



PIT SIGNALS

LATE BRAKING VARAC NEWS July, 2023 - JEREMY SALE



2023 VARAC Vintage Grand Prix!

"The 2023 Varac VGP is in the books and I'd like to thank everyone who attended. It was a fantastic event with great racing, fun, food, and entertainment all weekend.

I will start by saying that this event couldn't happen without the 100's of volunteers who gave their time to make sure the event went off without a hitch. Thanks to all of you!

I would also like to thank, in no particular order, eBay motors for their participation this year in presenting the 2023 Varac Vintage Grand Prix, also Doug Kurtin (CPS Flooring) and Marty Laskaris (Publican House Brewery) for their generous financial contributions to the event. With their support we were able to give all the racers an event second to none. And last but not least, thanks to CTMP for providing Varac with a world class facility to race on.

Stay tuned, next year's event will be bigger and better with more to give to our racers. Porsche will be our feature race marque for 2024, so tell all your racing friends what a great event Varac puts on and we'll see everyone next June. Thank you! "

Peter Lambrinos, Varac VGP Director.



2023 Varac VGP

Well, it's all over for another year and what a huge success it was! A big thanks to all the many wonderful volunteers who make this great event possible, there are so many of them, putting in long hours of work. I saw some areas which were stretched and could have used a few more bodies, but you still managed to do it all with a smile and get us out on track to race. You people are the very best! Thank you so much!

Many thanks to our VARAC executives and of course to our amazing VVGP Director, Peter Lambrinos! Not sure how you manage to pull it off, Peter but thanks! I have heard so many positive comments about VARAC and how the VVGP is managed; people are amazed that it is a volunteer effort and all tell me it's first class. We had entrants from as far away as California who say they are definitely coming back next year. What a wonderful vote of thanks that is!

Last but not least, the photographers!

Pit Signals sends a great big thank you to all those who contributed to this edition, especially the superb photographers at the event, including **Richard Coburn, Peter Viccary, Evan Gamblin**, and also those who sent us a note about their experience at the VVGP. The links below will take you to lots of great photos of the 2023 VARAC Vintage Grand Prix.

[Richard Coburn](#)

[Evan Gamblin](#)

[Peter Viccary](#)

Jeremy Sale, Editor.

Mazdas rule at 43rd Varac Grand Prix!

Featured marque enjoys successful weekend.

RUSS BOND: The 43rd running of the Varac Vintage Grand Prix presented Mazda as the featured marque. 11 race cars and hundreds of street versions showed up to take in the weekend. Sadly Paul Subject and his Star Mazda had their weekend cut short when his 13b lost an apex seal during testing.

Christie Marks (right) another new entrant in her new – to her, Mazda Rx3. While she enjoyed great runs on Friday and Saturday, her Mazdatrix engine lost compression in the rear housing halfway through Sunday's festivities. Lucky for her, there was a spare RX3 she could use, so she in fact completed every race – including the features – like all the other Mazda's in attendance.



Two SpecT7's made the trip from New York and they were very happy with their weekend. Lots of track time and good competition made it a great weekend for them. Of the others there were two Mx5's, one run by the Gidman's and the other by Stephen Di Cesare. Pierpaolo Petrucci had a SportCup Motorsport Rentals Rx7, in which he won his feature in CL4. Quebec was also well represented as Eric Ouellet had his FC Rx7 on the boil in Group 2.

Rounding out the group was Russ Bond with his two RX-3's, one -the program cover car - in the newly formed VHX (for illegal VH cars) and the tube framed monster "Fahren" in Group 2. The big hits of the weekend were some great races and the incredible fan parade.

Featured marque Mazda enjoys successful weekend.



Mazdas rule at 43rd Varac Grand Prix!

The "Mazda vs the World" race was a superb tie that was decided by the feature marque taking the overall win, thus Mazda took home the Rudy Bartling Trophy!



Above: Bertrand Dupuis' totally refreshed RX3 in stunning red, looking and sounding fantastic! Bert had a great weekend.

The massive parade on Sunday featured many, many cars. Mazdas dominated the first section, but it was open to all comers, and boy did they turn up. When the leaders had completed their lap, the last cars were still coming out of the paddock. What a sight it was, thanks to everyone who supported it.

The many fans that came by the Mazda compound, put their kids in the cars and took photos is a testament to just how popular the rotary powered cars from Japan still are. Thanks to VARAC and the board for allowing Mazda to be the featured marque in 2023, We wish Porsche the same, if not even more success in 2024! **Russ Bond**

Nice Audi double at VVGP...



“Most of you know me and my #60 1981 Audi Coupe GT CL3 Car, a rare and interesting German machine, but did you see the #32 mars red 1983 Audi Quattro at this years VVGP? Well let me introduce Jeff Pabst of Schomberg. A new Varac member and longtime friend of mine who has a long racing history of everything from GM Players Series to IMSA American LeMans racing. Jeff has owned this car for over 25 years. It’s always been his dream to turn this all wheel drive monster into a competitive road race car. Most of these cars were used for rally, so the challenge was on. After countless hours of blood, sweat and tears it finally hit the track this summer. Jeff is the manager of Pfaff Autoworks in Markham, so it was a perfect scenario that the paint and finish was a project tackled by his talented body and paint staff. It really is a beauty. The rest of the restoration and assembly was handled by Jeff at his home shop where I also joined in on some of the fun and challenges while Jeff’s son Raif would offer occasional brewed encouragement. So it was as exciting for me as it was for Jeff and his family to see the car on its maiden laps at CTMP. I’m sure we’ll see Jeff and the car on the podium in the not too distant future!”

