



PIT SIGNALS



LATE BRAKING VARAC NEWS Aug, 2023 - JEREMY SALE

Well, the 2023 racing year is rushing by! Lots to cover here; the Peter Jackson Races were a big hit, plus we have reports on BARC, Trophies, Atlantic Region racing, the Jim McGregor Award, the 2023 Vintage Grand Prix au Grattan, Waterford Hills Vintage Racing, Brits On The Lake, the Kastner Cup Race at Road America and more. Some new race cars for sale in classified, take a look. There's a ridiculous buy on Dave Gold's Formula Ford, I can't believe it hasn't been bought!

And lastly of course, our friend John Greenwood died recently, a great loss to the vintage racing scene. He was at various times, president of VARAC, Festival Director, enthusiastic racer of various cars. He is seen below taking a victory lap in his Lotus Seven. You can read more about VARAC honouring Johnny G at Shannonville inside.





Late Braking News...

From John Hawkes

Great event at the PJ this year. It would have been even better if we had a decent attendance from the FC cars. It seems breakages, other events and retirements took their toll.

We had big grids for Classic and VH and great attendance from our Quebec racers.

Fall Classic comes up next month September 23rd and 24th. It's a beautiful time of the year at the track in St Jovite. The track is smooth, interesting and challenging.

The organizer is encouraging entrants to register before September 1st, then they know if they have enough cars to make the event feasible.

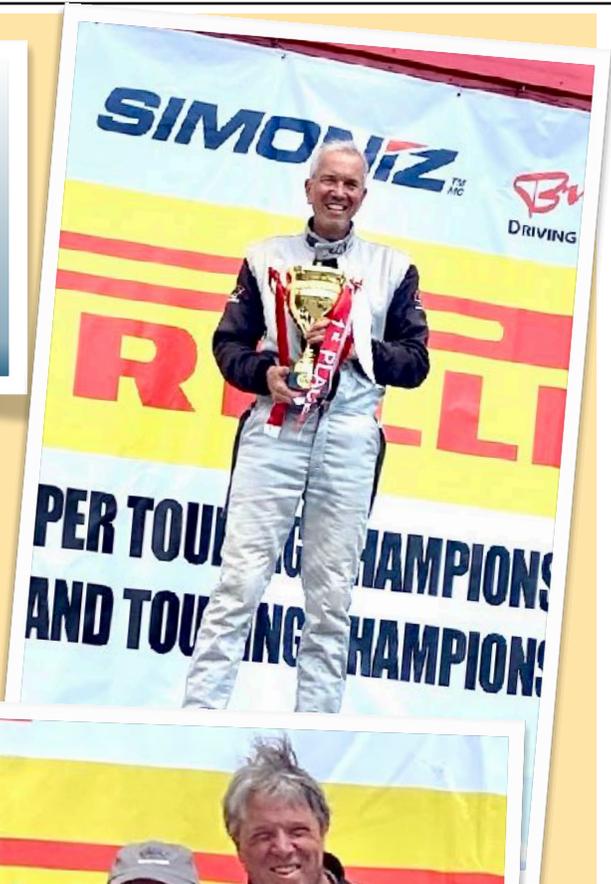
They won't charge your card til after that date and all looking positive you can still register after that date.

Just a REMINDER there is a sound limit at Tremblant 92dBa with a muffler you will be good, open exhausts on cars like the Mazdas and even my Cortina are not going to fly.

Also Drive Fest is the weekend of September, if you want to bring your car out for the " Hillclimb " reach out to Martino Beretta at martino.beretta@gmail.com. We need a few more cars, It's free and you get a brag board for your car!!

John

Everyone seems to like the
new trophy process!
Thanks, Colleen!



New Trophy Presentations And Take Home Memories!

As most of you have already noticed if you were at BARC and the Peter Jackson races, VARAC has a new trophy presentation consisting of

three new, quite large fancy gold trophy cups! These new trophies make for a wonderful, bold and shiny photo opportunity on the podium, as well you are welcome (with permission) to borrow the large trophy and have photos taken with your car, (*like Tammy Moore at left*)



The individual takeaway memento is a traditional dash plaque of the event with your placement and class on it.

