



PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS August, 2022 - JEREMY SALE

BARC, Waterford, Shannonville and more!

Hot at
Shannonville!
Wet at Mosport!
And parties
everywhere!

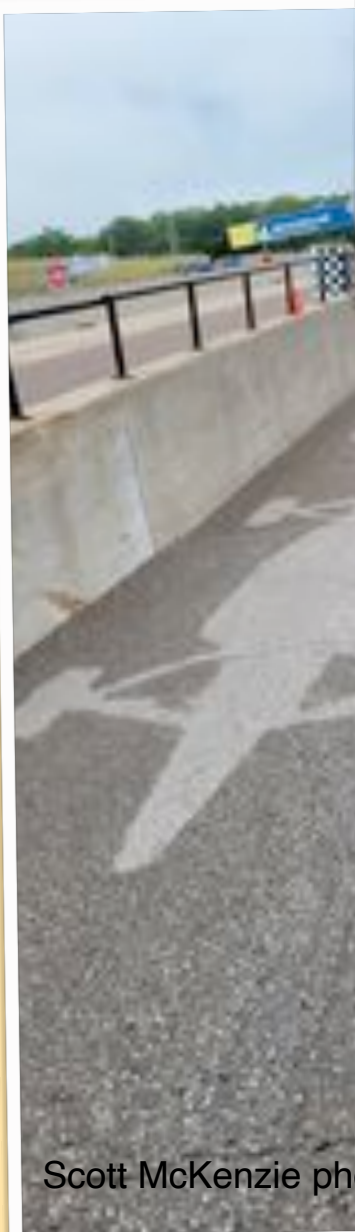
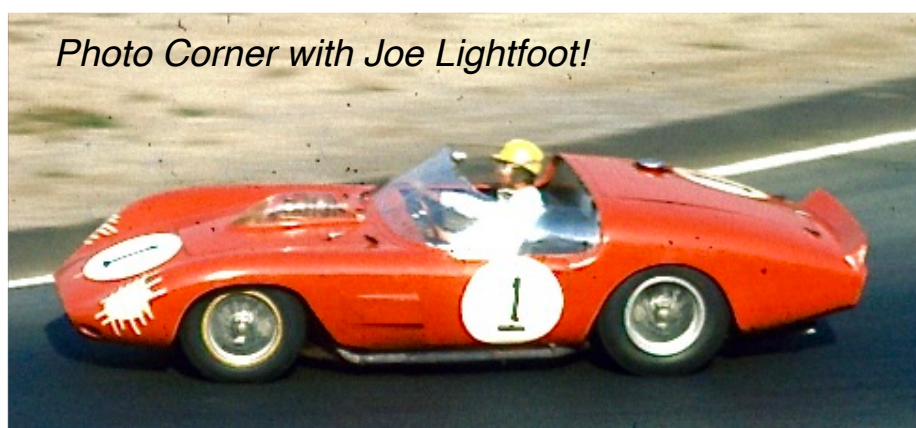


Photo Corner with Joe Lightfoot!



Scott McKenzie photo



Late Braking News...

From John Hawkes

Lots of things going on at the moment. Fresh off the club's successful VGP, Dave Good ran an excellent event at SMP: the Peter Jackson Trophy Races. Despite not having our hoped-for fourth grid of lappers, we had three full grids for each of our classes and there was some fantastic racing in all three . Shannonville, with all its corners and tighter layout than CTMP, gives the lower powered cars a fighting chance. I had such a great array of positive comments from all classes that it's hard to pick one that covers all the bases; but this was a standout : "I must admit I've rarely had as much fun at an event as this one - the event was perfect" Some guy in a Merlyn said he had quite a good time too.....I want to thank all our volunteers both those from VARAC, Mike and team for scrutineering and noise testing; and all the event services from BARC. Without these folks we cant run an event of any sort.

Coming up from the VARAC organisers we have our promotional corral at DriveFest September 8, 9 and 10. We will have twelve cars representing our three grids and Martino Beretta is looking for volunteers for a half day to man the marquis. Reach out to him @martinoberetta@gmail.com if you can talk up the club and the racing and want to see a bunch of other interesting and exotic cars both on and off the track. For those who can't volunteer we will have some 20% off coupons for the event.

Dave Good and I are starting to plan for our one day all VARAC event at the DDT at Mosport. Tentatively planning for October 22nd , this will have similar format (but smoother surface, LOL!) as SMP and, for those who doubt the use of that track as suitable for racing or for bigger cars, the shootout for the Canada entry for the F1600 runoffs in the UK will be held there and I have driven Aventadors and AMG Benzes round that track .

Keep checking on the chat line we will have more soon. Yer vintage guy in a vintage car, JH

BARC Canadian Touring Trophy Races, July 23-24

By Ted Michalos Photos by Ray MacAloney

It was a small V/H field that took to the Mosport Grand Prix Track at the Canadian Tire Motorsport Park, and by small I mean tiny! Seven went out for practice, seven for qualifying, although our illustrious president broke on the first lap, seven for the first race, as we added Anselmo's Porsche to replace John's Merlyn (John had the Merlyn sorted just as we were released from the Mock Grid, but didn't have time to join us on track).

Sunday morning we were down to six – we added back John's Merlyn, but lost Anselmo's Porsche and Brian Atkinson's Daimler (below). For the feature five took the track – we lost John's Merlyn and Ted Dobbie's Elan. The five were Andre Gagne, Phil Cooper, Anselmo Beretta, Eric LeFrancois, and myself.

We welcomed back to the club Andre Gagne's Lotus 23B. (I know he ran at the Spring Classic at Le Circuit, but since I wasn't there I welcomed him back at BARC). Despite running on the wrong tires, Andre won Saturday afternoon's race, as well as Sunday morning's. Well done, Andre.





From my own perspective, Sunday morning's race was what made the weekend worthwhile. We had Andre's 23 on pole, (above) my 23 in second (below) and John's Merlyn four cars back. The three of us put on a decent show (not that there was anyone to see it), trading positions once or twice a lap, moving at a good clip. Unfortunately John's Merlyn was having issues, cracking and popping under heavy throttle until the 14th lap when it finally gave up altogether. He still managed to finish 3rd which is a bit confusing since Phil Cooper also completed 14 laps...

By the final race Sunday afternoon we were worried about rain. It was raining before our session, but the Radicals preceded us and dried things out. A bit slick at 5 and 10 – go figure. I got a good start and after the second lap we all pretty much settled into our finishing positions. Times were slow and the session had no incidents.