Perry Mason



Vintage Sports 2000

This group was super enthusiastic about their weekend, they said they had a blast! I spoke to Dennis Gernert, who had high praise for the whole VVGP experience. The group who came to Mosport last year spread the word that “It was a great event, not to be missed”, in fact sending around a video made by Mark Coombs, from Chicago, who was back again this year. The word spread and consequently this year we welcomed 22 cars from as far afield as California! Dennis is forecasting 30 cars next year! He said that “the VARAC people are top shelf” with particular praise for Peter Lambrinos, Dave Good and Chief of Tech, Mike Nilson. The drivers loved the track and Dennis also mentioned the great beer, the food and the bands!

Sports 2000 is a restricted-rules class of mid-engined, open-cockpit, full-bodied sports-prototype racecar. Developed as an affordable form of sports car racing it's essentially a sports car version of Formula Ford 2000 with two-litre Ford Pinto engine. Running with around 150 hp and weighing just 1335 lbs the fastest cars at the VVGP were lapping at around 1:24.00, so they don't hang around! Dennis wasn't driving himself this year but I note that his son Brent Gernert won the feature race in his 1990 Loat90/90.

The Vintage Sports 2000 group has about 85 active race car owning members, you can check them out at <https://www.vs2na.club/>

Sports 2000



It's always great to see new members in their newly purchased race cars enjoying their first races with VARAC. Stewart Wigg and Simon Tomlinson sent glowing reports in from their first VVGP.



Simon Tomlinson 1974 BMW 2002tii, above. "The 2023 VVGP really delivered! I was fortunate to run every minute of every session from Thursday practice through to the 'RoW' Mazda Challenge' and trailer the car home in one piece. Success defined! Dicing (holding them up) with Jody Leclaire and John Kinnear was the highlight of my weekend. Between us we must have swapped places, but no paint, 7-8 times. Gentlemen racers both. Stewart Wigg and I started our VARAC journey together and events at previous races had conspired to largely keep us apart on track. This time it was his skill and speed that kept us apart. He is going to get a banana in his tailpipe in the next event. Many VH5 peers improved to VH4 - leaving me in 1st in VH5. A case of being lucky rather than good if ever there was one. Thanks to everyone involved in making the weekend happen. It was brilliant!"

Stewart Wigg, 1972 Triumph GT6. "After a long weekend at my first VARAC Vintage Grand Prix, I wearily flopped onto my bed at 9pm with a big smile on my face. I drifted off to sleep reliving the camaraderie and the many track-tussles from the previous four days..."

A mere 6 weeks after purchasing my 1972 GT6, I found myself at



Mosport early on the Thursday morning of test day of the VVGP. I had enrolled as a mentor for the lapping drivers, pairing up with my 19 year old son, Jamie. He arrived in his much-loved 1987 Golf GTI which we had brought back to life together over the Covid wilderness years. After 10 years of frenzy on Forza, we judged he was ready for the real thing. I was also keen to get more seat time in my new acquisition and improve on my 1:52 best lap time. The test day went by in a flash as I scuttled to and fro from test session to lapping session. The test sessions were somewhat hairy, mixing it with the much quicker GT cars, but I gradually saw improvement in my times. Jamie took to track driving like a fish to water and, by the end of the day, was taking turn 2 like a seasoned pro. Not sure whether it was genes or the coaching but either way, I'm happy to take the credit.

The next day was practice with the MG vs Triumph challenge to polish things off. So began 3 days of having various marques "all over me like a rash" as I tried to squeeze more pace out of the GT6. It gave me an interesting gauge of where I was reasonably quick (no one closing on me) and where I needed improvement (cars right up my chuff). I seemed to do ok on 1,2 and 4, but there were obviously quicker ways to get round 3, 5, 8, 9 and 10.

"It poured rain just before the start of the race at the end of the day. I followed the queue of cars out of the grid right back into the paddocks with the others, thinking the race had been abandoned. Then I spotted a car exiting to the track and realized it was just open tops escaping the downpour. So I went round again and was started at the back of the pack. I'm not the most confident wet driver to say the least and it grew more and more embarrassing to cruise gently around the track in front of the crowds with no other cars in sight. Luckily the GT6 developed a 'vibration' which was a convenient excuse for me to get the hell out of there. MG 1, Triumph an ignominious 0.

