



# PIT SIGNALS



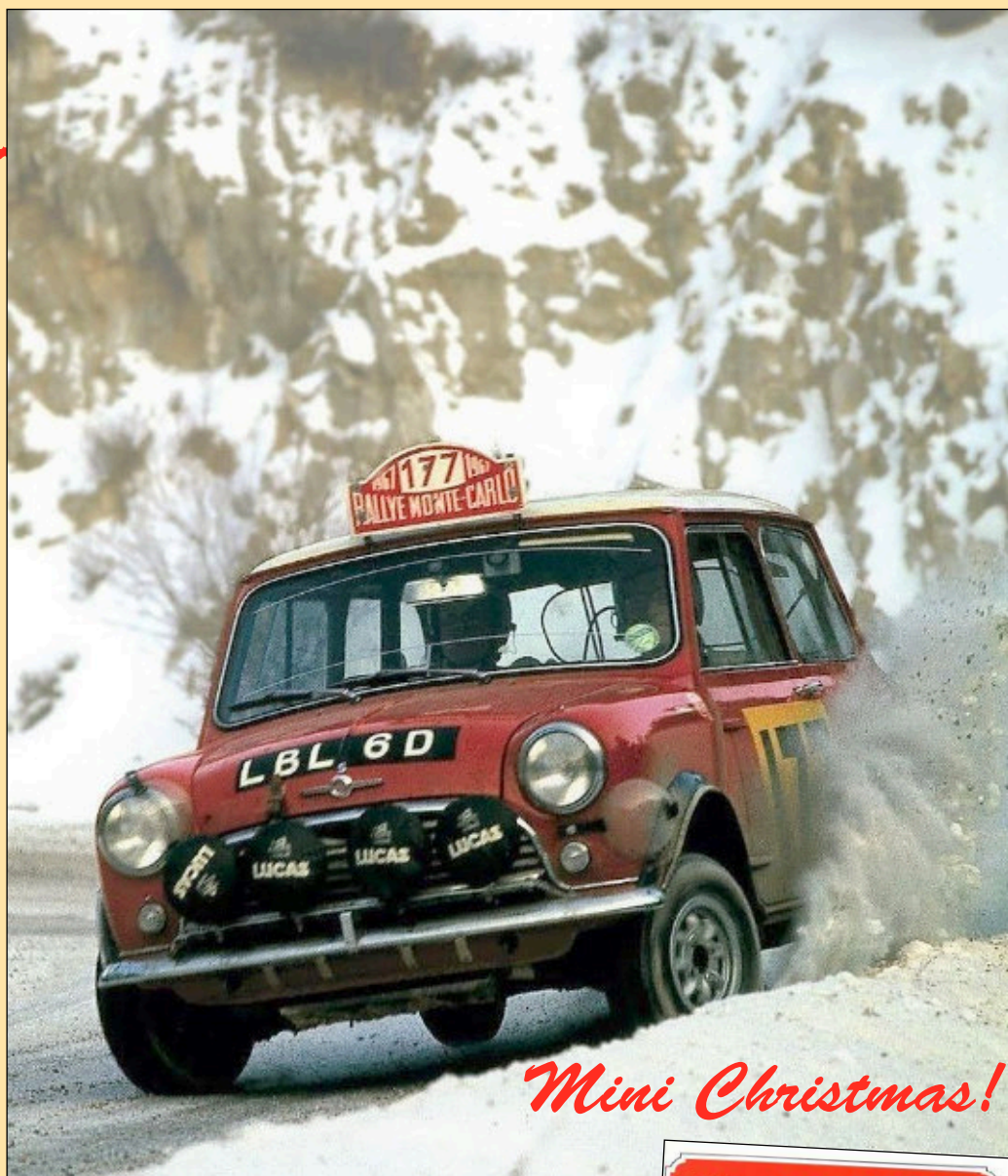
LATE BRAKING NEWS FOR VARAC VINTAGE RACERS December 2021 - JEREMY SALE

## In this issue:

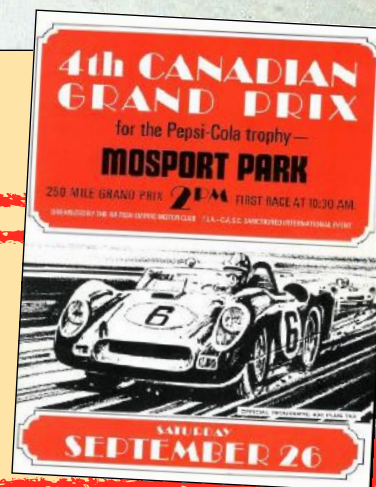
New Varac Board, a note from Richard Navin, Lucky Dog Racing, From Street Elan to Race Elan! And your 2021 Varac Champions! Ted Michalos wins the Elizabeth

Dorey Award! *Plus Save \$100! See page 2!*

Bonus! The 1964 Canadian Grand Prix for the Pepsi Cola Trophy! Featuring the terrific photography of John Vance!



*Mini Christmas!*







# AGAINST THE WORLD



## JUNE 16-19, 2022

# 42ND VARAC VINTAGE GRAND PRIX

Watch the '2022 Vintage Grand Prix' tab at  
[VARAC.ca](http://VARAC.ca) for details and updates

- RACE GROUPS FOR: VINTAGE - PRE 1962 • HISTORIC - PRE 1973 •  
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\$100 discount if registered by December 31. Watch for details!

# 2021 VARAC Annual General Meeting

**Ted Michalos:** Another season has come and gone and the club has “wrapped up” operations for 2021. The AGM was a virtual affair once again, but was very well attended. Peak attendance was in the 60’s with 10 proxies filed as well.