Many thanks to BARC and all the great the volunteers for a good weekend!



BARC Canadian Touring Trophy Races July 23-24

Classic report by Stephen Di Cesare

Sunday was the highlight of the weekend, but more about that later! There was a field of 24 entries and the weather was dry and hot on Saturday. The Qualifying session saw Robert Offley as the fastest overall. Saturday's race was eventful, with Robert Offley taking 1st overall, followed by Del Bruce 2nd and Lain Vendittelli placing 3rd. Mike Steplock was the "hard charger" gaining 17 positions, having started from the back of the field. The CL-3 group saw a close battle between Tom Bryson's BMW 635 and my Mazda Miata. Although I qualified ahead of him, Tom's powerful BMW overtook me up the Andretti Straight. I made a pass on the outside of Corner 1 which stuck and I led him through Moss Corner; however, once again the top speed of the BMW put him by me up the back straight. Late braking on the inside line of Corner 8 sealed the deal and I was able to stay ahead and finish the race in 1st place.

Sunday was a mixed bag but the highlight of my weekend! The weather forecast called for rain; however, the morning was looking good! It was 20 minutes prior to the first Classic race, I was getting in the car, and the weather was nice and dry. I drove up to the mock grid on slicks and as I parked in position, it started to rain! I turned on the wipers, thinking, "Is this just a passing shower?" No, this was steady rain and getting harder! I made the decision to leave my grid position and return to the paddock. There, my wife, on her first outing as lead and solo pit crew, was given the task of rolling the rain tires to me and handing me tools as I frantically changed tires with my helmet and Hans still on! With Formula 1 style speed, my tire change was done. I made it back up to the mock grid, as the cars were rolling out, in last position. This was the right decision as the track was fully wet. A total of 6 entries were classified as DNS, and 7 cars DNF, with one unfortunate single car incident up the Andretti Straight involving car #38 of Robert Offley. This brought out the full course caution and safety car for most of the race, with one final lap under green to go racing.

It was a fantastic race in wet conditions from Cameron Crerar in his Porsche 993 taking 1st place, followed closely by Martino Beretta, Porsche 968, in 2nd and Michael Murillo rounding out the top 3 in his BMW M3. I made up 9 positions and placed 6th overall in my Mazda Miata.



Cameron Crerar

The rain stopped and the sun came out to dry out the track. It was very hot and humid for the final Classic race, at the very end of the day. Congratulations to Del Bruce in his Corvette for moving up 14 positions and winning overall, followed very closely by Lain Vendittelli in his very Italian looking Corvette, and rounding out the top 3, Andrew Atkins in his 1987 Ford Mustang, making for an all-American Muscle podium. In CL-3, we welcome Brad Ranson to the group, breaking out of the sol CL-4 entry to join in on the fun, in his maiden race with his 1984 Porsche 944. He found some pace over the weekend and was putting pressure on me, with my Miata nursing a brake issue all weekend, and by now had progressively gone from bad to worse. At one point I thought that I'd have to concede the lead and go into the pits, as the brake pedal was getting longer and the car was more unsettled with each lap. It was bitter sweat to have a full course caution come out, which helped me retain the lead position and survive the brake woes. It was concerning and something we all do not want to see as the yellow flag was out due to an incident involving Michael Strelbisky's Porsche 944 in corner 2, caused from what I heard, a wheel or suspension failure. Thankfully he was ok and out of his car. A shout out to the CL-3 podium finishers, with Tammy Moore placing 3rd in her Porsche 911, Brad Ranson in a convincing 2nd place, and myself taking home 1st place in the Miata -- new brakes on order!

Thanks to BARC and the volunteers for a great race weekend!



2022 Waterford Hills Vintage Races

Stefan Wiesen: "Waterford Hills is a staple on my annual calendar. Well, of course, we lived 20 minutes away from the track in 1984/85 where I spectated the first ever vintage race there, and we still have friends in Michigan. I like the friendly, low-key club atmosphere and the twisty track. Overall attendance was disappointingly low, especially from Canada. I don't understand why. The entry fee is reasonable and the travel time is short, at least for everyone from the GTA and west of it. Racing! Two vintage class Porsche 356s set the standard in the Vintage-Historic Production race. Only Nick Pratt and I could challenge them, with Joe Lightfoot not far behind. While I have encountered lots of cheater-356s (2.2 litre barrels fit on that 1,600cc block), these cars are legitimately prepared in my opinion and more so, very competently driven. To make it short, Nick and I literally shredded a set of tires each driving like madmen to catch these guys. While we had no success, we both had during 2 sessions probably one of the best races in our careers. At no time in these races we were more than 1 second apart. They told me that the track announcer was exclusively talking (screaming) about us:) Overtaking is almost impossible under normal circumstances and Nick had a better line at the start of one race and I benefited from his missed shift in the other. Too bad Nick broke a half shaft during the third race and our battle for 3rd place was over. I was eventually awarded the class victory but boy, I wish I could have found 3/10th to catch these bloody German cars!"

At right: that darn German car Stefan couldn't beat!
Below; Mike Deweerd gets his trophy from Joel Hershoren, Nick Pratt parades with the chequered flag, and below is Stefan Wiesen's lovely Elva Courier coupe.



2022 Waterford Hills Vintage Races

Nick Pratt: “ The VARAC contingent for Waterford Hills was a bit light this year, due mostly to engine/gearbox/body repair woes suffered by those members who had intended to go some weeks ago.

Joel and all the volunteers put on their usual great show in beautiful, albeit warm, conditions Friday and Saturday. Stefan and I were going hammer and tongs during both races Saturday and he bested me each time. In the second race, I managed to get in front of him at the start and was pretty confident of staying ahead as we were so evenly matched which makes it nigh on impossible to pass at Waterford - unless one makes a mistake. Which I did! Coming into the sharp left-hander at Turn 3, I missed my downshift, a fatal mistake as Stefan was by in a flash.

Sunday morning was wet and many competitors went home. Stefan and I were hoping for the morning practice to get out on our rain tires but they elected to cancel it and go straight to racing with a reduced field of just three grids. Our Group 2 was first, starting at 11am. By then the sun had made an appearance and the track was drying out. No time to change to drys! Arrggg! Luckily the back straight was staying fairly wet and there was the occasional puddle to find elsewhere on the track.