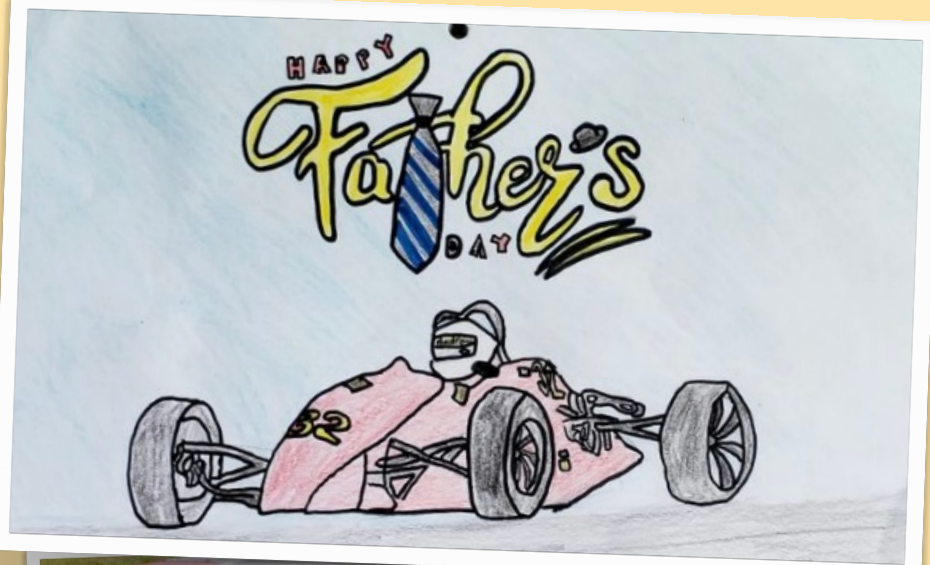
The next day saw brilliant sunshine, a dry track and the return of some mojo. I spent the next 2 days being chased around (and passed) by many cars, wondering if I was the only one who hadn't sand-bagged qualifying! The most memorable tussles were with the Mini Cooper of Jay Ramage, the TR4 of Mike Deweerd, the MGB of Dave Good and, in the last race of the event, the Rudy Bartling Nations Cup race, the 944 of Jeff Gardner. I was bumped out of VR5 and a trophy as I had dropped my best time from 1:52 to 1:48 over the weekend. No complaints there - it seems I react well to being chased.

The silver lining was that the VR5 trophy went to my great buddy Simon Tomlinson who put in some great lap times despite the woeful horsepower of his BMW. So many, many thanks to all who made the fantastic long weekend possible. I honestly can't think of a four day stretch I've enjoyed more!"



2023 Varac VGP Notes

12 year old Alice Mason created this lovely Father's Day poster to cheer on her father Andrew Mason and his father Bob Mason, at the Varac Vintage Festival weekend.



Stefan Wiesen (right, Elva #7) started dead last in the rain...“Half a lap behind because some slower cars couldn’t keep up with the pace car! Eventually I caught up to the leaders and moved up into second place, but then I had spin number one, which put me back to fourth place. I caught up to second place but another spin put me back to fourth place. With one lap to go, I was chasing the leader and was planning to out brake him in corner eight when all of a sudden my engine sputtered, probably due to all the water spray. So I ended up being third and got a trophy for fastest MG powered car!”



Below: Jamie’s vintage support vehicle...



2023 Varac VGP Notes

Nick Pratt: "The MG/Triumph challenge (an understatement!) Friday afternoon took place in a monsoon. The two minute warning board was displayed just as the heavens opened!"



I had bald tires, wanting to get through Friday before I put the new boots on Saturday. Couldn't see a thing. A crazy start with my arch rival, the 2.6L Triumph on the pole and me 2nd. He took off

like a scalded cat so what was I to do?

Almost lost it going into 1 but then it was the bit between the teeth and we were stuck like glue for 7 or 8 laps. Almost passed him twice but as the race progressed my car control got worse and worse. Of the 23 cars that started, 10 immediately went back to the pits and 3 more bailed out partway through the race so only 10 of us finished. I was caught by another Triumph and a flying Stefan Wiesen in the Elva so finished fourth as the lead MG".



2023 Varac VGP Notes

Ted Michalos: I entered my 1961 Porsche 356B Roadster in VH4. The Porsche was running on a “spare” engine I bought as part of an estate deal with Geoff McCord a few years ago. Craig DeShane took it apart, declared it fit for service, and put it the car. It was not as powerful as the fully race prepped engine that came with the car, but since it was running and the original was not, in it



went! I really enjoy driving the 356. You finish your braking before you start your turn in and accelerate through the corners (lifting is a very BAD thing to do). The car was turning good laps and competing for the front of the grid – and then it broke. Early guess is a lifter, but we won't know for sure until Craig takes her apart...”



Above: Doug Elcomb was going well in his Mini Marcos, in fact so well that a glitch in timing temporarily credited him with a one minute 35 second lap, causing a certain amount of astonishment in the paddock...

2023 Varac VGP Notes

Peter Lambrinos: “For the third year in a row Bruce Houlden from Saskatoon Saskatoon has traveled 38 hours one way to participate in the Varac VGP! In 2021 Bruce and I became good racing friends. I asked him to return In 2022 to renew our rivalry on the track and our friendship off the track. He returned in 2022 and we started where we left off the previous year until his Mini broke the motor Saturday afternoon. We spent all night and the next morning with the help of multiple racers swapping out the motor to get him on the track for Sundays races, not the experience Bruce was looking for.

Bruce returned again this year 2023 looking for a better result; he came with a new Mini and history behind the car. Bruce spent all winter taking the car from something that was not recognizable to the car that you see today, a testament to Bruce's determination in completing the project he started and his desire to race!



The weekend started off slow with what we thought were carburetor issues. On Sunday morning, after the first race, it was discovered that the head was damaged beyond repair. Paddock Mini's to the rescue, another head was sourced, the swap was made and the Mini was ready for the Rudy Bartling race!”