Recognizing that we’re not all “zoom- masters” we spent a few minutes muting and unmuting, turning video cameras on and off, and “raising” and lowering our hands. A little cumbersome and I know not everyone in attendance had the best internet connections, but given the world in which we live the video format provided the safest opportunity for the membership to conduct their business. I think it went very well, of course I might be a bit biased...

The current Board submitted written reports that were distributed in the pre-meeting packages, so at the meeting all they needed to do was provide us with high-lights of their activities. Items of particular note:

We’re not broke, the club is in excellent shape financially.

Membership numbers are solid, slight decrease, but I think we can blame that on Covid.

We had strong attendance at most events, BARC and Calabogie being the exceptions.

Remarks from all Directors were positive, no obviously problems or issue occurred in 2021.

The meeting then proceeded with the election of the 2022 Board of Directors. 4 of the current Board “retired” with our thanks: Julie Wildman (treasurer), Peter Viccary (VP FC), Cam Crerar (at large) and myself (Chief cook and bottle washer).

4 new to the Board members stepped forward: David Sim (secretary), Doug Switzer (VP FC), Peter Lambrinos (VGP Chair), and Martino Beretta (at large).

The full list of the 2022 Board and their positions appears elsewhere in this issue.

Next it was time for Motions and Discussions. I have to admit that by submitting 3 motions myself, I may have made the meeting run a bit longer



than it should, but some very good discussions resulted and I think the new Board has a number of points to act on over the next year. For full details on the motions and the voting watch for the AGM minutes when they come out.

The 2022 Schedule, as well as the Drivers' Challenge were introduced, and a plan to switch the Conduct Procedures to a demerit point system was discussed. The need for "help" (more bodies) in Registration was put forward, as well as a discussion of car preparedness and presentation.

The formal meeting closed and we moved into the trophy presentations for the 2021 Drivers' Challenge. The full results appear elsewhere in this issue, but the Champion for VH was Ivan Samila, the Champion for Classic was Del Bruce, and the Champion for Formula Classic, as well as the overall club Champion, was Paul Subject. Congratulations to all that participated in the Drivers' Challenge and to this year's champions.

The meeting ended with best wishes from our new President John Hawkes, with hope that 2022 is back to "normal" – we'll see you at the track! Ted.





EDMONTON

# CAN - AM

CHALLENGE RACE

-

SOUVENIR PROGRAM \$1.00



ORGANIZED BY THE NORTHERN ALBERTA SPORTS CAR CLUB

For the **MOLSON CUP** and  
\$75,000 in prize money.

**SUNDAY SEPTEMBER 26**

Time trials September 24 and 25

**EDMONTON INTERNATIONAL SPEEDWAY**





On the following pages new President, John Hawkes, has asked the new and incumbent board directors to introduce themselves. So what's Ted Michalos going to do with all his spare time? I know Ted has been doing a lot for the club over the past few years. The more I thought about it, the more I wanted to recognize it, and so I started tracking it all down.

Ted joined VARAC in 2006, his first event was in a Bugeye purchased from John DeMaria. He became a board director around 2015, and later spent five years as President. (I once asked him why he does all this stuff, he said something like, "I believe everyone needs to take a turn helping to run the club if they want to be

able to race." Couldn't agree more, it's easy for me to sit on the sidelines and complain, it's much harder to be on the board and make stuff actually happen.)

In addition to the duties with our club, according to my CASC source, Ted was Treasurer there for five years, later Treasurer and Race Director, then Race Director for four more years. He was the VARAC rep on the Race Committee while he was club President, and also CASC Race Director. Oh, and let's not forget, he was also busy running the VVGP, beginning in 2016, through to 2021.

This year the club presented to Ted the Fergusson Award-selected by the Board and awarded to a VARAC member, who, "in the opinion of its Directors, has made an outstanding contribution to vintage racing in Canada according to the aims expressed in the VARAC charter."

Also this year Ted was presented the Elizabeth Dorey Award. Elizabeth and Tom Dorey joined BEMC in 1960 and both became active in various committees within BEMC, later they were both part of the Eppie Weitzes F5000 race team. Elizabeth looked after BEMC membership off and on throughout the years until 2,000, as well as multiple areas such as registration, (where you usually now encounter her daughter, Anne McCallum.) After Elizabeth passed in May of 2,001 BEMC, along with Myles Brandt, of Mosport, created the Elizabeth Dorey Award. It recognizes an extensive period of dedicated, hands on volunteer effort.

There's more, I know that Ted has helped people privately and done plenty for the club without seeking recognition. My sleuthing has unearthed the above for what it's worth; I think it's worth a lot! Congratulations on both awards, Ted!



# John Hawkes, President.



Hi everyone!

I am excited to kick off the next season with a new board. The club, as those of you who were on the AGM know, is in good financial shape. We are cautiously hopeful for a more open season next year with our US racers able to join us.

I am super pumped about the experience, variety and passion we have on the board. We have members from all race groups; technical experience, creative skills, enthusiasm and a range of views and approaches to issues and solutions.

But the common thread is a keen interest to see the club thrive and grow; attract more members, get more cars out and continue to expand the racing of historically interesting cars in competitive, safe and well prepared cars. I find it interesting that Ed Luce tells me we have more than 250 cars with eligibility sheets. Wouldn't it be nice if we could get even half of those cars out regularly? Maybe we could add to the other all-VARAC events and have three of our own events every year...