Just three cars lined up on the grid but then someone said one of the two bathtub Porsches was on its way driven by a veteran of Waterford Hills who'd come first or second with his other 356 buddy in both Saturday races so we were on hold for about ten minutes waiting for him to show up.

At the start I knew right away I had more grip than the Porsche who like me was on rains. I got by Stefan right away though in fairness he was hampered by tires that were intermediates at best. I was right on the tail of the Porsche on the first lap and contemplated an outside pass at the end of the back straight. If that didn't work I was sure I could get him on the outside of 1 on the second lap. But the gods were against me. I shifted down to 2nd, or tried to, for that corner which is normally 3rd gear but I needed the extra oomph to attempt the outside pass. I couldn't find 2nd gear - again! Tried 3rd. Nothing. Suddenly I had no drive at all and had to coast around the esses to pull off by the pit out. Damn and blast.

I was convinced the gearbox had gone but after arriving home discovered I'd broken the left rear competition half shaft. A huge relief as the vintage day at Shannonville was looking impossible if it had been the gearbox.

Despite all this Sharleen and I had a wonderful time enjoying this low key event and the camaraderie we always experience with our American friends.”



Lots of Canadians...



Mike Deweerd



Joe Lightfoot

2022 Waterford Hills Vintage Races

Joe Lightfoot: "2016 was the last time I attended the Waterford Hills race, partially because of COVID 19 and partially because my driving style doesn't really suit tight, twisty tracks. However, prompted by Nick Pratt, I decided this year I would give it another go. Really, I have to say the price, the hospitality and the food does make it a great event!

Now I gotta' tell you, I don't think there is any road anywhere in North America that I despise more than the 401 in and around Toronto, and that includes all the GD way to London. So I thought, maybe if I left Picton at 6.30 on Wednesday night, passed through Toronto at around 9pm and hit the border at about midnight it wouldn't be too bad. Well, that worked okay, but then I found myself in Waterford at 1.30 am. No point in going to a motel so I slept in the van until morning then went to the track.

The turnout this year was sadly, quite low, so there were only 4 run groups with about 10 cars in each group. There was one practice Friday morning and two practices in the afternoon plus a qualifying. Happily I set my fastest lap time this year. I'm not sure if that was due to some new pavement or if my new MG handles (turns) better. (It sure isn't because I'm driving better in my old age!) On Saturday there was one practice in the morning and two races in the afternoon. That's a good amount of track time especially with it being so bloody hot! Saturday evening was the usual fun at the banquet, with great food and great company, including Nick and Sharlene Pratt, Doug Elcomb, Mike Deweerd and his wife, and another Triumph enthusiast from Florida. A great end to a great day!

Incidentally, I had had a little issue Saturday morning when my Dodge Caravan refused to start. After clicking about 8 times it finally turned over and started but that left me very nervous so I left it running all day. It did start Sunday morning but I was still very nervous and once again I left it running. We had a torrential downpour Saturday night with high winds. On Sunday morning there was supposed to be one practice and a race in the afternoon. As the weather was still very unpredictable, I decided I wanted to head for home. The drive was great until I hit London. It didn't matter if I set the cruise at 112, 108, 102 or even 96kph, eventually I would come across some dumb bastard going 90 who was being passed by someone going 92 in the middle lane and someone doing 94 in the fast lane. I took the 407 all the way to Hwy 35/115. I was home by 4.30.

Mark Windecker photos from Waterford:
[2022 Waterford Hills Vintage - mwphoto \(smugmug.com\)](https://www.smugmug.com/photos/2022-Waterford-Hills-Vintage-mwphoto)



Nick Pratt chases Stefan Wiesen



Gord White

The Peter Jackson Challenge at Shannonville!



By Dave Good with photos by Evan Gamblin

How hot was it? Answer, bloomin' hot! But lots of fun, lots of track time and great racing. It was a one day event, named in honour of our dear friend and tireless volunteer, Peter Jackson.

We had a great fields, 26 in Classic, 28 V/H and 15 in Formula Classic. A total of 85 minutes of track time (which felt like 12 hours!) We even had 8 run the Peter Jackson Challenge. We were very pleased to welcome our racing friends from Quebec-basically 20% of our field! We were so welcoming we let them take home most of our trophies! Well done! We also did sound testing through the day and an on track session end of day. This was to provide input for running Mont-Tremblant later this year. (This will likely be under a noise limit rule. A separate report on this later.)

There was a BBQ Fri night courtesy of John Hawkes, who was very busy flipping burgers-thanks, John. And thanks to Alan and Diane Weller, Darlene Good and everyone who chipped in to make this BBQ/pot luck work. After racing Saturday we had the awards presentation (thanks Colleen for our great trophies), followed by some great music from our favourite VARAC house band, Fun Comes Fast. A great day of racing and hanging with VARAC friends! And we're hoping to do it again this fall, without the heat! So we should be announcing something soon about another one-day event!

Lastly many thanks to BARC for their help in organizing! And a big shout out to all the volunteer workers who withstood the heat to support our day!

Theodore and the Terrible, Horrible, No Good, Very Bad Day!

Ted Michalos We've all had "bad days" at the race track - this weekend it was my turn. I left the shop in Pontypool at 2 pm Friday heading to Shannonville, normally about a 2 hour tow. Unbeknownst to me, there was a horrific accident on the 401 just past Exit 556 (Shannonville). Someone rear-ended a safety truck that in turn was pushed under a line painting truck, which in turn ignited and destroyed a section of the road surface. MTO had lots of warning signs along the route - I mis-remembered the last exit to take and ended up in the line-up. It took 4 hours to travel the final 12 kms on the 401 east bound.

Worse, I had the barbeque and a bunch of salads for the pot-luck. Luckily VARAC members came through and substitutes were found to feed the hungry masses. When I rolled in at 8:pm most folks had finished eating. Ed Luce hurriedly brought me a cold beverage and John Hawkes saved a hamburger for me. (VARAC is filled with good people!)

I bunked down for the night and shut off the generator so as not to disturb my neighbours only to be woken up at least 4 times by passing trains! Around 5 am I simply gave up trying to sleep and started my day.

VH was the first group out so I headed over to the Mock grid - turns out I was 20 minutes early as the clock in my trailer was running fast. It wasn't too, too hot at 8:10 am...

Out for Practice, I had forgotten how rough the track surface is in some places at SMP when around lap 6 the gearbox locked in second gear. Crap.

