average is 1999, also making it a classic grid car. The Z4 and Z8 are clearly Modern Classic cars.

All cars whose generation starts before 2000 and ends before 2005 will be placed according to where the eligibility committee feels they are best suited from a competition point of view with the Classic grid.

All cars whose generation starts in or after 2000 will be considered eligible by the committee once the generational average reaches 20 years.

Other points: Both Classic and Modern Classic will run on the same grid till further notice. Classic and Modern Classic will have a separate points championship. A new time bracket will be added for both Classic and Modern Classic for cars with a lap time of 1.26.999 and under. All cars registered to the Classic grid prior to the 2022 AGM will be grandfathered to the Classic Grid at the owner's choice provided they meet the technology cut-off of 1999.

If you have a question about a car classification, feel free to email me at delb@rogers.com. We look forward to seeing this new class grow.

On behalf of the Classic / Modern Classic Committee.

Rob McCord Marino Beretta Del Bruce



Something to consider...

By Ted Michalos

For the past few years while sitting around the paddock enjoying a libation after racing, we have discussed different ways we might organize the clubs' cars in the future. Originally (or so I am told) we ran a vintage grid and a historic grid and the cars were never to be run together. Then we added G70 and combined the vintage and historic to reflect the entries at the time. We added G90 and more recently we've added Modern Classics.

Not surprisingly, with each new group we have added new members and new cars. One of the consequences of the newer cars is higher speeds and faster lap times. An unintended consequence is we now have some very fast closing speeds on the Classic grid which may be having a negative effect on the slower entries on that grid. We all know that having cars turning laps at 1.55 running with cars turning 1.25 creates its own set of challenges....so.....

.....What if on regional race weekends (so not at the VGP or any other VARAC organized event) we moved all of the Classic cars turning laps of 1.40 or slower to the VH grid? Wouldn't this make for safer and better racing for all involved?

There are a number of objections that may be raised.

For example, what about the 2500 pound weight limit we imposed on our VH grid to reduce the risk of a heavier car colliding with a lighter car. This is a valid safety concern and we'd have to assess the weight of the cars moving from the Classic grid to VH grid. It may be that the threshold will need to be changed to allow this re-organization to occur.

What about caged cars running with non-caged cars? We have been allowing this for a number of years on our Sportsmen grids. We may have to review our cage and roll bar specs – perhaps in the future any “new to the club” cars will require full cages, or perhaps slower Classic cars might be allowed to run with rollbars instead of cages. This will require careful consideration.

What about the visual impact? For those of us involved with vintage racing seeing a 1960 Lotus running with a late 80's Porsche may be sacrilege, but to spectators the difference is not so great. Examples might be Porsche 924 and 944, Mazda Miata, BMW 3 series, Audi 80 Coupe, Honda Civic, Toyota GTS, old Porsche 911s, Mercedes Benz 190E. Racing is more fun if you have people to race with – that is one of the reasons why we moved to brackets so many years ago.

We'll need to come up with some new names for the run groups – what about VARAC VHC (vintage historic classic) and VARAC CMC (classic modern classic)?

I realize that this is a major departure from what we have done in the past and I offer it here for the members' consideration and discussion. Happy to hear peoples' comments and ideas.

Ted Michalos.



1961 Player's 200

The Canadian Race Drivers Association had found sponsorship from Players Tobacco and were determined to make this race an important one. To enable the world's leading drivers to compete an FIA permit was sought and approved, the date set for June 24th, 1961. Unfortunately the Sports Car Club of America then banned its members from competing, meaning the best U.S. drivers, who wanted to race at Mosport, were at risk of license suspension. In spite of repeated requests from the CRDA. the SCCA refused to give any reason for the race ban, but it was clear that the SCCA was not happy with CRDA awarding cash prizes, as they tried to make sure its members maintained amateur standing.