2023 Varac VGP Notes

“ the problems were solved and the Mini was flying, running the best it had run all weekend, Bruce sliced his way through the field well into the top five. Things were looking great until Moss corner where everything changed again, the front end broke and all the gains were gone. With one lap to go and the checkered flag in the distance. Bruce would not give in, he nursed the car with a broken axle across the finish line to finish the weekend!



After the race Bruce and I had a well deserved Varac beer and a few laughs. We packed up and Bruce was on his way for a well earned vacation with the family in Niagara Falls, then back on the road for another 38 hour drive home.

I applaud Bruce and his great determination and persistence in getting through a difficult weekend. My hope is that Bruce will return again next year to renew again our on track rivalry and off track friendship. Only time will tell”. *Peter Lambrinos, Varac VGP Director*

Field of Dreams

HOORAY!

We here at Glory Days are pretty happy with ourselves, having just come away from the biggest and best ever FIELD OF DREAMS Classic Motoring Revival Car Show & Parade at Mosport.

Fathers' Day Sunday brought the finest of weather. The beautifully manicured Park was filled with campers & spectators who drifted up to the show field making for a busy and happy place. The paddocks were over flowing with racing machinery of the vintage type, gathered from all over Canada and the US of A. This entire scene was on account of it being the Vintage Automobile Racing Association of Canada's annual Vintage Grand Prix weekend.

The final tally rendered a car show field of over 190 cars of all descriptions and 100 cars in the Parade, not counting the 40 or so Mazda cars leading the pack on account of Mazda being a VARAC sponsor. To make it just right, our old friend, Gary Magwood, former Canadian Racing Champion provided Parade commentary over the Public Address system.

All of these beautiful pieces meshed harmoniously like a fine set of straight cuts in a Sprite dogbox!



Field of Dreams

The 2023 edition will be a hard one to beat, but we'll be up for the challenge come 2024!

Thanks to all who helped make this such a great event: VARAC, CTMP, the Marshaling group, Mazda and our volunteers -

Neil DeShane, Rob Holtby and Dave Wilson and of course all of the participants.

Bob DeShane.





Blaise Csida (above) won the feature race in his 2002 Pontiac Grand Prix. Jack Polito's Shelby Mustang leads the pack through Turn Five.





Heikki Silegren, 1973 Datsun 240Z (above). Derek Young (below) in a 1971 Datsun 240Z finished second in the Rudy Bartling Nation's Cup.





John Kinnear wins Tony Sims Cup!

“John Kinnear is this years winner of the Tony Sims Cup. A joint VARAC/MGVR trophy, it's awarded to the MG racer who shows great race craft. (John's performance in the rain Friday afternoon certainly did that-very "John Cannon" like!) The winner must also show great car prep and presentation and be a good example of MG vintage racing This all fits John "to a tee". Congrats John! *Dave Good.*

“To say that I was surprised and dumbfounded at having my name called at the podium as the 2023 winner of the Simms Trophy would be a classic understatement! Apparently it came as a result of my drive on a rain soaked track during the MG – Triumph Challenge race on Friday afternoon. We were called to the grid under gathering clouds and at about the same time that the 1 minute board came out, the rain came down. I sat there in my open cockpit car feeling the rain soak through my suit. When they waved us out onto the track, I thought to myself, “ can't get any wetter than this.”

“ Might as well carry on and see how bad it is out there and maybe I can get this race in”. I also took a few glances at the sky and began to guess that the rain might not last for very long. In spite of the rain, there seemed to me that there was little standing water on the track which encouraged me. So I pressed on. And on. And then the rain stopped and conditions got better. A handful of cars were somewhere ahead of me and there was no one in my mirrors. So I pressed on some more, hoping that someone up ahead would have difficulties and fall back into my grasp, but no one obliged, and so the race ran out with me not even knowing for sure what position I finished in. I was just happy to see the chequered flag! And then to the podium and the surprise announcement! Many thanks to all the hardworking guys in VARAC who put on yet another great event. I have enjoyed so many of them! “ *John Kinnear*



Formula Classic.

Story and photos by Peter Viccary

There was a stout 31 entries in Formula Classic at the VGP, but no more than 28 hit the track at any one time. The race for first could be summed pretty quickly: rookie Stephen Sutherland (#70 above) qualified first, won all four Formula Classic races and set the fastest lap time of the weekend at 1:23.667 in race 1. Stephen was driving a 1995 Van Diemen RF99 Formula 2000 car. Just for comparisons sake, I believe only two cars at the VGP turned in lap times faster than Sutherland: Ben Sinnott in a Sports 2000 Lola at 1:23.121 and Blaise Csida in a GT1 Pontiac Grand Prix, the fastest at 1:22.289.

Michael Cross, 199 Van Diemen RF99Z F2000, qualified 2nd and finished 2nd in all four races but was no serious threat to Sutherland. Tom Pixley, '78 Wheeler Super Vee, and Lee Brahin, '87 Martini MK53 SVEe, should have been competitive with Cross but either DNF'd or did not start after race one.

Cross was left to fight off a pesky group of Formula Fords. Eight Historic Fords (built before 1972) and six Club Fords (built before 1982) were entered, and I may be partial, but they were the highlight of FC, particularly in Saturday afternoon's race.