Under Ivan Samila's instruction I drained the gear box (the oil had a lovely golden tint to it from what I assume are the brass bushings), then removed the cover plate, unjammed the gear selector, and put it all back together. We only had 60 minutes between on track sessions due to the wonderful amount of track time at this event. By now the temperature was climbing (maybe it was just my temperature - it was hard to tell).

Qualifying and somewhere around lap 3 the shifter linkage broke - I was stuck in 4th gear. I limped in and discovered the tube that runs from the rear of the gearbox to a Heim joint by the driver's seat had snapped about 1/4 of the way along the tube (underneath the suspension donut). With advice from many members, I tried splicing the break, but the position was such I couldn't get any set screws in place to stop the joint from spinning. It was suggested I pull the assembly and have it brazed, but that involved more effort than my time allowed. V/H was on track for the first race...

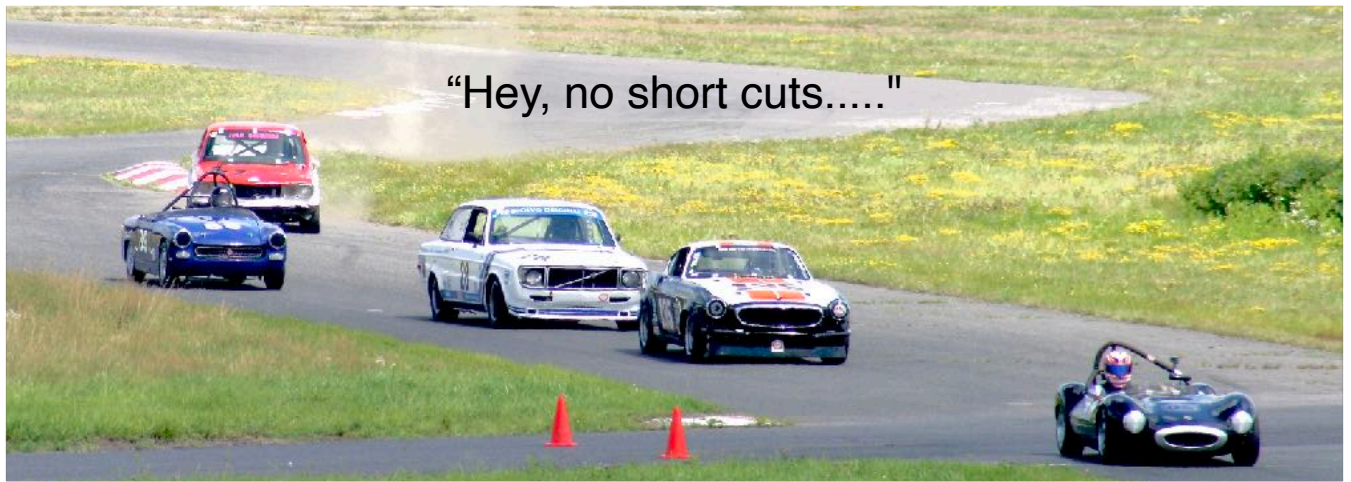
I had brought a second car, but by now the heat and frustration had gotten the better of me. I packed up my toys and was on the road home by 12:15. But wait, it gets better...

On the trip home the Freightliner started developing engine problems. It would intermittently go into a safe mode that limits revs and fuel flow (presumably to save the engine). It would do this for 3 - 5 seconds, then revert to normal, run for about 10 minutes then repeat. When I got to the exit for the 115 (about 20 kms from the shop) it decided it was going to stay in safe mode. I literally limped up the shoulder of the 115 for about 10 kms doing no more than 25 kms per hours. When I got to Highway 35 it reverted to normal and I was able to drive it to the shop and get it parked.

So, as I said at the start, we've all had bad days at the track and this was definitely my turn. Anyone want to buy a Lotus 23, or maybe a toterhome and trailer? Call me!

What's that damn noise.....





Nick Pratt: My trip to Shannonville started from Peterborough at 2pm. Little did I know that I'd be pulling into the main paddock six hours later after being caught in a huge traffic jam on a closed 401. Groan...

Photos by Richard Raper



Shannonville's bumpy, cheese grater track surface didn't disappoint and by the feature race I had two almost bald tires. What to do. Since Gidget is prone to oversteer at the best of times, I decided to put the (sort of) acceptable rubber on the rear and my baldies on the front, hoping that I wouldn't suffer from terrible understeer in the process. I was definitely quicker in the feature so the tire strategy had paid off (eat your hearts out Ferrari), however, I was losing time badly at the ridiculous hairpin leading on to the back straight. Without first gear synchro, I was totally off the cam and bogged down every time for a count of at least three before getting back on the power. We had a super V/H grid and Dave Good did a fine job organizing the day. Thanks also to John Hawkes for subbing on the BBQ for Ted Michalos, who was caught in the same traffic nightmare as I. Now if they could just repave the track and blow up the hairpin.....

Al Balins: First thing I have to say is how amazing VARAC and BARC were organizing the event. Dave Good made everything so easy for us it was awesome. He kept us informed leading up the event what was going on and any changes they had to make! Once at the track registration was a breeze and everyone was friendly and helpful! We had a transponder issue (our fault) and instead of black flagging us, they still had someone timing us on each lap! You guys rock. Second thing, Russ Bond is a god! He ran practice, qualifying and four races in two different classes and lived to tell about it in 40 plus degree heat. I couldn't do more than one race.....

I had originally said that if it rained or was ridiculously hot we weren't going, I followed through on half the threat.....



The car itself was incredible considering the conditions. We managed to kill a basically new set of Pirelli DS slicks in 20 minutes.....however the car was consistent and predictable. We had virtually no grip on corner exit as the throttle tracing shows lol. The Neo brakes were spectacular in the heat, no matter what I asked of them they worked perfectly and predictably. Most of all I have to thank Chris James, Matt Savini and Alan Lin for their undying commitment to help me race. Matt's engine, tuning and computer were absolutely perfect and I could not have asked for anything more. Chris's 20+ years of being there when I need is way beyond any regular friendship could ask, and Alan Lin's friendship and sponsorship is once again above and beyond!