We will likely survey the members to see what it might take to attract more regular entrants. Meanwhile the [VGP is open for registration](#) so don't delay, you can make your date for June now and save yourself some money! The 2022 VARAC Vintage Grand Prix takes place June 16-19, 2022. The entry fee is discounted until the end of 2021. Enter now and save \$100! The four-day event offers tons of track time, including a practice day. The social events are amazing – there's a roaming paddock dinner, a free rock n roll show and a banquet, not to mention the chance to meet fellow racers and admire some gorgeous race cars.

The VARAC Vintage Grand Prix is the premier vintage racing event in Canada and the only chance all year you get to race on the CTMP Grand Prix track with hundreds of fellow vintage racers! So what are you waiting for? Sign up here and save! [VVGP](#)

**Important!** For those of you who would like to be involved and are not on the board, we are always looking for help on various initiatives! Let one of us know if you have specific interests. **A list of board members is on the following pages.**

### **Dave Good; Race Director**

'22 will be my first season as Race Director. I've been on the board since mid '10's holding VH & VH Eligibility roles. I've been Vintage Racing since 2010 . I ran the dark blue MGA. It's been a VARAC car for approximately two decades - previously run by David and Evan Holmes and Stefan Weissen.

I reside in Caledon but spend a lot of the summer in PEI

Please feel free to contact me with anything you think I can help with.



### **Chris Rupnik**

Car : Vintage Fiat 124 Spiders of various liveries. I joined the board of VARAC in 2008 and currently serve as rules and regulations director and as eastern director. I also have been volunteering to the Conduct Committee and continue to promote VARAC and its events through news articles and youtube videos online. I have been racing both in Ontario and Quebec since 2006.



### **Rob McCord**

Car: # 95 Porsche 914-6 GTU. BoD Position: Vice President, Classic. Racing with VARAC since 2004 in my Dad's Porsche 356 Speedster, then acquired a light blue Datsun 240z. I have served as Classic Eligibility Director since 2016. When not racing at the track, I am racing around with my wife after our two young kids and dog...





## **Ed Luce**

Car: #5, 1968 Lotus type 51A (Formula Ford),  
1968 Lotus type 41C (Formula B) BoD Position:  
Membership Director, a position I took upon  
joining the Board in 2021. I have raced a  
monoposto Lotus with VARAC since taking up  
road racing in 2010. (Spent many years in many  
cars competing in Solo II before that.) Hobby  
other than racing? What - there's more to life  
than racing? I don't understand the question...



## **Emily Atkins**

Communications and IT Director

Raced with VARAC since 2014, first in a 1984  
911SC and now in my 1994 BMW M3.

I'm an automotive journalist among other  
things. Love bicycling and singing in a band (that  
some of you have heard) in my spare time.



## **Peter Lambrinos, VGP Director.**

Car: Vintage Volvo 142 E. I joined VARAC in 2009  
when I started out my racing career, and have  
enjoyed being a member and meeting all the good  
people involved in Varac. I have been an associate  
to Ted as he was the chair of the VGP for the last 4  
year, in charge of the paddock crawl and  
entertainment. I look forward to the new challenge  
and to make the VGP one of CTMP's premier events.

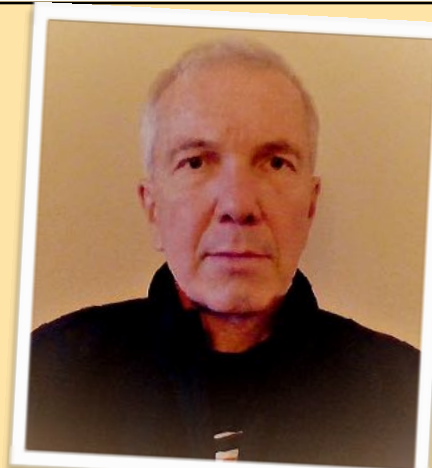


## **Gavin Ivory**

Position: Treasurer

Over my 23 years as a member I have been Secretary for five years most recently and Membership a long way back. I've only raced one car, right from the beginning: my Porsche 914/6. It's a long and happy relationship, still waiting to reward me with faster lap times.

Now retired, I get to stretch out the simplest car repairs in the garage into the longest, satisfying tasks ... until my grand kids want to hear a story.

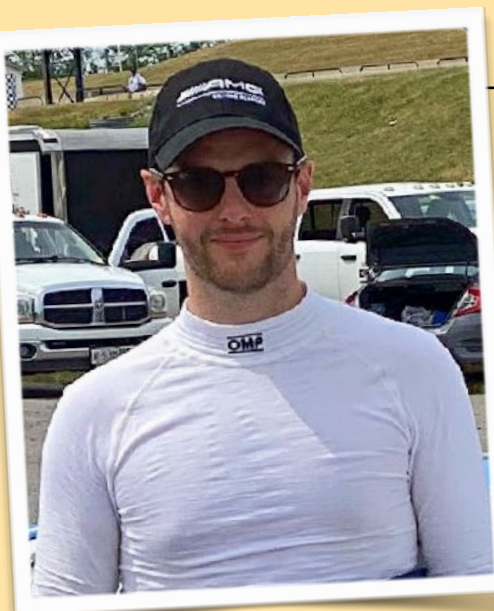


## **David Sim**

BoD Position: Secretary

I have been a VARAC member since 2017, have raced in VARAC Classic A, and in CASC GT Sprints GT2, with a former ASA Stock Car #82.

Hobbies other than racing: Vintage motorcycles and cars, piano and keyboard, being creative.



## **Martino Beretta**

Car: 1992 Porsche 968 (#031)

BoD Position; Director

I joined VARAC in 2020 after jealously watching my father and brother race for years. Currently, learning how to rebuild a 968 engine.