If you want a traditional trophy for display you can request this from

Colleen. Her contact is on

the back of the dash plaques, just send a text or email with the required information and a personalized trophy will be made for you! These won't be mailed out; they either have to be picked up at the next event or by heading to Stouffville and meeting Colleen at her shop. :)

Again, many thanks to Colleen Samila!!!!



ATLANTIC REGION MOTOR SPORTS INC.

By Dave Good

On July 15, I made the trip, as they say in PEI, “across” to race with ARMS (Atlantic Region Motorsports) in their TRAC (The Road Racers of Atlantic Canada) series at Atlantic Motorsports Park (AMP). I spend most of my summer in PEI and have followed this group for awhile—so it finally worked that I could get “across”.

AMP is located north of Halifax, near Schubencadie. AMP is a cool facility, dating from the early/mid 70’s-still club owned. It is a 1.6 mi road circuit, with a lot of up and downs (over 100 ft of elevation change) and some blind sections-very challenging. Interestingly, the lap record (1:00) is held by Gilles Villeneuve, when the Atlantics ran here.

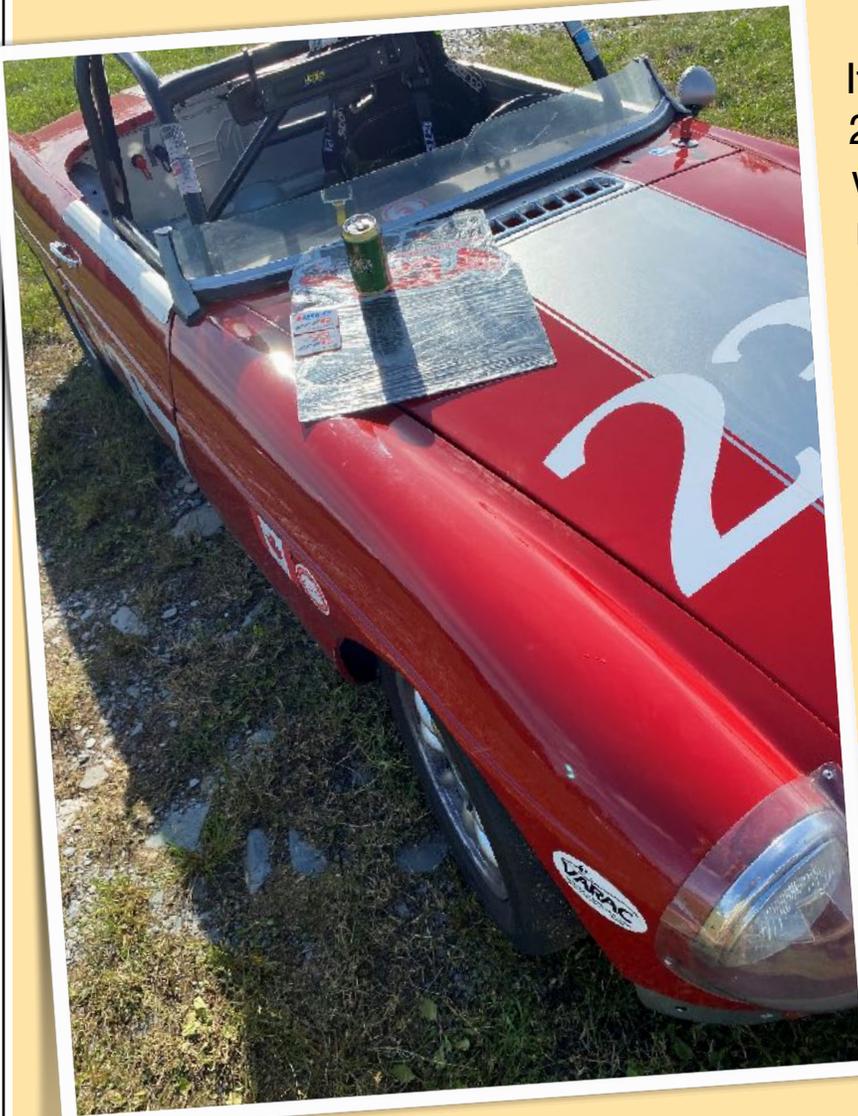
TRAC runs GT cars, so I was running on a GT grid, the slowest bracket. I had no issue running these rules. The cars are the lighter GT cars with no real ground pounders. Especially in the races with the elevation changes you know when the faster cars are coming. The driver are all very good and know the track very well.