Russ Bond: Newly formed Team Bastado made its maiden outing at the event. According to Russ Bond, "Team members include Bertrand Dupuis in his newly acquired 1972 Mazda RX3. "The car is much different from my Porsche 911- but it's a fun car." Christie Marks in her 1982 Mazda Rx7 was running her first sprint race after spending last year in Lucky Dog Racing Canada. "I'm happy that Varac gave me a one race license so I could try sprint racing. It was fun." Third member of the team Russ Bond tried - like Dupuis- to do the double by running classic and vintage in his RX3...."It was fun" said Bond "....this year I didn't go to hospital!"



"The team was joined by Chris Hobe (Datsun 510) and Eric Lafrancois (Lancia) this weekend. Even Alan Balinsky showed up in his Camaro and raced the afternoon sessions", said Bond "It's fair to say a few things about the event. First it was bigger and better than last year. Second, we had a decent number of entries and some great racing. Third....get Ted Michalos a gps with traffic alerts...he was stuck in the highway....and he had the barbecue!"

Ed Luce: Was it hot at Shannonville? During the first race, I noticed a few droplets on my helmet visor. At first I thought that it had started to rain, or maybe some fluids from the car that I was following? But I'm pretty sure it was just sweat coming off of the driver in front of me.

Formula Classic was well represented with 16 entries, though most classes other than F1200 only had one participant by the end of the day. I didn't get to do much racing, but I shaved a solid 2.5 seconds off of my personal best on the 'Pro' circuit - maybe I'm finally getting the hang of turn 2.

Peter Viccary: A terrific one-day event at Shannonville despite the oppressive heat. Thanks to John Hawkes and crew for a yummy bar-b-que dinner on Friday evening. John filled in for Ted who was caught in traffic, details elsewhere in this issue!

Unfortunately for us, our day came to a premature end. During qualifying, Shane had a meeting with a F1200 in the slow left hand 90 degree left hand corner near the end of the lap. The Vee's left front wheel hit the right rear of our Zink. The resulting damage to our car (the Vee drove away unscathed) was not as severe as it looked, a couple of broken adjustable joints, a bent suspension piece and a broken wheel left the wheel dangling, but we were finished for the day.

Thanks to Chris Rupnik, Emily and Andrew Atkins, David Strachan and a couple of people I don't even know for helping to put our three wheeled racer into our trailer! We stayed for the entertaining afternoon of racing, but ducked out before the after party. That would have just been too painful...



Report and photos by Peter Viccary.

Joe Lightfoot: “Feeling Hot, Hot, Hot!” Yes, once again the weekend of the Shannonville Race turned out to be bloody hot. On the bright side, we had a great turn out of cars in all three race groups. It was nice to see a couple of Triumphs out for a change. Mike Deweerd has really been making the rounds this year and Claude Gagne brought out his newly acquired Spitfire. There were three Volvos, Peter Lambrinos, Dan Reynolds and a man we haven’t seen much of lately, Leon Lok.

Of course, MGBs seem to be coming out of the wood work these days. There was Phil Cooper, Jody LeClaire, John Kinnear, Francois Odette, Gord Ballantine, Ian Scott, Dave Good and myself making eight Bs. On top of that we had Nick Pratt, Alan Weller and Lino Baggio in their MGs. I must say, I was impressed with Lino Baggio’s cornering speed. At Mosport you don’t get to see that.

Lino Baggio



I was also impressed to see how many of you braved a 5th track session! Hell, I had quite enough track time with four. And I gotta hand it to Chris Rupnick’s little Fiat, doing double duty, with Andrew Celovsky the pilot in Vintage and Chris in Classic. I think I may have even seen it out in the (5th) grid. As for myself, I was disappointed in my performance. I was slower than in 2019 and just couldn’t get the damn car to turn. But hey, I’ve got about half a dozen good excuses if you want to hear them, lol!”



Photos by Evan Gamblin.

Photos by Evan Gamblin.



Quebec at Shannonville by Chris Rupnik.

We had a large number of Quebec visitors join VARAC at Shannonville! Francois Audette, a well known name in Quebec racing, brought his impressive MGB, Bertrand Dupuis did double duty in his newly acquired Mazda RX3 in both Classic and Vintage. Phil Cooper continued to put in impressive laps with his newly built MGB. Jody Leclaire had a very large crew with him, cheering him on through the day in his MGB. Claude Gagne had acquired the Triumph from Alcide Lessard, a competitor whom I raced back when i started back in 2006. Hugo Girard and his wife made it down from la Belle Province in his BMW, Chris Hobe was racing and fine tuning his Datsun 510. Xavier Lassus came and entered in Formula Classic grid, the Reda gang had their booming Mustang and Jean Pierre Ouimet was racing his golden Camaro. Claude Lussier arrived in great spirits in his fantastic VW Rabbit. Eric Lefrancois brought his Lancia Scorpion, (shown right), cousin to the Fiat 124 Spider that I brought to race double duty in both Vintage and Classic - with Andrew Celovsky racing in Vintage.