Let's set the FF stage. Past FF champion Stephen Adams was entered in his '80 Lola T540. Former Player's GM hot shot Doug Beatty was entered in his '81 Crossle 45F. Winnipeg's Murray Burkett entered himself and his buddy Greg Eastwood in '69 Chinooks and Murray's son Daniel, a former Road To Indy (among other things) competitor in a new to them and not really ready for prime time '78 Van Diemen. Now, Daniel

is good, really good. So is Stephen. So Is Doug. Daniel's car, maybe not so much. Other Club Ford entrants were Steve Beeler, '79 Lola T540, and Shane Bawa, '81 Crossle 45F, who unfortunately broke his engine big time in Saturday morning's race. The Chinooks are Historic Fords, as were Andrew Stein's '68 Merlyn 11A, Tomas LaCosta's '69 Titan Mk6, Kevin Young's '71 Crossle 20F, Paul Hollister's '70 Hawke DL2A and Joe Griffin's '69 Lotus 59. Joe is the key to this story.



#59 Joe Griffin, #60 Kevin Young & #03 Murray Burkett, '69 Chinook MK IX.

Mr. Griffin trailered to CTMP from Florida with two Lotus 59's in his trailer. Both very pretty, clearly well-prepared cars. The spare has a nice Ivey (i.e. fast) engine tucked in the back. Joe decided that Daniel would look pretty good in this car. Better than it just sitting there. Can't argue with that. Technically, the Lotus would be an historic Ford, but anyone who knows about these cars knows that a well-prepared Historic Ford with a good motor and driver is a match for any well-prepared and driven Club Ford. Or so we would see.

Saturday afternoon, warm and sunny. We're at turn five, our Gladiator Road Racing crew, sadly not a part of the show this year. Stephen Sutherland checks out and wins by 40 seconds, with a fastest lap seven seconds faster than anyone else. Michael Cross slips back into a battle

between Adams, Beatty and Daniel Burkett. Adams, then Beatty (for a while), then Burkett. Burkett displaces Beatty, who fights to stay in the battle but gradually falls back to finish 5 seconds from second. Adams tries with all his might to put himself between Cross and Burkett. It works for a while, but he can't make it stick. Adams and Burkett switch places each lap as they come past us at five. Adams is ahead as they pass by us on their last lap. But first out of five isn't always a good thing. Lots of passing is done in 8, 9 and 10, and that's what Daniel did, to win by 2 tenths of a second.

Stephen got his revenge on Sunday morning, winning by just over two and a half seconds, with Doug a further twelve seconds back. Joe decided that Florida was a long haul and headed out before the last race, taking Daniel's new toy with him. Don't feel sorry for him, he jumped into the Van Diemen and had a great race with Kevin Young and his Dad.

Back to the race. Two theoretically faster cars, Robert Burnside's '73 Brabham BT40 Formula Atlantic and Robert Wager's '88 Citation F2000 split the top three Fords from the rest. A similar battle to the top three Fords developed between Kevin Young, Joe Griffin and Murray Burkett. Murray slowly lost touch and finished about twelve seconds behind Kevin and Joe, who exchanged positions constantly through the race. Kevin finally finished four tenths of a second ahead of Joe.



#23 Daniel Burkett, '69 Lotus 59, #159 Stephen Adams & #37 Doug Beatty, '81 Crossle 45F.

#24 Tyson Balbosa, #12 Daniel Demaras and #19 Jason Abrams, all in F1200 BRDs.



Formula 1200 seems to have taken a bit of a step back this year, which is very disappointing. These are probably the only cars in racing which could be called affordable, and they provide great competition. Only seven entered the VGP, but they all started and finished qualifying and every race and they raced in their customary pack. They qualified Friday from 18th to 24th and finished Sunday from 12th to 18th. Tyson Balbosa, in a '94 BRD (#24 above), had the field covered, qualifying first and winning all four races.

I think the high lite of the weekend was the unveiling of Ed Luce's 1968 Lotus 41C, (below) which Ed has been restoring for years. It is truly a work of art, and a testimony to an iconic era of motor racing.

Congratulations Ed!