Photos by Steve Stevens

There were two heats and in the overall standings Moss won, driving the two and a half litre Lotus 19 sponsored by United Dominions (above). He had a clear edge in horse power over his fellow stars. Bonnier, driving the factory entered Porsche RS 61, a 1700 cc model which had previously run at Sebring, finished second overall and never had an opportunity to threaten the Moss leadership. Gendebien, fresh from his win at Le Mans, finished third. driving a borrowed 1600cc RS 61 while the owner Herb Swan, drove a 1957 Porsche RS to twelfth. In fourth place overall came Ludwig Heimrath, driving the Eglinton-Caledonia Porsche RS 60. Grant Clark' Sadler took fifth overall.

Gendebien, Moss and Bonnier,
are bundled up against the cold.





Photos by Steve Stevens

Bill Sadler, in his Sadler Mk5 leads Ludwig Heimrath's Porsche 718 RS60.

One of the high points of the day was the appearance for the first time of the two Comstock-Sadler cars, driven by Grant Clark and Bill Sadler. The Sadler Mk 5s were powered by Corvette engines driving the rear wheels direct through a two-speed quick change gearbox. Smartly turned out in white with two green parallel stripes, the Sadlers with their 365 cu.in and 327 cu.in engines stood the best chance of pressing the Moss Lotus. However, transmission woes struck both cars in the first heat, putting them out of contention. Grant Clark in the smaller-engined car placed seventh in the first heat, a worthy performance because he could use only use low gear throughout the entire 40 laps.

In the second heat, however, Clark with both gears at his disposal, latched on to Gendebien and kept the Sadler about 2.7 seconds behind the Belgian for 36 laps. With three laps to go, Clark waited until the long back straight and pushed the Sadler past the Porsche into third place, much to the delight of the huge crowd.

Results

Player's 200 (Overall): 1, Stirling Moss, Lotus Mk 19, 80 laps; 2, Joakim Bonnier, Porsche RC 61, 1700 CC, 79 laps; 3, Olivier Gendebien, Porsche RS 61, 1600 CC, 79 laps; 4, Ludwig Heimrath, Porsche RS 50, 78 laps; 5, Grant Clark, Sadler Mk 5, 77 laps; 6, Harry Entwistle, Lotus Mk 15, 77 laps; 7, Bob Clift, Corvette, 77 laps; 8, Francis Bradley, Lola, 74 laps; 9, Jim Muzzin, Porsche RS 73 laps; 10, **VARAC's Oliver Clubine**, Torus Triumph, 72 laps; 11, Fred Hayes, Austin Healey Princess, 72 laps; 12. Herb Swan, Porsche RS, 69 laps; 13. Theodore Bell, Cooper Monaco, 67 laps; 14, Bill Sadler, Sadler Mk 5, 63 laps.

Production Sports Cars (Overall): 1, Gerry Brownrout, Corvette; 2, Klaus Bartels, Porsche Carrera; 3, Ross de St. Croix, MG Twin Cam.

Formula Junior (Overall): 1, **VARAC's Walt Mackay***, Lotus 18; 2, Peter Keith, Lotus 18; 3, Gord Green, Price & Green Special. *(Walt MacKay received a nice cheque, presented by Stirling Moss at the Flying Dutchman!)



Photos by Steve Stevens

#25 is Francis Bradley's Miss Whiz Lola Mk 1.
Above: Olivier Gendebien is interviewed.
Gendebien's Porsche RS61 at left.

Pit Signals Interview

John Hawkes, president. *"A long time member of the club recently had a significant birthday milestone and I thought it might be interesting to turn the tables on our editor and interview him and look into his racing life."*

So Jeremy, what started your car interest?

Somehow it seems that it was always there. My brother and I always had all the Dinky toy Formula One and sports cars, plus a Scalextric race track...

When did you first attend a race?

It would have been in the 1950's living in England. Our family often went to the races at Brands Hatch, we always watched from Druids Hill bend. We would have a picnic basket with sausage rolls, scotch eggs, pork pies, probably beer for the parents, cider for the kids.

The races included hordes of Formula 3 cars with 500 cc motorbike engines. There would also be races for sports racing cars like Lotus, Cooper, Jaguar, Aston Martin and so on.