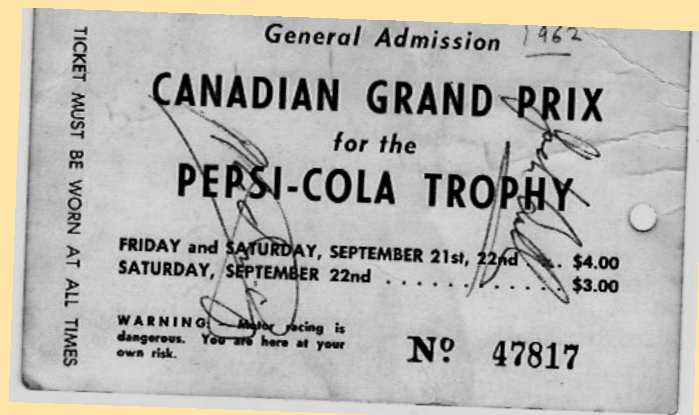
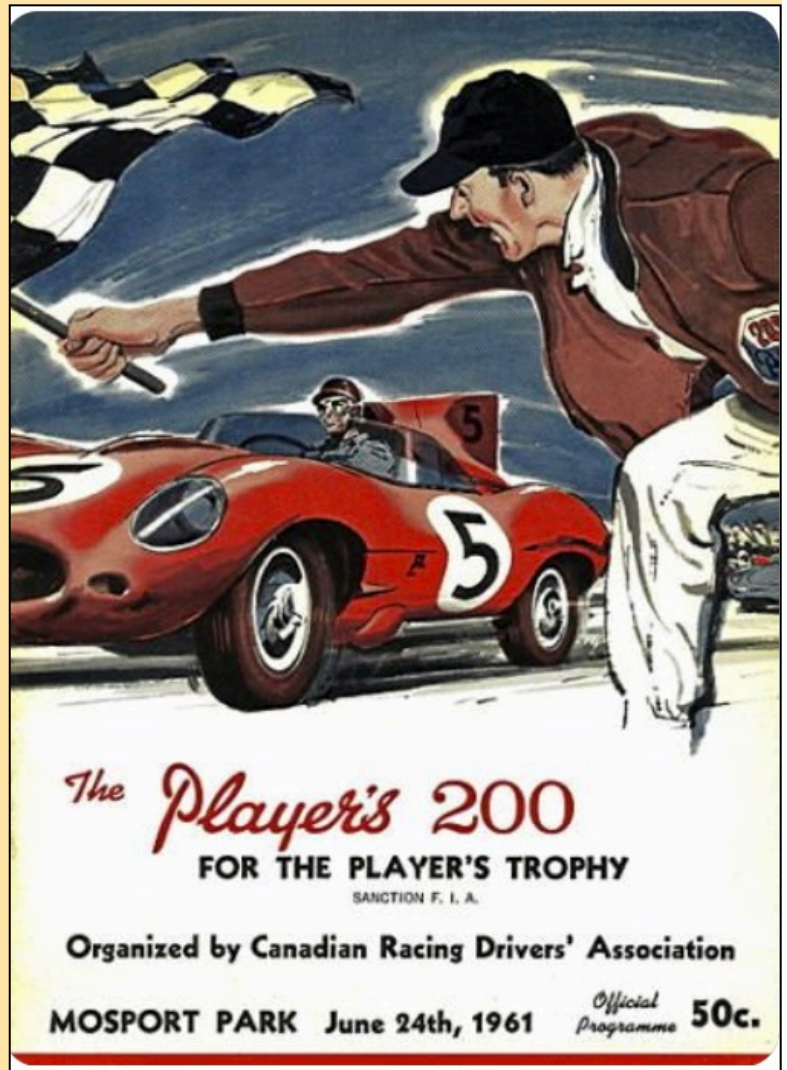
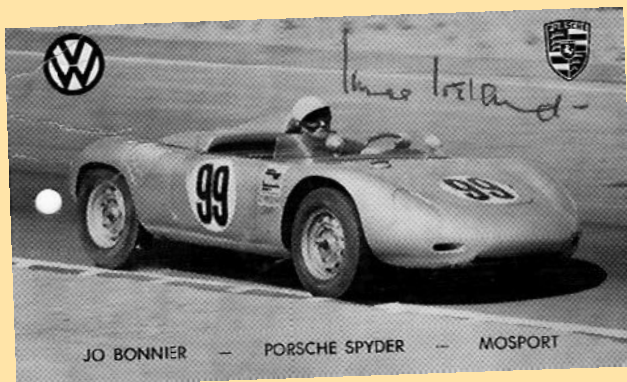


As the Classic Session proceeded the Vintage one - I got to watch the Vintage race right after I handed the car over to Andrew, who would rush to the false grid. The viewing stands were perfect - as we got some shade and were able to watch the entire track - something unique that no other track that I race at offers. There was action all around - with 28 competitors lots of action could be expected! The best was watching how different competitors used lapped traffic to their advantage around some of the narrower parts of the track. I proceeded to do the same during my racing with Christie in her RX7. I felt bad the first time I squeezed past her after a train of leader cars that she kindly let by - but each time I did it afterwards - I felt less and less bad. I worked that joke the entire last session - hope you liked it too!

Photo Corner!

Joe Lightfoot sent Pit Signals some great vintage photos recently. They were taken at the Players 200 in 1961 and at the Canadian Grand Prix for the Pepsi Cola Trophy. Joe says, "I can't even remember how I came into possession of these, or when. I had them in a "slide carousel" and recently just spent a bunch of money having all my slides converted to digital."

I hope VARAC members might be interested in Joe's photos. I remember this era so well, watching Pedro and Ricardo Rodriguez from my favourite spot at Moss Corner. Our thanks also to Mike Adams, who spent time tweaking and improving the quality of the photos. Enjoy! J.S.



My ticket stubs from 1962 signed by Innes Ireland, Pedro Rodriguez and Jack Brabham.

Photo Corner!

Gurney's Lotus
19 passes
Wayne
Burnett's Testa
Rossa.



Above: Roger
Penske, Cooper
Monaco.

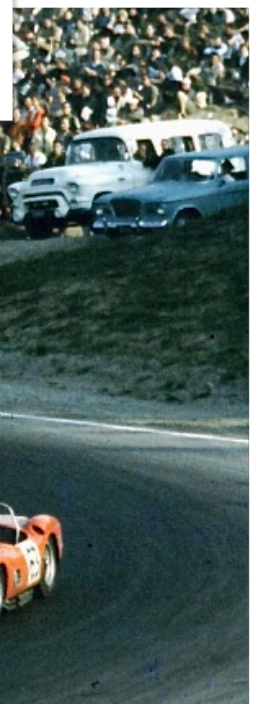
Right: Masten
Gregory, Lotus 19.



Photo Corner!

Reed's Ferrari TR260 is followed by Moss and Gurney in Lotus 19s.

Below: Innes Ireland, Ferrari Dino



Reed's Ferrari chased by Moss through what else? Moss Turn.



Photo Corner!

Pedro Rodriguez,
Ferrari TR61.

Middle: Riccardo
Rodriguez, Ferrari
246.

Below: Dennis
Coad, Lotus 19
Climax.