Mark Goudge photo





ATLANTIC REGION MOTOR SPORTS INC.



*Above: The “spoils” go to the “tortoise”—
gotta finish to win! Even a nice cold
Nova Scotia beer !*

left in my class! A great day-great track-nice group of people—I’ll be back! Dave Good.

It’s a one day event- they run 2 GT car series on the day with street lapping between race group sessions. You can enter one series or two, a one series entry is \$350 for P. Q. R1. R2 and a one hour end of day enduro (140 mins of track time)-lots of track time. A two series entry is \$500 for P.Q.Q, 4 R’s and the one hour enduro. Lots and lots of track time!

Everyone was very friendly and welcoming and made sure I was comfortable. I camped over Saturday PM and was invited to a BBQ!

Racing was a bit of a ‘hare & tortoise” story. I started the day slowest, but it was a long, hot day—so by the end of the day, I scored 2 “first in class” podiums...

But, as I tell my family- don’t ask how many were

BARC

Where'd everyone go?



Martino Beretta photo

The entries for BARC Canadian Touring Trophy Races July 29/30 2023 were pretty slim, unfortunately. Just nine cars in V/H, and 12 in Classic. But the weather was ok and those that went had fun, (except maybe Ted) "I holed the piston in my Lotus 7 and lost a wheel stud on the Audi so my weekend was a bust." Nice to see Al Fergusson was out there in his refurbished E-Type, (below) all nice and shiny now! Al says "It's great to be back on the track again after almost four years!"



Glory Days Motorsport Photography

BARC



Martino Beretta photos





BARC

Martino Beretta photo



Brian Thomas, 1972 Mallock.

Glory Days Motorsport Photography



Simon Tomlinson, 1974 BMW

Anne McCallum wins Jim McGregor Award!

“I was pleased to finally nail Anne down at Shannonville and present her with the Jim McGregor award for 2022. Anne has provided us with registrar services for many years and also contributes to managing the entry fees, rebates and the occasional difficult client situation. She knows many of the drivers, having been around for over 25 racing years and has been the model of efficiency in the processes involved in event registration.

We are lucky to have her working with us and she well deserves the Jim McGregor “Spirit of Sportsmanship”

award “Given to the individual who best exemplifies the spirit of and dedication to vintage automobile racing in Canada.”

Please say hi and thanks to Anne when you see her at the track!”

John Hawkes,
President VARAC



Ralph Luciw 1937 2023



It's no stretch to say that hundreds of Canadian drivers got their start in racing because of Ralph Luciw, who founded the Honda-Michelin Challenge Series in 1976. The low-cost series also brought many companies into racing as sponsors. Before he launched the series, Luciw raced in hill climbs and rallies, in addition to building and racing what was possibly Canada's first Formula Vee.

Luciw is a member of the Canadian Motorsport Hall of Fame. He was the heart and soul of the Honda/Michelin

Series. Using showroom stock Honda Civics, this series began in 1975 and had a 17-year run with an estimated 400 sportsman racers during its tenure. The series was a stepping-stone for some road circuit stars in Canada, including Frank Allers, Marc Dancose, Richard Spenard, and Jacques Villeneuve Sr. not to mention a number of VARAC members, who also started their race careers in the series.



Peter Jackson Races at Shannonville!