The best race was often at the end of the day, the saloon car race. This included the top drivers like Moss, Brabham, Hawthorn, Graham Hill plus the regular saloon car drivers in Jaguars, Ford Galaxies, Riley 1.5s, Ford Consuls, Minis, you name it. We didn't like the American cars, we wanted the Jaguars to win, preferably Mike Hawthorn's!



What was your first experience in a race car?

It was at a race school in the early eighties with John Powell at Mosport, in Formula Fords. That was an eye opener because I soon realized I wasn't the F1 material I had always vaguely believed that I was.

When did you first race and in what?

I raced in the Honda Michelin Series in the eighties. That was huge fun, a great series. In my very first race I was quickly lapped by a horde of Hondas, coming up behind me three abreast, bumping into each other! I actually put my turn signal on and moved way over to the edge of the track. It was quite humiliating! But I persevered and enjoyed it!

What about Vintage Racing?

I had no idea what vintage racing was about, but I bought a Bugeye Sprite on impulse and found my way to VARAC. It was great. Everyone was so helpful and boy, I needed it! All these years later I still do!

Later on you bought your Lotus Seven?

Yes, it all got kicked up a notch when I bought Jeremy Hinchcliffe's Lotus Seven. Just a lovely car, it just goes wherever you want it to. Thanks to John Dodd I've had some great races in it and great moments, like going through Turn Two alongside Jim Middleton's Shelby Mustang, looking up at him alongside me! No problem at all, just like it would have been back in the day. Love those Shelbys.

Realistically, winning or going quick often comes down to the car you are driving, and I readily admit that the Lotus makes up for my lack of talent. It's nice driving a quick car but one race I will always remember was when I first started, in my Bugeye, chasing Bob Grunau in his MG TC. We were somewhere at the back of the field and certainly not setting lap records, but in my mind that race was as exciting as Fangio and Hawthorn at the Nurburgring! Wins aren't everything, the chase is!

Which tracks have you enjoyed?

We are so incredibly lucky to have Mosport as our local track. It's iconic, a joy to drive on. I liked Mt-Tremblant, rushing up into turn one is a thrill,

and sharing a condo with the “usual suspects” back in the day was hilarious! I also enjoyed Calabogie, Watkins Glen, and of course Waterford is inexpensive and great fun with the VARAC gang.

What other cars have you raced?

Stefan Wiesen and I shared an ex-Scott Goodyear, Rothmans Porsche Cup car for a while. That was fun, a great car to drive. It was a lovely looking car. The way a car looks is important to me. There are some cars I had the opportunity to buy that were quick but just too ugly! I think that some cars, like Alfas, are works of art, other just aren't.

We all identify with the cars that were hot stuff when we were younger. For me, those were E-Types, Minis and Sprites; of course we all wanted a Lotus Seven. The idea was that if you bought it as a kit car there was no purchase tax, and hey, you could race it on the weekends!

Fun moments?

Getting my son Harry into racing has been a real pleasure for both of us. He just loves it! He's been racing a Sprite, now we are getting the ex-John Greenwood Lotus Seven ready for him.



There have been lots of good races and all kinds of fun. Like when John Greenwood and I combined as a team for an Enduro and we stopped for tea!

Last question! Why are you still racing when others have slacked off!

This is a very good question because I realize at 80 I don't have a lot of time left to race. And frankly, it's getting too darned expensive. Entry fees and the cost of 110 leaded? Jeez! Plus I'm too old to be loading and unloading cars, it was a lot easier when I was younger. I have made some good friends in VARAC, they will tell you that I don't take racing too seriously. I have no interest in trophies and less interest in "breaking out" and all that stuff. But when you are out on the track nothing else matters, just the car in front of you!

What else would you like to see VARAC do for its members, aside from continuing to publish a very well written club news letter?

Well, I do enjoy doing Pit Signals, but it would be great if people would help by sending more articles in, I would love to get more from the Classic drivers. What else could the club do? You could maybe slash entry fees in half and give out free 110 leaded!