## Doug Switzer

I joined VARAC around 2005 while restoring my 1970 TSR FV. I started racing in 2007 and have been able to race almost every year since. I hope to run more events in the future. My other cars include an MGB and BGT and I also publish Moto/ology Magazine online.

## Ivan Samila: Conduct Chairman 2022

Previous VARAC Board position: Membership, 2015-2020, with my wife Colleen doing all of the hard work behind the scene. Director at large. 2020-2021. I have been a VARAC member since 2013. My first ever race was the VVGP in 2013 but have been involved in motorsport since 1992, but not as a driver. My race cars are: 1970 Lotus 7S4, 1968 Mallock Mk6B, 1981 Crossle 45F My passion is making things, developing creative solutions.



## GORD BALLENTINE

I now drive an MGB in Vintage Historic. Prior to that I enjoyed racing various Porsche's. I previously served as Deputy Conduct Chair, I am Director at Large this year and when not racing, I am busy in the middle of building a house!



## “Thank You VARAC for 20 Great Years!” Richard Navin.



Chatting with Richard Navin earlier this year he mentioned that he was in the process of “winding things down” after many years racing with VARAC. We thought it would be a good opportunity to try to document some of Richard’s many races over the years, his awards and his experiences with our club. The following

comprises just some of his recollections of racing his familiar #246 MGB.

*So, Richard, what does “winding things down mean?”*

Well, I’ve been racing with VARAC for 20 years and it requires “total commitment”. Other priorities are making that more difficult but I’m not completely finished my involvement yet!

*How did you come to vintage racing; what route did you take?*

Vintage racing provided me the outlet to compete again after previous shenanigans in the time tunnel competing with road rally cars, dirt stock cars, ice racers, go-karts, cigarette boats, and basically anything that went fast so you could pretend you were like the hero drivers we read about and saw on TV.

*We have had some great stories in Pit Signals about your travels with the MGB, can you mention some moments?*

Well, there were lots of them! Travelling with my MGB 246 we entered 102 race weekends, 70 in Canada (mostly with VARAC) and 32 in the USA. We raced the MGB at many tracks, including at Mosport Park (and CTMP), Mont-Tremblant, Shannonville, , ICAR, Watkins Glen, New Hampshire International,



## Richard Navin...

Summit Point, Virginia International, Sebring International, Waterford Hills, Grattan, Limerock Park, Beaverrun, Schenley Park, and Mid-Ohio. So lots! You can add more tracks or places if you count track and test days as well.

*You obviously enjoyed your MGB and connecting with the MG crowd?*

Racing an MGB, similar to Joe Lightfoot, was a lucky coincidence as both Joe and Cheryl (and others) made us feel so welcome when we first got started and “showed us the ropes”, including everything from car preparation and where to find the Wine and Cheese party! I recall fondly a wet early morning at Mosport in our first year, where I was outside, freezing in the cold rain, preparing for the day, when Joe came from his motorhome with two cups of steaming coffee! Twenty years later and I still remember that!

Racing vintage cars, as in, prepared according to the VARAC rules and “accepted by” other vintage organizations, offers more opportunities and different places to race than most any other type of racing. We have been welcomed at every track and with every race organization where we tried to enter. Priority number one each year is always participating in our VVGP, after that participation in other vintage “festivals” is next, and then Regionals if schedule or budget allowed.



## Richard Navin...

*And of course you have seen VARAC grow along the way.*

Yes, VARAC has changed a bit since I first joined around 1999, and probably mostly for the better. As a rookie then, it seemed that the club was run by a core group of the original founders, whose considerable knowledge shaped the club. This ultimately led to, I believe, some necessary autocracy but as the club matured, more diverse members with a variety of experience and skills have contributed to the growth. Adding G70 was an unnecessarily difficult transition, later on adding G90 was smoother, and now the wisdom of that change has resulted in a bigger base of eligible “vintage” racers. Too bad we don’t have closer comradery between grids though. I served on the BOD for a few years, mainly as V/H Director, and I highly recommend this to any member, it gives you better understanding of what it takes to run our VVGP and serve a very successful “member owned” organization.

Have there been changes since you started?

My personal view only, is that recently, we are losing focus on proper period specification regarding car preparation. If your goal, like mine, is to race at many different venues and with different race organizations you need to respect that preparation integrity. Most groups like SVRA, VRG, VSCDA, etc. all have similar rules, not exact, but similar preparation rules to keep competition level and encourage entries. It seems to me that we are relaxing our rules and allowing cars on our grid that are not properly prepared as vintage cars. It is a no-brainer to see that it is easier to win with vintage-ish appearance and modern mechanicals, but that is not what we are about. This can only harm our grids in future, and reduce entries, especially from other race groups.

So Richard, you are not quitting cold turkey, right?

Oh no! I am keeping my driver gear ready, and will still participate and at least help in future VARAC events. I have enjoyed mentoring/coaching a few new drivers and might do more of that, plus crewing with friends from time to time. VARAC is a wonderful concept and an amazing group of people, I appreciate my vintage racing experience and the memories that I am still creating.