What a great event! Thanks to all!

Dave Good, Organizer & Race Director would like to thank everyone who made this event go, including (but not limited to):

BARC, who pulled together the race side (Scott Ellsworth, Bryan Rashleigh, John Jensen (inc the Akvavit) and their team.

John Hawkes, Alan and Diane Weller for the BBQ

Colleen Samila for the trophies

Dan Wilson as Pit Marshall

St Lac volunteers

Angela Ward on grid

Colene Allen and her team, Tech

Bonnie Reynolds, Anne McCallum, registration

CRCA, marshalling

Emily, Ian and the band for the music

Noel Castell for the piano bar Saturday

Dr Christie Kim

Martino Beretta for communication, promotion

Shannonville
photos by
Evan
Gamblin and
Peter Gorski



John Hawkes, 1964 Merlyn, Angelo Savoia, 1980 Tiga.



Tammy Moore, 1970 Porsche 911



Left: Who knew vintage cars could be so complicated?

Shannonville photos by Evan Gamblin and Peter Gorski



Above, while Brian relaxes Ted is dutifully hydrating. It was a hot day with lots of time on track. Ted says : "I was sore on Sunday. Six in car sessions on Saturday, 120 minutes. Ouch..." Impressive, Ted!





Ivan Samila, Lotus Seven

Shannonville photos by Evan Gamblin and Peter Gorski



Ian Crerar, 2001 Porsche 911



Joe Lightfoot, 1966 MGB and Peter Lambrinos, 1971 Volvo.

Shannonville photos by Evan Gamblin and Peter Gorski

Antonio Reda, 1971 Opel GT



Ian Crerar, Porsche 911, Martino Beretta Porsche 968.



Gary Allen, 1966 Lotus Elan

Jamie Shelton led a parade around the track honouring our late friend John Greenwood.




"It's a greet dee fer
motor racing..."
Remembering our friend
John Greenwood





Thanks to Noel Castell and his piano bar bar
for a great Saturday night after racing!



2023 Vintage Grand Prix au Grattan.

Mike Deweerd: “Another great weekend at Grattan Raceway with VSCDA. All the Canadian racers were up on the upper paddock which is paved. Del Bruce, (below) Gord Ballentine and Paul Subject represented VARAC. Good racing on a very challenging circuit; there



might be just one corner that isn't blind. Lots of fun, great weather with just a bit of overnight rain and thunder. We always rent a garage at Grattan so the weather wasn't an issue.

Three grids on Friday and Saturday and a Feature Heat on Sunday afternoon plus two delicious dinners under the big tent. The best description of Grattan I've ever heard is “Think Waterford Hills on steroids!” Awesome weekend!

Paul Subject: “There was a total of 24 cars in our race group including Vintage Formula Fords, Club Fords, S2000's, a lightning-fast Formula Continental, a Brabham and as well as a many other historic open wheel cars. The weather was beautiful all weekend with temperatures during the weekend ranging from 20°C to 25°C. Over the course of

Friday, Saturday and Sunday, we were on track a total of 7 times; 2 on-track practices and the first qualifying session on Friday, followed by the second qualifying session and the Sprint Race and the Heat Race on Saturday and Feature Race on Sunday. A fantastic weekend and a great race result!!!!

Many thanks [VSCDA](#)
[Vintage Grand Prix au](#)
[Grattan XXXVI](#) for
hosting such a
fantastic, safe event! “



A Triumph at Brits On The Lake!

On Sunday July 30th we attended the great "Brits On The Lake" car show in Port Perry, Ontario.

Downtown Port Perry is lined with historic brickwork buildings and filled with boutique-style stores and popular eateries.



Everyone seems to have a good time, it would be hard not to! The show attracts thousands of onlookers and British car fans who come out to see the gleaming paintwork and chrome of the assembled cars.

It's a really quaint and pretty venue to show off all kinds of British cars. We were in good company as Triumphs abounded, with a good showing from the Toronto Triumph club plus various other cars such as a very rare Marcos, a number of Minis, MGBs, plus Lotus, TVR and even an Aston Martin.