Peter Viccary



Toyo Tires F1600

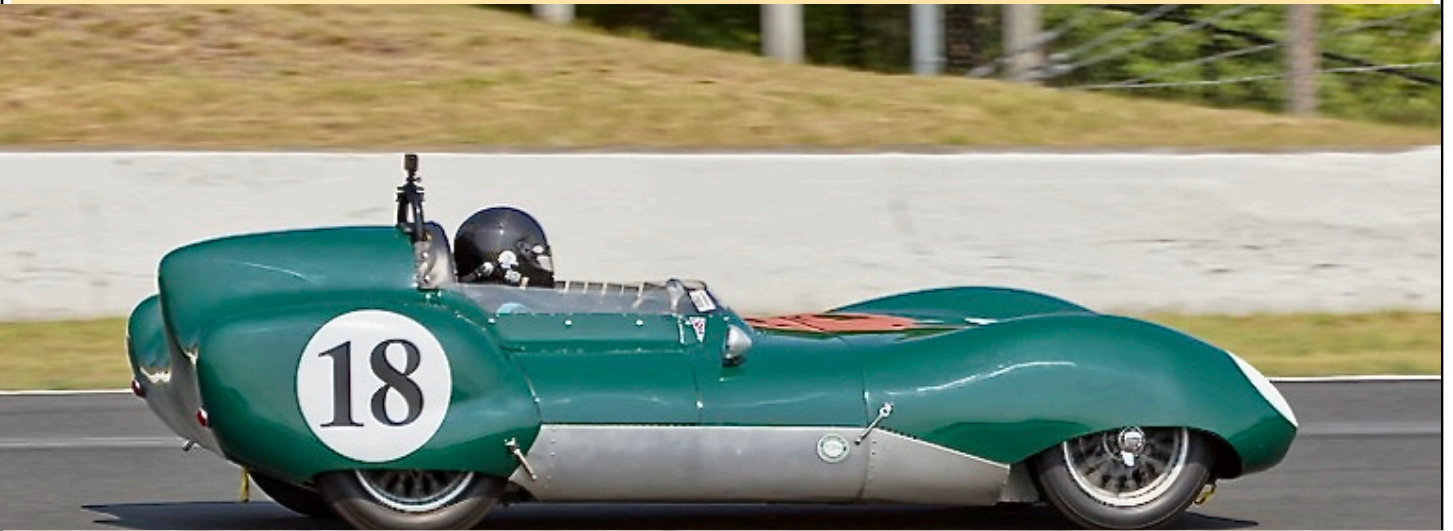
In the feature they finished covered by less than a second, as in the top photo, with Logan Pacza leading Sam Baker and Gerry Kavanaugh. #69 is Percy Adler's 1989 Adler P14 with #21 Jeff Bateman's 1984 Citation



Editor's Pick; random nice cars....Dan Reynolds 1963 Volvo P1800, John Styduhar, 1962 Triumph TR3B, Robert Attrell, #88, 1973 Datsun 240Z.



Editors pick, random beautiful cars...





There were Loti everywhere...





...yes, they were everywhere!





Fuel Injection Problems?

Chris Rupnik: "Many of us are used to determining why a race car is not running correctly. Whether using a carb or fuel injection - you need three things- Air / Fuel and Fire. My Lancia (below) was having trouble - so let's go through the steps we took to resolve. Fortunately I had my friend and Canadian Rally Champion Chuck Storry (left) to help out!

I have an engine compression tester - and that checked out fine. I was getting 120psi for each cylinder. The next step was to determine if I was getting spark. Joe Lightfoot had a long set of needle nose pliers that he used to disconnect each spark plug boot while ensuring that his knees or any other part of his body did not touch the car. Pulling off the boots from 1 and 3 showed no audible change in the engine running - indicating that the Lancia was running on 2 cylinders. Whereas a car running on an odd number of cylinders is easier to hear,



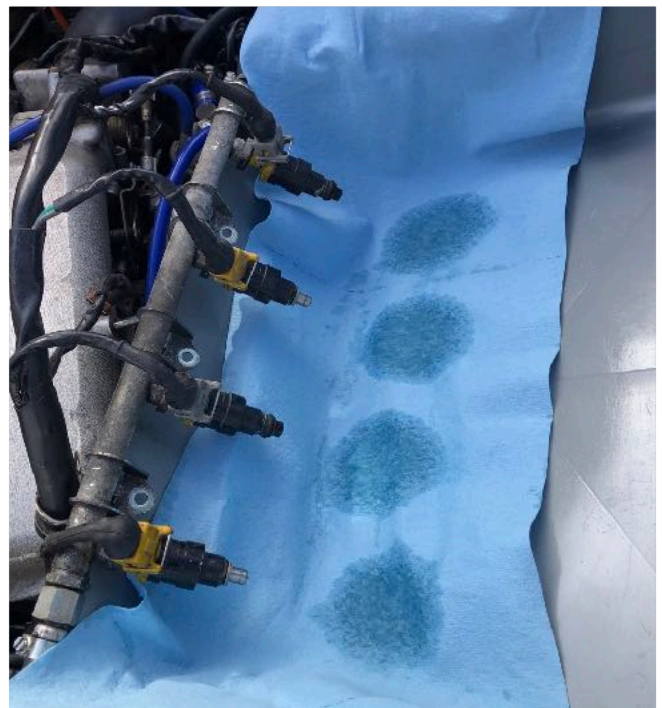
(running on two “sounds” right) be careful not to rely just on sound! Was the problem the plugs? Looking for spark with the plug out showed that indeed - each spark plug was firing.

The most difficult step was to determine if we were getting fuel. Andrew Celovsky had installed a fuel pressure gauge while building the car - and that indicated a solid 30 psi - which is what the car needs to run. But was that fuel reaching the cylinders? This required some disassembly to get to the fuel rail. Michel Cosimano, who drives a lovely MGB-GT V8, was able to show us a way to test. By cranking the engine with ECU on - the injectors should spray a fine fuel mist which can be seen by placing a shop towel in a little bin and compare the spots.

We validated that injector #3 was dribbling - meaning it could not close properly and was leaking fuel out. And injector #1 wasn't firing at all. If we used the harness from #1 to injector#2 - it worked fine, really pinpointing the issue as the actual injector itself and nothing electrical.

As I do not have spare injectors - we repeated a cleaning procedure of brake cleaner followed by fuel, pushing the brake cleaner through the injector over and over - until injector #1 was spraying again. Amazed at our success - we decided to clean all 3 others, and after really working over injector #3 - we managed to make that one stop dribbling and act normally.