Thanks Jeremy! I enjoyed hearing about your race history and we really appreciate all you do to pull together Pit Signals every month. And for those members thinking perhaps they are getting a little long in the tooth .. you've still got a way to go. If you have been alongside Jeremy in Corner 2 you know he's still got lots in the

tank. I wish you and Harry happy motoring and racing this year..

John Hawkes.

ROGER PEART 1934 - 2023

by Jeremy Sale

A founding member of VARAC, Roger Peart was born in London, England and attended the Royal Aircraft Establishment where he graduated with a Higher National Certificate as an aeronautical and mechanical engineer. His love of motorsports, began in 1949 as a mechanic to vintage race car driver Sir Michael Samuelson. Upon moving to Canada, Roger began his own racing career as a rally driver for the Volvo factory team.



Moving to circuit racing in 1964, Roger raced on tracks across North America, driving a variety of cars from Mini Coopers to Porsche 911, Formula Ford and several special sports racers. *(Left at Mont-Tremblant in his Landar.)*

In 1967, Roger became involved with the organizational end of the

sport, acting as Chief Timekeeper, Chief Steward, Chief Scrutineer, Clerk of the Course and Race Director at events across Canada. This would prove to be Roger's primary role within the sport moving forward. Having been Vice-President and then President of Canadian Automobile Sport Clubs (CASC), Roger became President of ASN Canada FIA, which was the governing body for motorsport in Canada under the FIA, the world governing body.

At his home on Stavebank Road in Mississauga a few years ago Roger told me how the Canadian Grand Prix moved to a circuit he himself designed in Montreal. Labatt had the rights to F1 racing in Canada, and had decided to move the event from Mosport following the 1977 Grand Prix. They looked at the CNE grounds in Toronto but when the politico's turned that down Roger

knew where it should go. He had done some preliminary research for a track at the Île Notre-Dame. As a qualified draftsman he made a good sketch and presented his plans to the FIA. Later a firm of highway engineers produced the final blueprints. Construction started in late June, 1978 and by September the track was ready for a Formula Atlantic race. The first Grand Prix of Canada on "Roger Peart's circuit" took place in October of 1978. In a perfect ending to the story the winner was Canada's great Gilles Villeneuve. "Couldn't have been better!" Roger smiled.

Roger was Clerk of the Course and Race Director for the first ten years that the Canadian GP was held in Montreal and continued to be the National Steward at the Canadian round of the Formula One World Championship (F1). In addition he served as steward at several rounds annually of the F1



Roger Peart's Ginetta.

World Championship internationally, until his retirement from the FIA in 2017. Following the creation of the Canadian circuit, Roger became increasingly active in F1 track safety. He served on the FIA Circuits Commission, since 1978, and stood as President from 1998. Roger was also a member of the FIA Safety Commission, which had overall responsibility for motorsport safety.

At the finale of each Canadian Grand Prix it was Roger Peart, a founding and lifetime member of VARAC, who went up onto the podium and presented one of the trophies, at the track he had designed.

(The above information is from the Globe and Mail obituary and my interviews with Roger Peart.)

[The designer behind Le Circuit Gilles Villeneuve.](#)

New Kids on the Block

John Hawkes: We have been engaged in the start of an outreach program to find new members with new or revived cars. Last year we did Drive Fest with 12 cars and this year we will do a couple more promo events and improve our social media footprint.

I thought I would sit down with a few of our new members and see how they found VARAC and how the intro has been by asking a few questions. Here is how that went with three new members: Simon Tomlinson with a BMW 2002, Harry Sale with the ex-Johnny Greenwood Lotus 7, and Frank Rattasid with Ernie Jakubowski's Datsun 240Z.

John: *My first question, what led you to think about vintage racing?*

Simon: I'm newly semi-retired and cars/racing has always been a passion. My dad instilled that in me. In his youth he travelled Europe with Lotus and Colin Chapman as a mechanic and wanted to be driver. He later became an instructor with my uncle and cousin at Brand's Hatch 'Motor Racing Stables'. There was a continuous stream of interesting cars at our house, quite often race-prepped Cortina's, Escorts and one particularly scary 'Vauxhall

Ventora'. I've done time attacks, some autocross, some dirt rally and six Targa Newfoundlands and I've always preferred to run more characterful cars over modern stuff.