## Richard Navin...

*Pit Signals has documented many occasions when you picked up awards and trophies at home as well as in the USA, right?*

Honestly, we have enjoyed more success over the years than I ever expected, winning the VARAC Rookie Award in 2002 (why don't we do that any more?), and also Group C Champion that year, so it was a great way to start vintage racing. I was also very proud to win the Simms Challenge Cup in 2006, and later



receiving both the Fergusson and McGregor awards from VARAC. Outside of VARAC, Watkins Glen has been good to me with Group 3 podiums, and in 2012 I won the Denver Cornet Cup at Watkins Glen for 1<sup>st</sup> Overall in the Collier Cup race. Also, at Watkins Glen in 2015 I won the John Targett trophy for 1<sup>st</sup> MGB and in 2018 I was awarded the Collier Cup. Overall, I have enjoyed podium finishes at a variety of tracks including wins at Mosport, Watkins Glen, and Sebring and others.



## Richard Navin...

*Last but not least, I know you have had great support from your wife Brenda...*

Yes, for me racing has to be a family affair, spending a significant portion of the budget on a hobby dictates this, at least to me. In the early seasons with VARAC we used an open trailer towed behind an SUV, but when it became obvious that we were totally hooked on vintage racing, we bought a motorhome and enclosed trailer. This made travelling, especially the long hauls, so much more comfortable and convenient. Home cooked meals are a major plus! Staying overnight at the track and enjoying the socializing, helping repair cars and simply rehashing the day, my wife Brenda and I have certainly made many good friends in many different places. I highly recommend it!





What is Lucky Dog Racing? Check out <https://www.racelucky.ca/>

### *Do I have a Lucky Fiat? By Chris Rupnik*

I have always liked Enduro type events, whether it is the 24 hours of Le Mans - or the one hour Enduro that we used to have during the VVGP (same scale right?) Running a slower car means that I am unlikely to win a sprint race - but using wise strategy and with an efficient car - perhaps a good showing at a longer event would be possible.

Jason DiCesar was also looking to race something different, and suggested that the Fiat would be a good base from which to build on for an endurance event. I had heard of the Lucky Dog event from Cameron Crerar and went through the rulebook. Jason spent a good portion of the spring getting the car ready for a long running. Our tests at Sanair and at this years VVGP confirmed the car would run for extended periods - but 15 hours?

Saturday's rain forecast was spot on - awoke to abundant downpour, not just a sprinkling. Got the car started and headed over to get the Calabogie facilities required sound check. The attendant wasn't happy about being out



in the rain - it was clear that no matter what; this car wasn't going to pass the sound readings. We were fortunate to have the very excellent Derryl at PowerSports garage install a makeshift but solid exhaust system to get us to the starting line. I watched wistfully from a dry spot the qualification taking place wondering if this was going to work out...

The first stint was a revelation! The car was running great with the new tires on a wet track - and even if we were being lapped - it wasn't like in our vintage races where we get overtaken by huge speed differentials and then left in the dust. In this case it was more of a pass - then I could stick with the competitor for a few corners and then they slowly get away. And against much more modern cars - which was really neat to see.

The driver change was signalled after about 45 minutes of racing and i came in. You are given a little egg timer upon entry into the pit lane in order to ensure a minimum of 5 minutes elapsed. We were pitted right next to Russ and Christies RBA RX7 - who was right next to the driveled team and so we would help them when they came in.

My last session on the Saturday afternoon was really wet - but by then the tires were warm and was able to start passing some of the slower cars - in fact even lapping one of them during my stint. That felt great - and when I saw the notice to come in - I really didn't want to! John DeMaria told me the same

thing the night before - that in this type of racing - you don't want to come in once you get into a good groove! He has been racing in this series for 3 years (and winning!) - and this was his 53rd consecutive year of racing!





Shortly into Jason's stint he came in behind the wall with a worrisome problem: lack of power and increased water temperature. Tony and Gino Reda - two Quebec vintage racers who came for the day to watch - helped us diagnose a complete loss of compression between cylinders 1 & 2. Cylinders three and four were fine. We quickly developed a plan to take the trailer to Fiat Racing World HQ and pick up a new head gasket and the necessary kit to complete the repair. It was a four-hour drive from Calabogie and back- but well worth it to visit Andrew and Sandra and view the Fiat fleet in Deep River. Part of the plan also involved picking up the fabled Project X (see article in previous Pit Signals). Loaded the car and the necessary repair bits and left for the two hour trek back to the track, arriving before 10pm - and was greeted by Russ Bond calling me and telling me he has the fire ready - beverages ready and hamburgers on the grill for when I got there. Could not have sounded better to me! We settled out of the rain in the RussBuss and



watched a bit of Moto GP while eating and enjoying a few strong drinks.



*Left: The next morning arrived quickly and my job was to prep for the head gasket replacement...*

Jason and David soon arrived and we started the disassembly and re-assembly process *with Andrew guiding us remotely via FaceTime!* Got everything buttoned up and started the engine and sent Jason out first. Its always a wonder to me that a car that is in pieces 45 minutes prior to appearing on the track and run - but it sure was sounding good down the back straight! Other crews came by to say how happy they were to see the car back out again after yesterday; we were becoming a crowd favourite. Lap after Lap - the Fiat kept going. The car was running strong the whole session and i was able to bring it to Jason on the next scheduled pit stop. Jason unfortunately came back in quickly as we lost the accessory belt powering the alternator after the crankshaft pulley nut came off. Fortunately I had a spare nut so that was quickly replaced and Christie was able to provide a replacement belt from their wide range of sizes. Off Jason went to complete his stint and Chainsaw continued to get worked on in the pits with some fuel delivery issues.

While Jason was out we had some maths to do - the race finished at 5pm and we wanted to see if we could only pit one more time - and decided to run Jason longer than the standard 45 minutes and finish the race with David in the car who was extremely efficient with the fuel. With an hour and a half left - I realized that we were really going to finish this thing! On our first attempt! With two laps left we all were standing on the wall cheering everyone still out there for making it to the end - and at the checkered flag - such elation along the whole wall where everyone gave the FIAT a round of applause!