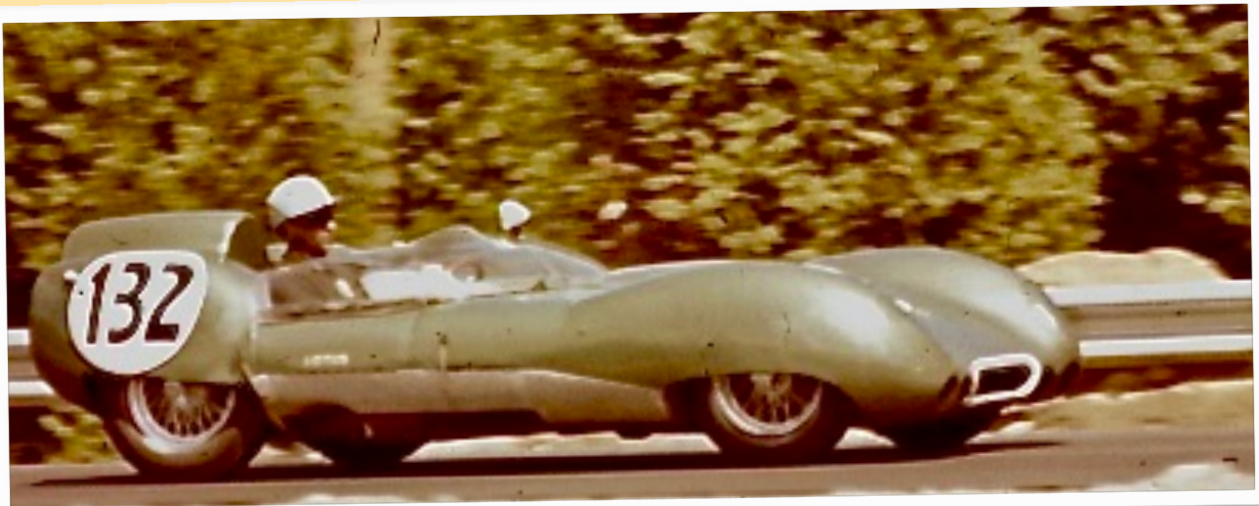


Photo Corner!

Stirling Moss,
Lotus 19.

Middle: Harry
Entwhistle,
Lotus 15.

Below: Oliver
Gendebien,
Porsche RS61.





PIT SIGNALS

CLASSIFIED



VARAC Classified Ad Terms Explained.

"98% Restored" (Basket case, missing 2% completely unobtainable.)

"Rare Original" (Unique one off, all parts must be made from scratch.)

"Perfect first car" (So bloody slow no qualified driver would go near it.)

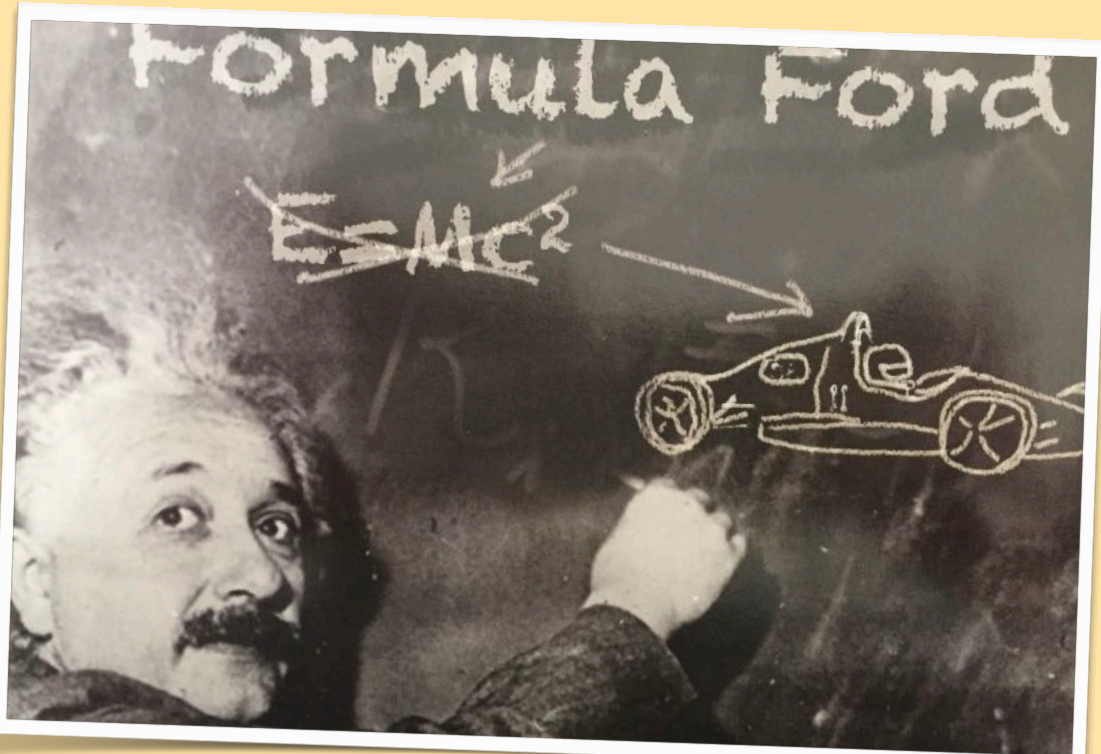
"Unique" (Butt ugly Canada Class experiment, hidden for years but unfortunately someone just re-discovered it accidentally.)

"Race-prepped" (Seat belts installed. Tires inflated. No log book. Good luck, the scrutineers are laughing already.)

"Recent restoration" (Armor All on tires. Roman numerals on seat belts)

"Numerous spares" (Tons of useless junk included because owner's wife getting testy about "all that crap in the garage".)

"Celebrity owner" (Raced by some guy only John Greenwood knows.)





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1963 Volvo P1800S \$64,500

This 1963 Volvo P1800S was purchased from its second owner in San Antonio Texas in 1994 and driven from Texas to Canada. This car has never seen a snowflake in its 58 years. A complete nut and bolt professional restoration was completed to bring this beautiful car to its current condition. Titled under V.I.N. No. 7596 Chassis No. 18345 VB Engine 1778 cc., 4 cylinder, 108 HP, dual SU carburetors 4 speed manual transmission OD Odometer 20,123 miles (documentation of original mileage n/a) Exterior colour crimson metallic (non original) Interior custom tan leather (non original, Exterior all factory standard and all re-chromed. Interior all factory standard with exception of leather work Wheels standard factory Michelin radials. All body gaps are clean, consistent and well within factory specifications. Underside of car is as new. While this is a near perfect vehicle it is not a numbers matching car. It has been meticulously restored to a near concours level. All restoration was done to original factory specifications except for colour, interior and audio as noted. This car is rarely driven but starts and runs beautifully. It is constantly cared for to maintain its level of fit, finish and function. A history and the documentation for the restoration and maintenance of the vehicle will be included with the purchase.

Michael Bedrosian Phone: 519-760-5526 ext 111 Email: mike@ftpackaging.ca



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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





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1971 Datsun 240Z 1991 GT2 Champion. \$27,500

Fresh paint, rebuilt engine, triple Webers, three races, Gilken LSD, R 200 diff, factory Datsun dogleg 5 spd gearbox, 4 sets of wheels, Ricardo seat, Schroth belts, Wilwood 4 piston calipers, fuel cell. Could race in V/H or G70.