We won 3rd place in the race car class and Richard Patterson received second place. First place went to a supercharged MG TD rally car. All in all a great day with no rain until after 4pm when we were loaded up and heading out. *Mike Deweerd,*

Quick fix at Shannonville!

Mike Deweerd: "After the drivers meeting I set out for qualifying. As the track warmed up and the cars started to spread out a bit, I suddenly heard a rather nasty noise at the end of the back straight. Oh oh!



(Left) We found the culprit was a broken rocker shaft. Ouch!! Not something I would bring as a spare. But after pacing a few times back and forth in the paddock I remembered I was picking up an exhaust system for a friend from a Triumph parts seller on Marketplace. I made a quick call and he had a rocker shaft, yahoo!

So I made a quick run to just west of Trenton and a new (to me) rocker shaft was attained. Back to the track and it was installed just in time for the final race before lunch! Of course, as a DNF qualifier I had the pleasure of starting at the back! Thankfully I was able to move up a few positions and get a better start position for the next race. The Peter Jackson race was awesome. A strong run and a good race, I had some great battles with a RX7, a Miata and an MGB!

I thought it was a very fitting tribute to do the laps for Johnny Greenwood. He will be and is missed.

It was an awesome weekend with lots of track time. A big thank you to the corner workers and staff at Shannonville as well as the event organizers for an excellent one day event!!



Waterford Hills, Michigan.

Mark Windecker photos



Stefan Wiesen: "To honour our late, great friend John Greenwood, Mike Deweerd (*in his Triumph above*) announced at the Waterford opening ceremonies that it was "A greet day fer motor car rracing", on the PA system. This was followed by a minute of silence for JG. John was a big fan of racing at Waterford, always enthusiastic about the great price of race gas!"



“Several years ago, Waterford Hills was a staple on the VARAC calendar, with more than 40 V/H participants. I think the Canadian National Anthem used to cause a certain nervousness amongst the American drivers! This year.....well, there was just Mike and I. Keeping up VARAC tradition, we both won our classes, but we were disappointed that there was not more participation by our VARAC peers. The track is truly historic and thanks to new pavement it's in great shape. Swamp Corner is my favourite bend of all...

“The hospitality is legendary, especially the famous fish fry in the clubhouse. The entry fee is very similar to our one day Peter Jackson event at Shannonville - and this is *three day event* with a nice short Sunday program to allow us Canadians to get home in good time.

Speaking of "inexpensive", race fuel is 40% less than here. The distance from Sarnia is just 90 minutes and border crossing is always easy - officers are usually more interested in the race car than anything else.

Anyway, the racing was great, my Sunday class victory made easier by the crash/breakdown of the two local Porsche 356s, which were fast and competitively driven. However, at the Saturday race, my engine started sputtering. It was the same symptom I had experienced during the rain race at the VVGP, preventing me from winning it. I attributed it to the heavy rain, since I could not find anything wrong. With perfect weather in Michigan, there had to be a different reason. It turned out that one spark plug was broken at the top and only the rubber of the cap held it together. That caused intermittent firing of one cylinder. What an easy fix! Note to self: Never re-install a

plug that has fallen on the garage floor - that is probably why the ceramic was cracked and eventually broke. (My hypothesis.)

By the way, for our members in Classic, there is a challenge to beat the "local Corvette guys" (C3,4,5 models) which are turning awesome lap times with these big cars on a smaller track. Their "Classic" race is a spectator favourite.

Mike and I had a great time. I'll be back next year! I really hope more VARAC racers will join me!"

Stefan Wiesen



Above: Joel Horsheren is calling upon VARAC for more Canadian racers in 2024!



Mike Deweerd wins first place trophy umbrella!.....