Graduation to racing has been a goal for a while.

The push over the top came from the latest

Drive Festival at Mosport

where there were some beautiful period cars on show, and they really spoke to me. And so did VARAC's own president - though I didn't realize it at the time. Like all of the VARAC folk I spoke to, John was enthusiastic, generous spirited and it steeled me to make 2023 the season I started.

I've always tinkered with my cars. I want to become able to do the majority of my own mechanical work. The complete cycle of drive, race, break, hunt for



Simon Tomlinson

parts, fix and refine and drive again has become a wonderful antidote to the working years that have afforded me this privilege.

Finally as an entrée to racing - I liked the idea that the cars are the stars. Like all my motorsports experience so far I hope that this is the start of finding a kinship with people I've yet to meet that share a passion, sense of adventure and the slight madness it takes to want to run an older car in these sort of events.

Harry: I have always loved racing and my father, Jeremy Sale, has been an active racer in VARAC since 2000, so I was lucky enough to find VARAC through him! So part of the reason I joined was for us to be able to race together.



Harry Sale

Frank: For me it's all about the cars. I love them! I would buy them all if I could. A beautiful white Lotus Cortina, a baby blue Mini Cooper, a blue Porsche 911 RSR, well you probably get it. I'm not an over competitive guy, so the racing is probably secondary to the cars.

I love to work on and be around the cars, although I have never raced. But everyone tells me you get bit by the bug. I have been coming to the vintage races for about 30 years religiously, and saying "well maybe next year". I have been trying to build a race car for about the same length of time, unfortunately they never got finished, life, kids, work, it all got in the way for me. But now I'm retired.



Frank Rattasid's Datsun

John: *How was the process of finding a car?*

Simon: The BMW 2002tii kind of came first! At a Targa in 2018 my Golf R lost its clutch on day three-frustrating as I felt I was really in contention for the elusive open class win. With the Golf laid up, I needed a new car. It turned out one of the other Newfoundland based competitors had the car for sale. The price was right, so we shook hands and my co-driver at the time and I went halves on the Beemer. Ironically it then wouldn't run, so I hired a Mini Cooper to finish the event! Over the course of the next year, with some help from fabulous team of chaps in Newfoundland, we got the car ready for the Targa Bambina. Unfortunately I had an 'off' in the event and couldn't finish in the car. It sat from then up until September 2022 in a friends shop when I rescued her back to Ontario to fix her up ready for some eventing.

Harry: Originally we were able to get a Formula Vee from Peter Viccary to get some seat time and learn the track. It was an eye opener and I loved it. Then Ted Michalos allowed me to drive one of his Bugeye Sprites, with the assistance of Craig DeShane. Craig taught me a lot and various members were nice enough to help a new racer with their experience – I was very fortunate to have such support, and I will never forget it. Now we are going to be bringing out a Lotus Seven with years of history...that of the wee Scot, Johnny Greenwood. It will be a greet dee for motorrrracing!

Frank: I purchased the car that I plan on starting to race with by word of mouth, I heard that it was for sale. Because I have been hanging around for a long time and being in the auto parts business, I eventually meet a lot of people who raced and collected some information over the years.

John: *what was the communication path with the club like?*

Simon: After the Drive Festival I signed up for VARAC membership online, then I came to realize I needed a CASC license (thanks Ed), so kick started that process. I've been helped through the process by Ed and Brian. To be honest, the lines with the CASC group are blurred - because it's been seamless so far. The progression from outright 'newb' to licensed (after my exam and monitoring upcoming in April) to drive has not been a problem, or really stalled at all.

Harry: As I had been at the track for a number of years, I was familiar with a few VARAC members from the get-go. From there, after completing a few races, I was also getting more familiar with some additional people. It takes time to meet new people since race weekends are so hectic – but the

VARAC members and race weekend attendees are definitely like an extended family and certainly helped me throughout!