Call Ernie at 905-583-5154 or ernie@mantisracing.com
Check in-car video from Mosport <https://youtu.be/pRudNuZjK8w>



1959 Fiat 600 – Abarth 750 Derivazione

Unique opportunity to own this classic Italian racing car,
REDUCED TO \$29,900!



Beautifully restored and in good condition. Three cars were imported by Fiat Canada in 1959 for the Canadian Winter Rally – this is the only one remaining. One owner since 1961. Recent VARAC Vintage/Historic and Lime Rock Park competitor. We seek a new owner to care for this rare car.

Package includes: 1 fully prepared vintage race car (Corbeau seat, RaceQuip harness, Scuderia Topolino transmission, upgraded rear axles and CV joints, no rust, many fine details), 1 Fiat 100-based racing engine (requires rebuild), 2 spare Fiat 100-based engines (original Abarth 750cc tuned to 770cc, 850cc), 2 spare gearboxes, spare set of new Toyo Proxes R888 tires on rims, numerous parts. Sale price: \$29,900 CDN. For more information, please contact Rob McRae in Kingston, Ontario, Canada: 613-876-7512 or robcbvmcrae@hotmail.com.



1969 Caldwell D9 Formula Ford

For sale with fresh engine -
20 min break-in time only,
new pistons, bearings, etc.
New paint, front body section,
4 complete corners, many
gear sets, freshened
gearbox, new powder coated
exhaust. Maintained by John
Dodd, VARAC car ex-
Hinchcliffe, Lamont.
Monoposto eligible, Vintage
FF, etc

TOM.BURGE@RACOL.CA

\$22,000 CDN





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Drivers Needed for G90 ASA Stock Car!

After a successful Vintage Festival debut (we won all four races), our ASA #182 Stock car is available for funded drivers, either for lapping days, test days or actual competition.

A super easy and fast car to drive, comes with cool-suit, helmet blower, on-board camera and telemetry. Seat is adjustable as is the telescopic/tilt steering column to accommodate various size drivers. Coaching also available if requested.

If you have never driven a purpose built race car, not a production car turned race car, this is your opportunity to try it. Very reasonable rates.

Please contact Blaise Csida at BC Race Cars.

Phone 647-283-1306 or email blaise.csida@bcracecars.com



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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

Please contact Andrew MacLaurin 613 293 6590

Email amaclaurin123@gmail.com

Turnkey race package!



After 26 years of enjoyable Vintage racing and with many fond memories I wish to pass the baton to an up coming racer. For more details please contact me. Dan Di Cesar. Cell/text 514-754-2643 e-mail cesarracingteam@gmail.com

1970 TSR TS Vee

Beautiful Vintage FV- One of Approx. 7 built by Alan Taylor & Brian Stewart, Vallis Engine, New vintage Dunlop tires & chrome rims. Monoposto Eligible. Well-known VARAC car. Available with trailer, 3 sets of tires, special tools, spares, etc. Needs little to be race-ready and is available for viewing by appointment. Please text or call for more info.

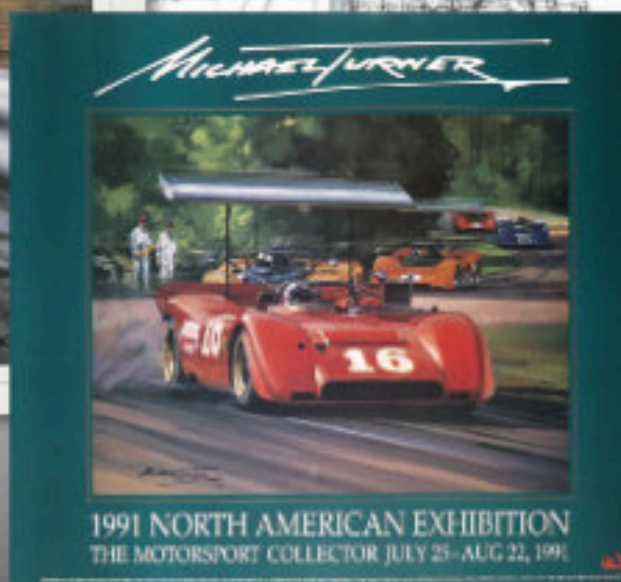
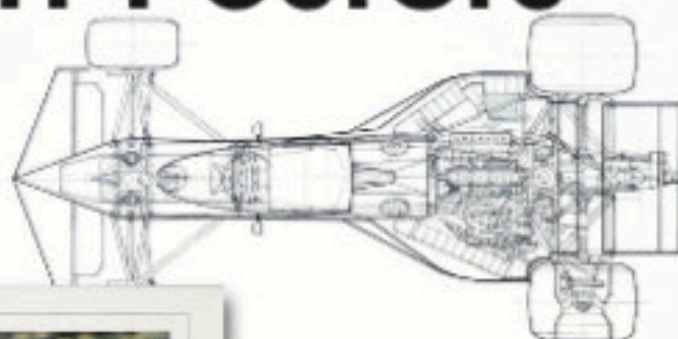


\$8100.00 US OBRO

FOR SALE

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

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





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1970 Lotus Elan Roadster Right Hand Drive Parts for Sale!

I have a long list of Elan road car parts for sale that were removed when the car was converted to a race car. Some engine/drivetrain, body parts, windows etc. To get a list and photos as required, contact

Ted Dobbie at tedatmhp@hotmail.com

ALSO! Looking to buy a Lotus Elan Twincam Stromberg head with good valve seats and exhaust and intake valve guides. Need the cam caps with the head.

New! Never
mounted!

Husky
Sway
Control.

Trade for a 24 of
Guinness! Free
delivery to the VARAC Festival at Mosport in June.

Email: arperformance@hotmail.com





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Datsun 240-Z Parts

Fiberglass fenders 1 pr flared, no head lights, 1 pr stock reproduction, rear flares, brand new rear lower control arms, 2 crankshafts. Reasonable offers accepted.

Ernie 905-483-5154

ernie@mantisracing.com





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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.



AND COMING JUST A BIT SOONER...

Formula Ford (Weber 32/36) extension kit.

christopher@custompolycast.com

519-949-7889



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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



John Hawkes
416 890 3992 Johnhawkes@rogers.com