Kastner Cup Race at Road America

Mike Deweerd



“First awarded at Mosport Canada in 2003 and then each year after at a different track around the USA, the Kastner Cup Race has been held at famous tracks. This year the Kastner Cup, (named after Triumph Competition Dept head Kas Kastner) was held at Road America. Kas was a huge proponent of developing the Triumph series of cars for competition and wrote several books detailing the needed enhancements for competing each model.

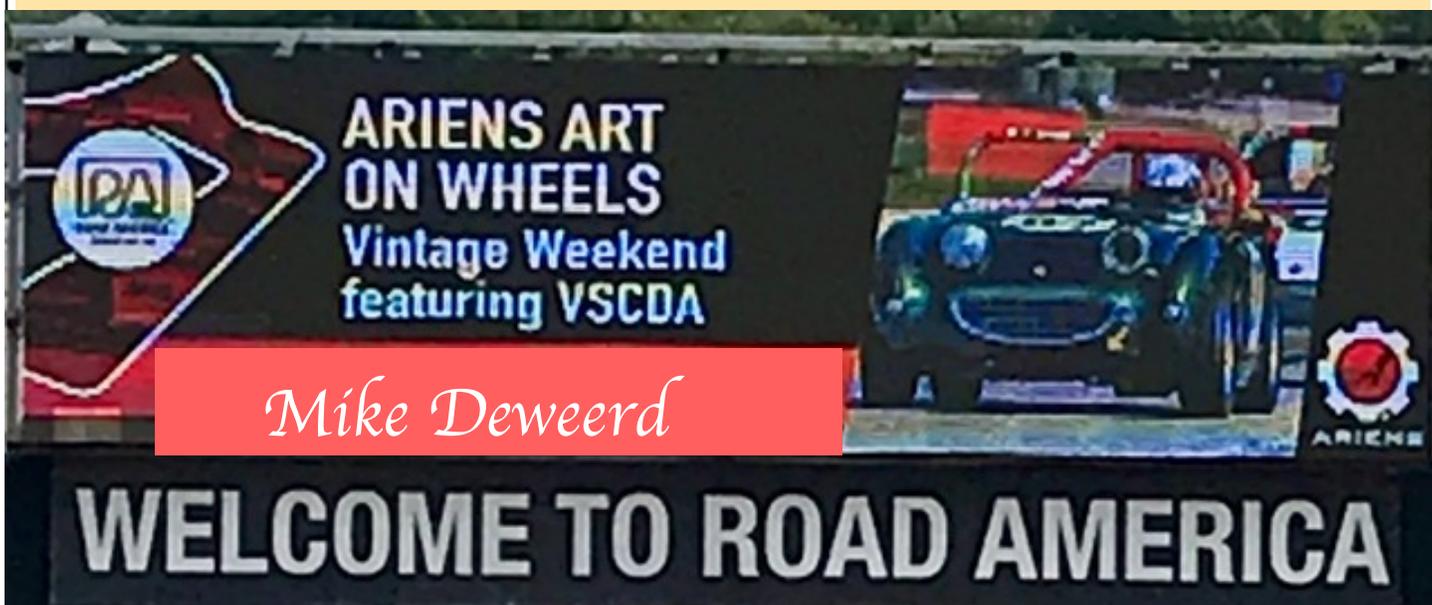
Road America is one of Americas finest racetracks and certainly a once in a lifetime experience for racing. Located near Elkhart Lake, Wisconsin, Road America has been hosting automotive races since 1950 and they just recently repaved the entire 4 mile course.

We arrived on Thursday after an 11-hour drive and were directed to our paddock space. Once we unpacked and set up our paddock we headed to the welcome banquet and the British car hall of fame induction ceremony. The SVRA spared no expense for the welcome banquet food which included a full dinner after hors d'oeuvres, which

was served on platters by lovely young ladies, then cigars were handed out after the meal! Inductees to the British Car Hall of Fame included Burt Levy, David Hobbs and Mark Bradakis.