We came in and took celebratory photos and I was so happy to see Jason and David really celebrating our success in bringing the car home. This hasn't gone unnoticed by the event organizers, as they announced on the PA that for this one weekend they decided to create a new Vintage Class and award us a wonderful wood carving plaque commemorating our success. A wonderful surprise! The rain had cleared a bit fortunately for the final packing and we put away the cars in the trailers and started the road back home - with a smile from ear to ear! Certainly on our list of events to participate in again next year - with everything more that we know now!

*Chris Rupnik*



# Lucky Dog Hallowe'en Hoon...



Lambrinos and Hawkes shine on Halloween weekend! John Hawkes and Peter Lambrinos both drive in the Lucky Dog Hallowe'en Hoon at Canadian Tire Motorsport Park.

Both Varac members were driving stints in fellow Varac member Russ Bond's 1982 Mazda Rx7.

The two drivers put in two hour stints on Sunday, Oct 31, 8 hour enduro.

The pair helped bring the car in a podium position with Lambrinos having the quote of the day. "I've raced my Volvo here since 2009 and have yet to get into the 1:45 range- took me less than 2 hours in the RX7"!



Lambrinos had the team's fastest lap of the day, that is until one of Varac's newest members Tim Knight just nipped Lambrinos with a 1:42 to Lambrinos low 1:43. "Kids....." Lambrinos quipped. Hawkes put in a good stint despite arguing over a bit of pavement with a 944. The RX7, nicknamed "Chainsaw" came out unscathed and Hawkes was happy with his drive. "Quite a fun day out," Hawkes said.

"It was great to have some Varac drivers out in our car at this event. Hopefully we will be able to do more next year, Bond said.

# The 1964 Canadian Grand Prix

## For The Pepsi Cola Trophy

*By Jeremy Sale*

*Photographs by John Vance*



30,000 race fans arrived at Mosport September, 1964, to watch the anticipated battle between McLaren, Chaparral, Lotus and Ferrari. In the end the Clark Lotus 30 was a chicane on the start line, Jim Hall crashed his Chaparral on the second lap, and Bruce McLaren was looking good until spark plug trouble cost him four laps. So the Ferraris triumphed. Pedro Rodriguez (above) and Ludovico Scarfiotti, in Ferrari 330 Ps, finished one-two in front of Bruce McLaren's new car. McLaren had bought a Cooper T53 F1 car that had been converted into a sports-racer, known as the Zerex Special, driven by Roger Penske. McLaren modified it and took wins at Aintree, Silverstone, Brands Hatch, and Mosport earlier in 1964. It was the fastest car on track at the Pepsi Grand Prix, but suffered teething problems and finished 3rd overall.



## 1964 Canadian Grand Prix



Clark, car #1, above right, was late to the grid with his car already losing water. (Right) He stalled at the start flag, causing a series of rear enders, collecting Wayne Kelly, Kelly Porsche, Jim Scott, Elva



BMW, John Cox, Speedwell Astur, and Herb Swan, Porsche RS61. After all that carnage Clark's ill-fated Lotus only lasted four laps before mercifully retiring.

## 1964 Canadian Grand Prix

At right Bruce McLaren is leading Jim Hall. On the second lap Hall lost control of his Chaparral while attempting to pass at Turn Nine. The car slewed sideways, crashed into a guard rail and flew 100 feet through the air, clearing two wire fences and coming to rest on the far side of the tunnel. The car was demolished. Fortunately Hall escaped with a broken arm.



Canadian Track and Traffic photo.



In the photo above Hall lies beside his wrecked Chaparral. He was taken to hospital and released the following day. He had captured pole position with an unofficial record breaking qualifying round of one minute, 29.5 seconds.





*Scarfiotti, Ferrari 330 P, McLaren, McLaren Elva, Heimrath, Comstock Cooper Ford. .*

With Jim Hall and Jim Clark quickly out of the running, the battle was lead by Bruce McLaren over George Wintersteen's Cooper-Chev, with Pedro Rodriguez and Ludovico Scarfiotti's Ferraris working their way through the field.

Wintersteen dropped out with suspension problems on lap 14 and McLaren was in command for 56 laps until he came in to replace spark plugs and a broken throttle linkage, which cost him four laps. Back on track Bruce put on quite a show, repeatedly shattering the Mosport lap record and gaining one of the missing laps back.

On lap 80 Ludwig Heimrath's Comstock Cooper-Ford dropped out of third place with a broken fuel pump, followed by Hugh Dibley's Brabham BT8. Into the pits came Rodriguez to refill a fuel tank drained by a defective breather, handing the lead to Scarfiotti, who then spun off, handing the lead back to Rodriguez.

McLaren eventually worked his way back to third, Walt Hansgen's Ferrari 275P finished fourth, Joe Buzzetta's Elva Porsche fifth, while Heimrath recovered to sixth place. Heimrath had won the Canadian Championship in the pits that morning, as the only possible contender, Phil Smythe, sold his Lotus 23 on the spot to Eitel Meier, who did not finish.

## 1964 Canadian Grand Prix



Above: 22 Tommy Hitchcock's Brabham BT8 failed to finish due to engine problems. Below, Skip Hudson, Cooper Monaco Chevrolet, also DNF'd.