Frank: The members are helpful if you ask the questions. But I do have to admit it is very intimidating at first if you don't know anyone. You have no clue where to start. I'm not sure that the journey has actually started yet! I still need to figure out the school to get my licence and the hunt is still on for gears for the transmission! So if I can get the gearbox back together and in the car, and figure out a car to use for the school, I might be able to hit the track this year.

John: *What was the most memorable part of the journey?*

Simon: I liked the interview for the licence! I know that was with CASC, but I got the sense the chemistry of the group is an important facet that the group wanted to maintain. It bodes well for what is to come, I think. Also the conversation with Dave about which group to run in was informative. My car will run in the VH/X group so I understand I can't 'win' anything, but I've always viewed this sport as something where you only measure yourself against your prior self. I appreciate that others are running absolute stock period cars and I'm all for fair competition.

Harry: Probably what I learned from my dad. Helping each other load and unload the gear, prep for the sessions, and learn from each session, sharing knowledge of the track and our competitors. The more you can communicate with someone the more you will eventually learn, so it was fun to be with my him and absorb his experience.

Frank: I got loads of advice through the chat group and everyone was really helpful. I am tracking down some gears for the Z right now and hope to be ready for the spring.

John: *Could we do anything better or different as a club to attract more potential racers or volunteers?*

Simon: Honestly from my perspective it's hard to fault. Granted - I come to the process with the drive to complete it and get going, but I've not had any hiccups on the way that I'd like to see ironed out.

Harry: For me, one of the things that makes VARAC great is the camaraderie. We all love the cars but it's also a real community where members share ideas and help each other. Meeting the other drivers provides support to new members and expands the knowledge base

for existing members. As far as attracting new members, VARAC could perhaps recruit at external events – or even a networking event at other race weekends to promote our schedule and what VARAC is all about.

Frank: I think if there was a step by step list, prepared so that people could get from the club what you need to do, that would be immensely helpful. Also a list of driving schools and where to look for a car. And if you want to attract more people, having an information booth set up at the track or car shows would be fantastic. The turn out on Father's Day for example is huge, there has to be at least a thousand people there that want to race, every one that does the lap around the track with their street car does for sure. That's what got me. But when you show up at the track and if you don't know anyone it's very intimidating. I think a lot of people would get into it if more information on how to get started was available, Maybe hand out a flyer. I also think most people don't realize that you can get going with as little as \$20-30K. You can't even buy a decent used car for that!

John: Well I asked, and I certainly got some very well considered opinions, sounds like with a little more promotion both at our races and at other events and on Instagram and Facebook we could be having new members beating down the door.

Thanks to all three of you! We look forward to seeing you at the track and will be implementing some of your ideas.



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Back in 1995 VARAC decided to feature Canadian cars at the VVGP.

In Bob Harrington's shot above are some great Canadian cars, including the 1963 Stebro Mk IV of Jeff Bateman, (#25) right is Jack Boxstrom's 1962 Sadler Mk IV, (#52) car #80 is the 1965 Astur of John Davis, next to it Doug Elcomb's 1959 Dreossi, alongside the 1958 VAY Special of Mike Rosen. #292 is the 1958 Lucas-Whitehead Special, D. Ghose/S. Lucas, #91 the 1969 Altona FV, Mike Nilson, #67 1967 Kiki MKIII Doug Durrell, #69 Kiki Mk V Craig Pick, #9 1967 Craimax Special, Donald Horner, and at the back the Stebro Mk 1, ex-John Cannon, ex-Nassau Speed Weeks entry, owned for the past 50 years or so and awaiting restoration by the Taylor family (Murray and his son Trevor).

Nostalgic to see the old pits and pit wall...



Above is the mighty Kiki Mk III, built by Doug Durell, below is Jeff Bateman's Stebro, now enjoying vintage racing around in sunny California.





Above, #292 1958 Lucas-Whitehead Special, D. Ghose/S.Lucas.
Below, showing the flag in his 1958 VAY Special is Mike Rosen.