Friday Qualifying and Race unfortunately ended for me with a blown head gasket on the front straight, but in true vintage race style my fellow Friends of Triumph (FOT) pulled together and a new gasket was sourced. By 9:30 we had the engine buttoned up for the night! First light (5am) Saturday morning found me finishing off the engine reassembly and I was ready to fire up at 8am. Still not 100% confident we ran into Plymouth, Wi to a auto parts store for a bottle of radiator/ head stop leak and we were racing again. I only missed one race! On Saturday we entered the all Triumph Kastner Cup race, a great field of no less than 42 Triumphs competing for the coveted Kastner Cup. This years winner was Tony Drews, a very talented TR4 driver and friend, congratulations Tony!! On Sunday we enjoyed two more races and achieved my best lap time, just under three minutes!!! Hey, for me that's great!!

Then it was time to pack up and head home, but not before going into Elkhart Lake and buying more race fuel at only \$9.50 US per gallon!! We stopped for the night in Michigan and continued next day to Port Huron for lunch at the Olive Garden then home for a long nap. LOL! A great weekend at a fabulous track with great racing and of course lots of lovely Triumphs!" *Mike Deweerd*





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1974 MG Midget

68,000 miles. All service work by Klein Auto London, Ontario. Upgraded front suspension by World Wide Auto Parts. Head rebuilt for leaded fuel. Licensed and driven. LED Headlights. Wire Wheels Arctic White, needs a good buffing.



Soft top in reasonable shape. OEM Hardtop available which needs refinish, all rubber replaced. Glass is good. Please look at the Midget and make a reasonable offer.

Bob Seneshen rmscdn@icloud.com (519) 859-5413





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 T10 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

Price: TBD Call Steve Bodrug at 416-985-0224



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

JAGUAR XK 140 RACE/ROAD SPECIAL FOR SALE \$70,000

This race and road special is an absolutely-original Jaguar XK140, with a period correct hand-crafted all-steel body, complete with two “Brookland’s” folding windscreens. The chassis was rebuilt and strengthened with the use of Bernard gussets, and the entire suspension was renewed using new-original components. The engine was rebuilt to fast-road spec’ with 2-inch SU’s



and a lightened flywheel. The original Moss (gear) box was also rebuilt, and I have installed a five speed Tremec transmission, which has dramatically improved gear changes. The five wire wheels are brand new – and we also have the originals in storage, with a spare cylinder head and the Moss Box. The instruments were rebuilt in Connecticut and a GPS speedometer installed for accuracy. The spare wheel is mounted in the tail alongside a luggage carrier. A fuel cell is under the luggage carrier, which is alongside a Le Mans type gas cap. Cooling is achieved with a custom-built high-capacity aluminum radiator and a semi-automatic cooling fan. The body was hand built in Kingston and is a reflection of specials built in the same era, in the UK and Australia. Upfront the original XK 140 grill is used, and the bonnet has a center hinge, which gives excellent access to both sides of the engine. Two leather straps straddle the body – mostly for effect. The car has run at Mosport and at the VSCCA Mount Equinox Hill Climb in Vermont. It is a fascinating car to drive. Full of history and reminiscent of what competitive motoring was like in the 1940’s and 50’s in Europe. The car was featured in **Classic Jaguar magazine** and a book has been published, which records the entire build process, along with over a thousand photographs. The book is currently selling in several countries, largely to motoring enthusiasts.

Contact Stephen Burnett at sburnett@bellnet.ca – Mobile 613 331 4027



1969 Lotus Seven S3 \$39,000

1969 Lotus Seven Series S3 road car or replica, originally built in England, with certificate of authenticity and original Ford 1600 cc engine with crossflow. The car has dual carburetors and dual headers. Original racing mags 'Lotus' and a leather steering wheel (original wheel included). Racing roll bar. Raced two seasons, 2006 and 2007 with VARAC and VRG. Currently a road car, plated in Ontario. Soft top and side curtains included. Car in Ottawa ON.

SOLD

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

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



Triumph TR8 G44 Tribute Car



\$60,000 U.S.

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



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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



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





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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



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