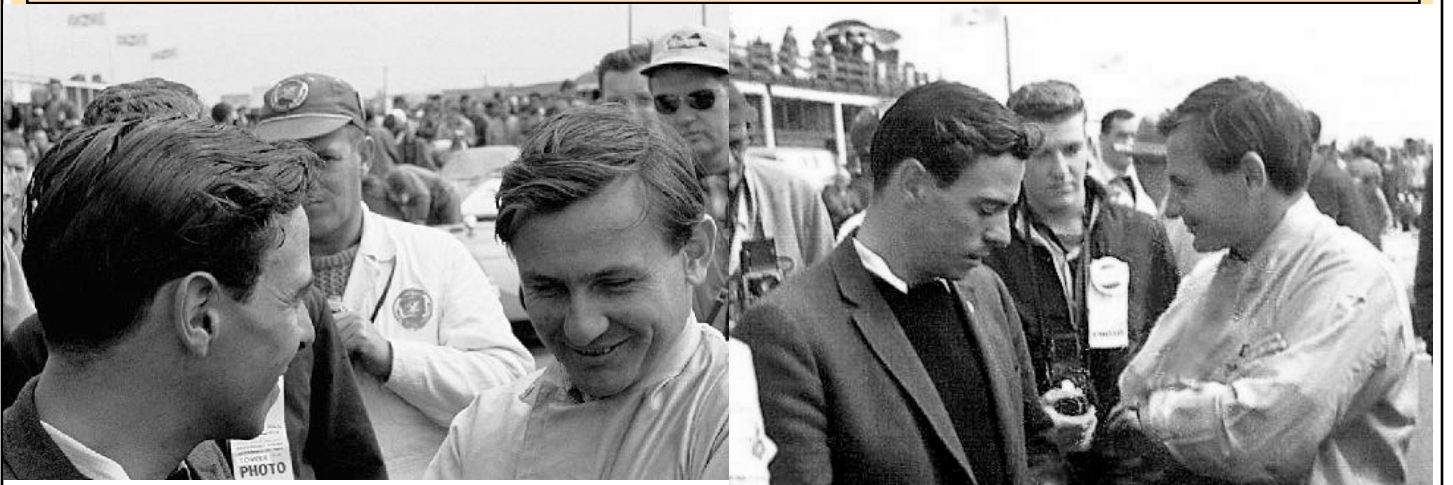


## 1964 Canadian Grand Prix



Above: Paul Cooke tends to Heimrath's ailing Comstock Cooper Ford.

Below: Jim Clark and Bruce McLaren. These great photographs were supplied to Pit Signals by Jonathan F. Vance, PhD. They were taken by his father, John Peter Fleming Vance (1933-2017) My photo, below right, taken with a plastic camera, isn't in the same league as John Vance's of course, but I wondered if we were standing side by side, way back in 1964. The good old days when I would scam a photo pass and pretend to be a real photographer. Jeremy Sale.





A delighted Pedro Rodriguez accepts the trophy, "leading a sweep of N.A.R.T. Ferraris in three of the first four places. Rodriguez lapped the entire surviving field in the 100 lap, 250 mile race at an average speed of 94.36 mph to bring his 4-litre V12 33-P Ferrari home on top." (Competition Press)



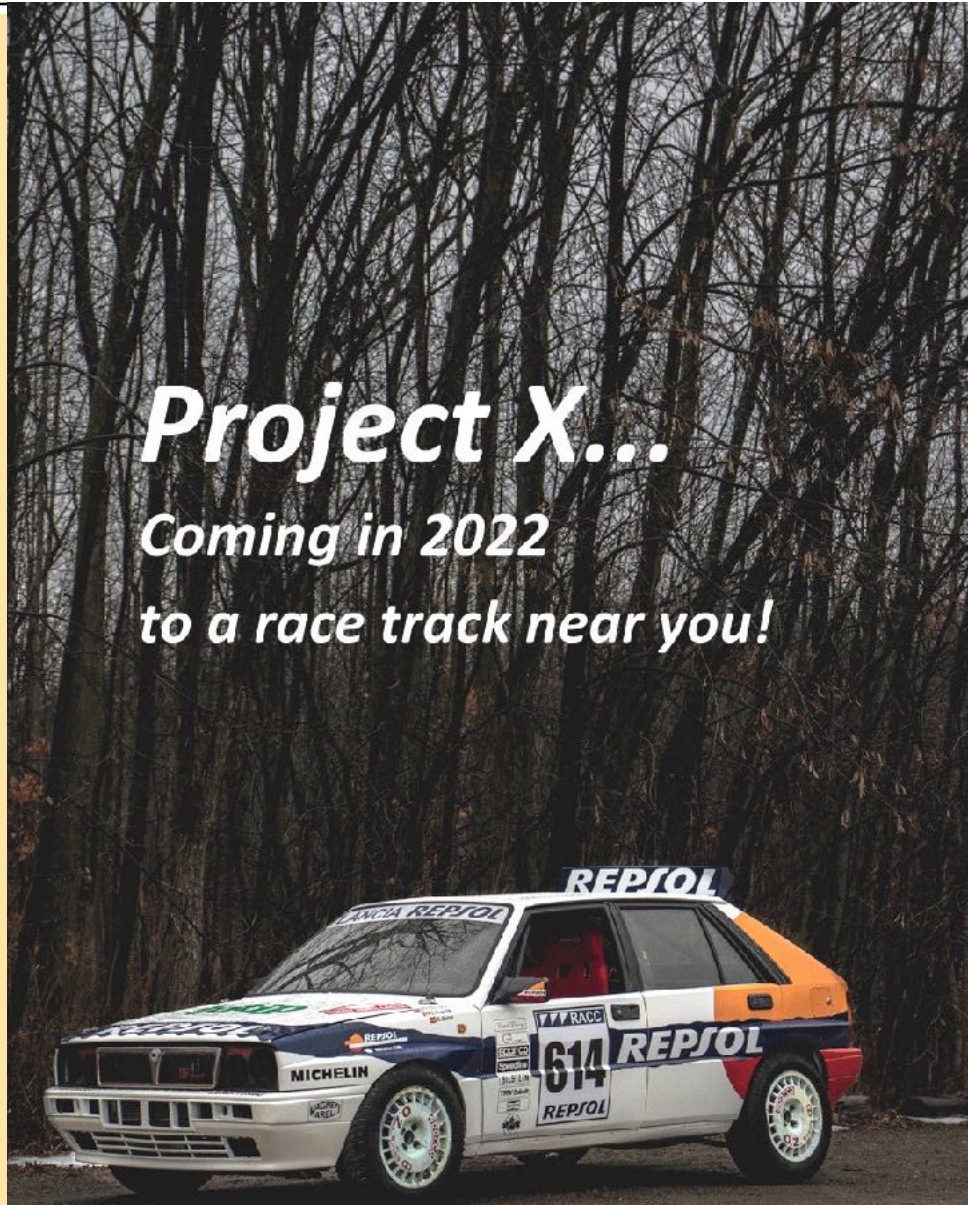
# Project X...