Pictured right you will see that the spray areas on all 4 injectors matched - which is what we needed. It was our eureka moment! We proceeded to re-assemble the fuel rail, being careful not to bend or break anything - and were able to get it all back together, a quick launch around the paddock showed that the car was back to full engine power! *Chris Rupnik.*



— KM —

British Cars

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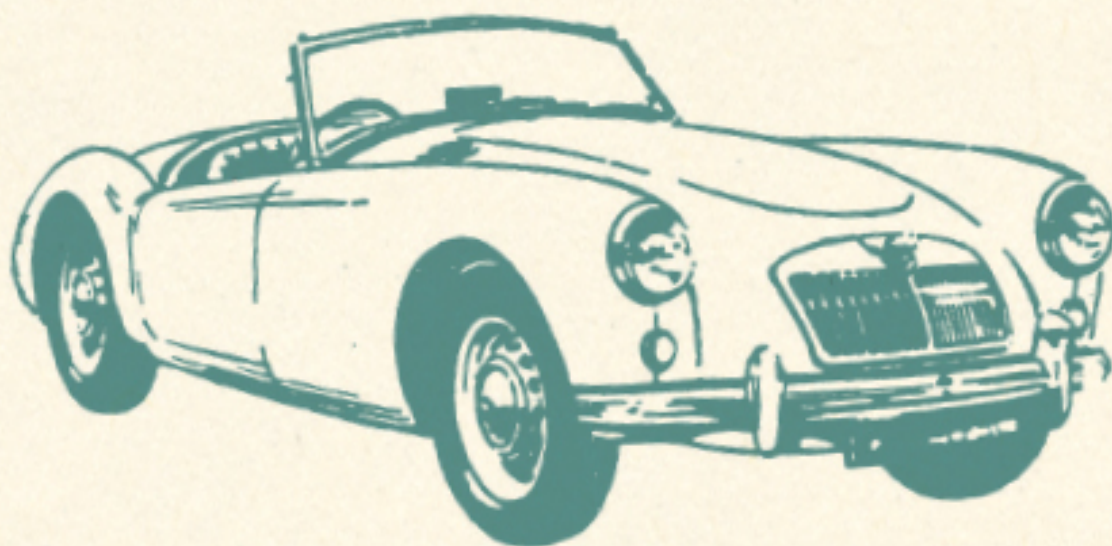
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Lotus Twin Cam - all steel engine



- Full documentation is available for all the following engine parts.
- Farndon forged steel 12 bolt crank
- Carrillo rods
- JE forged pistons
- 1.625 in valves 1.44 ex valves (D production racing valve)
- Dave Bean High lift /High torque cam (the other components are suitable for a higher lift cam if so desired which would boost HP accordingly)
- Dave Bean cassette water pump assembly
- Weber 40 DCOE carbs
- Aluminum 12 bolt flywheel
- Pertronix distributor
- Dry sumped with Titan 5 port pump
- Vegantune cylinder head covers
- Engine assembled by well known engine builder John Dodd in 2013. According to John the engine has 12:1 compression and produces approximately 150 hp.
- The Elan in which it rested raced sporadically after the engine build until last year when the car was badly accidented in the VGP and it was decided to not rebuild.
- The motor was undamaged.

“ I’m asking \$14,500. I believe building an engine to this standard will cost much more”. Tel: 514-928-1562

E-mail: dugaldreid@hotmail.com

Many other 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, Tilton clutch and concentric slave, Toyota T50 transmission and bell housing as well as many other parts....

Triumph TR8 G44 Tribute Car



This Triumph TR8 G44 tribute car is done as raced by Bob Tullius in IMSA series, very well engineered with tons of \$\$\$ invested. It comes with a fresh Rover V8 380 hp engine. The car weighs 2,200 lbs without the driver and has a close ratio T5 gearbox. The car is spotless, and comes with three sets of wheels plus spare parts. The car is located in Montréal.



Please contact Benoit Laflamme for more info:

blaflamme007@gmail.com



PIT SIGNALS CLASSIFIED



1959 Austin Healey

Possibly the most continually active and recognized Big Healey, vintage, race car in the United States. Always finding itself at or near the top of the race grid, #28 has logged over 100 race events at tracks that include Road America, Blackhawk



Raceway, Virginia International Raceway, Road Atlanta, Raceway Park Midlands, Watkins Glen, Summit Point, Mosport Park, Mid-Ohio, Brainerd International Raceway, Indy Raceway Park, Circuit of the Americas as well as a number of hill climbs; all with vintage race bodies including Vintage Sports Car Drivers Association, Vintage Sports Car Racing, Sportscar Vintage Racing Association, Historic Sportscar Racing and a few other.

No component of this Healey has escaped attention as to how to make it faster and more reliable. A highlight of features include custom engineered cooling system, J.E. Pistons, DMD aluminum block (believed to be the only one racing in the United States), DMD aluminium head, triple Weber 45's, MSD ignition system, Fuel Safe fuel cell and Holley fuel pump. More information, enhancements and modifications have been made and a full list is available upon request.

Also available for the new owner, over 25 spare parts, stock long and short blocks, stock O/D transmission and spare w55 to name a few, as well as extensive documentation dating back to 1997.

Awards, Trophies and print accolades not included in the sale.