Above; Jack Boxstrom's mighty Sadler leads Bill Hirst's lovely ex-Grant Clark Lola while below is the 1965 Astur of John Davis.





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Mallock Mk 8b 1970



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Robert Yarwood. yarwoodeng@btinternet.com

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-VIN 45/6696. Lotus Twincam with twin Weber 45 DCOEs and dry sump (Titan 5-port and alloy sump with braided hoses for oil cooler and remote filter and tank). Lumenition ignition with rev limiter. Original Ford close ratio gearbox and 4.1 differential. Roll cage from Tony Thompson Racing (TTR) fabricated by Safety Devices in the UK. Original chassis reinforced 'à la 26R', no rust, no cracks. Rear halfshafts with CV joints and TTR solid billet hub shafts. Adjustable suspension (for camber) both front and rear. TTR front shock absorbers with adjustable perch and adjustable damping, with Eibach springs. Koni rear struts with adjustable perch and adjustable damping, with smaller Hyperco springs to fit wider wheels/tires. Kirkey racing seat (and one original seat for the passenger). One set of original wheels with 'transport' tires, and one set of mags with Hoosier tires. Supertrapp muffler with removable discs for sound control (i.e. 92 db for Calabogie and Tremblant). Five US gallons ATL fuel cell. Lifeline Zero 2000 remote fire extinguisher. Car plated for the road in Ontario; all the racing stuff is bolt-on and could be easily removed for conversion back to road trim; original wire loom still there although not currently used. Wooden dash and windshield are there and original door interior panels and windows are included with the sale. Car is in Ottawa, ON.

Claude Gagné lotusgagne@rogers.com 613-443-0998 (home)

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Kastner Tribute Triumph GT6

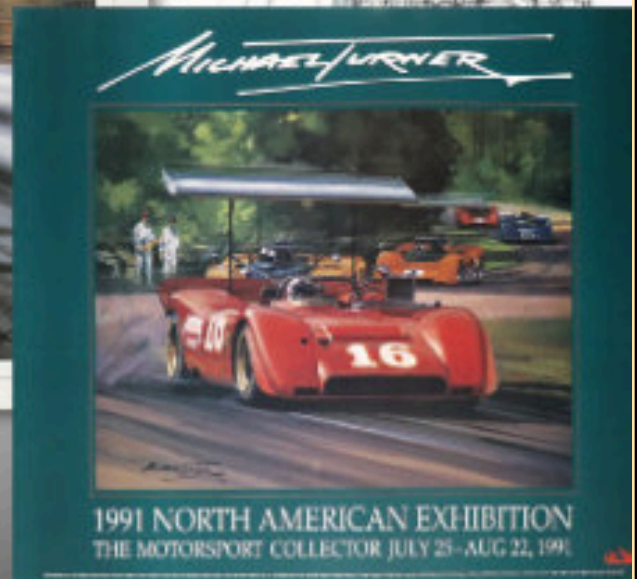
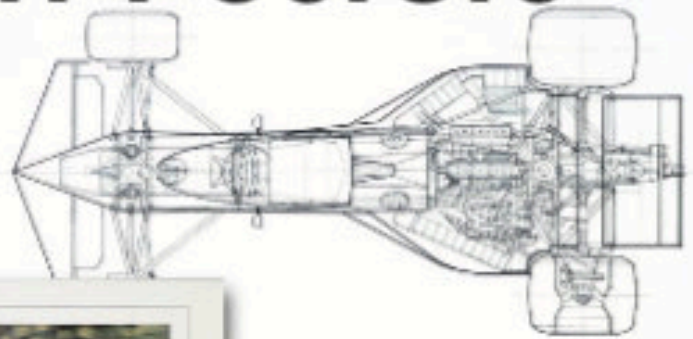
This is a very reliable well sorted car. 1972 Triumph GT6 MK3 Signed and approved by Kas himself. Has an Ontario Registration / SCCA # and CASC tag. Modified 2L inline 6, car has many, many upgrades. Build sheet is available via email.

\$20,000.00 Cdn

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