\$99,500.00

Tel: 847-247-0447 info@northshoresportscars.com



PIT SIGNALS CLASSIFIED



1967 MGB-GT

Perfect condition
Ready to race,
very competitive
Lots of spare parts
Contact me for
details
\$25,000 obo



2013 Haulmark Trailer

Better than new, custom
additions
\$9,000 firm

Bob Eagleson
r.eagleson@rogers.com
613 829-3831





PIT SIGNALS CLASSIFIED



20' Trailer \$15,000

Top quality Car Hauler for sale. 20 feet long and 8 feet wide. V-nose up front - drive-up spring assisted door at the rear – side door towards the front. It has been used three times to tow my Jaguar to three race events and stored close to my home. The trailer has a work bench, tie down tracks and a 5,000 Lb winch and a spare tyre. It was built with two 3500 lb axles and is exceptionally stable to tow. Stephen Burnett

Tel: 613 544 7857 Mobile: 613 331 4027 sburnett@bellnet.ca



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

CLASSIFIED



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



PIT SIGNALS CLASSIFIED



1970 TSR TSVee

Beautiful & reliable Vintage FV - One of Approx. 7 built by Alan Taylor & Brian Stewart, Vallis Engine, Recent vintage Dunlop tires on chrome rims. Monoposto Eligible. Well-known VARAC car. Available with trailer, extra wheels & tires, special tools, fixtures, spares, etc. Race-ready and available for viewing by appointment.

Please text or call for more info.

**PRICE
REDUCED!**



\$9000.00 CDN. OBO

FOR SALE

Call or text Doug Switzer, Cell: (416) 885-7949





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





PIT SIGNALS CLASSIFIED



1961 Nash Metropolitan. \$25,000

Immaculate condition!
Vintage plates included.
Contact Colleen or Ivan
Samila.
905-640-4085 or
416-452-3981.

Colleensamila@gmail.com





1967 LOTUS ELAN S3 RACER \$45,000

-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)



PIT SIGNALS

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COMING SOON FROM VELO STAK...

For Holley and Edelbrock 4 barrel, 5-1/8" carbs with or without chokes, a Velo Stak with bespoke air filter. Will fit under most production hoods.

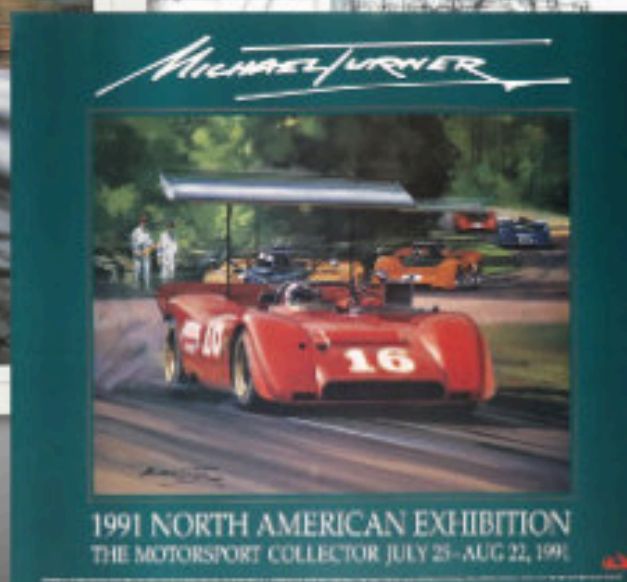
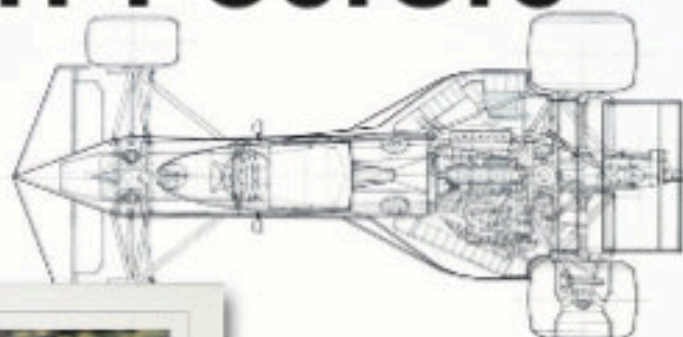


**Formula Ford (Weber
32/36) extension kit.**

christopher@custompolycast.com

519-949-7889

Motorsport Posters & Prints For Sale



I have a personal treasure trove of over 300 (mostly) motorsports prints and posters which I am now offering for sale. Some items date back more than 50 years and are very collectable. The items are mostly about motorsports with some warbirds and other subjects thrown in. My prices are very reasonable and these make ideal gifts for the racing and motoring enthusiast. —Peter Viccary

Please check out the entire collection at:
<http://www.gladiatorroadracing.ca/posters--prints.html>

GLADIATOR
ROAD RACING





PIT SIGNALS CLASSIFIED



Set of authentic 1971 period (aluminium) Minilites 5 x 13 freshly refinished. **\$1000.00**

Ford Kent Crossflow ported head 41.5MM intake, 34 mm exhaust, freshly rebuilt. **\$1000.00**

One set brand new Hoosier Wets 13 inch 205 and 185 unused. Bought new for \$1600. Will sell for **\$1000**

SOLD

John Hawkes 416 890 3992

Johnhawkes@rogers.com

PDRWORX

PAINTLESS DENT REPAIR

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&
DURHAM

SHANE FIGUEIRA

905-432-4466

FREE ESTIMATES



HAIL DAMAGE

MINOR DENTS

DOOR DINGS