Was Chris Rupnik's dream to bring more Italian cars to the Group 70 grid. Chris and Andrew Celovsky decided to follow a recognized set of race rules, and selected a Lancia Delta Integrale homologated to the WRC (World Rally Championship) rules. The car plans to make its race debut in the spring of 2022. Perhaps the WRC Integrale rally car may not be overly competitive on a dry track, but here's hoping for rain and a very wet track....

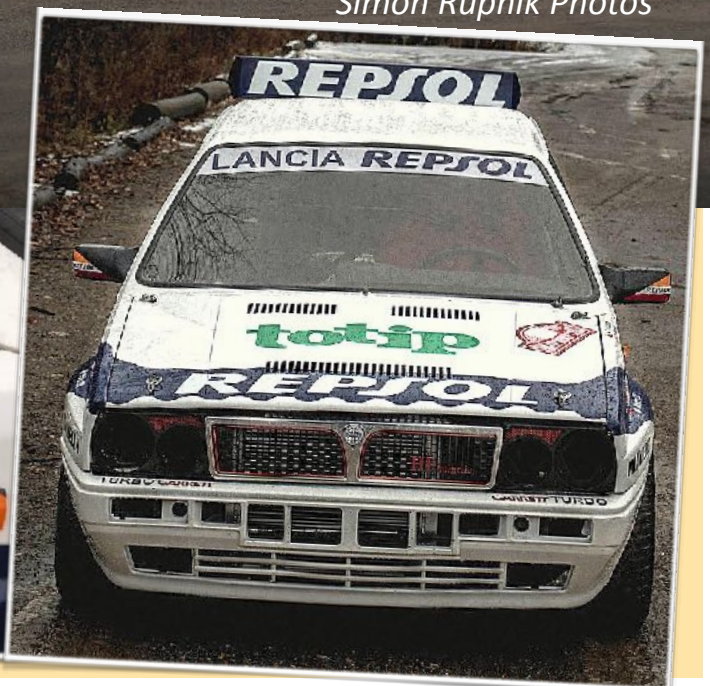
# Project X...

*Coming in 2022*

*to a race track near you!*



Simon Rupnik Photos





# Metamorphosis – From Street Elan to Race Elan!

*A cautionary tale by Ted Dobbie!*

I always enjoyed watching Lotus Elans race and thought “I would like to race one”. Having started my racing career (overstatement) late in life with a 500 HP GT1 1989 Camaro and having gone through 2 engines and 1 transmission, I thought with some help from my wife Barb, to sell the Camaro and to convert my 1970 Lotus Elan to a race car with the paltry funds from the sale. Now for those in the know, and as advice to those who think that they should build a race car, remember that one can BUY a race car for about 1/3 the price of

building one.

So why do

we build

from

scratch?

Well,

because

some of us

think that we

can build a

car better than anyone else and on a shoestring budget!



Now back to the details of building a Lotus Elan Type 45 race car. Firstly, you need to develop a plan for the build. As a retired former professional project manager, I recommend that you identify and document all of the parts and efforts needed. This in professional terms is a work breakdown structure (WBS). From the WBS, allocate budgets to the parts and services as best you can. Also, based on the WBS, develop a schedule with realistic timelines and order of the build. Keep in mind that your build must be in accordance with the rules and regulations of your racing organization e.g. Canadian Automobile Sports Clubs – Ontario Region (CASC-OR), Vintage Automobile Racing Association of Canada (VARAC), Federation Sport Automobile Quebec (FSAQ) for example. Now, once you start to implement your schedule, throw it out the window. You know: “The best laid plans of mice and men often go awry” (Robby Burns). Nothing goes as planned or as scoped! Well, cost – that’s another matter...



Now to go back a little further in the timeline, one of my work colleagues and I went to Targa NFLD and after consuming a couple of bottles of wine, we decided that we should enter the Elan in one of the world's few targas. So off I went to the fabricator Stu Trudel to get a full roll-cage installed along with some other mods.



The result was rally-style cage with 2 FIA certified seats and 2 six-point harnesses. The rules for the Targa are that the car be streetable with windshield wipers, horn, signal lights, headlights, parking brake etc. So I retained all of these functions. After a few discussions with people who had entered the Targa, I determined that

the budget needed just to enter and to complete the event was \$25,000! Holy mackerel! Best rethink the plan. We, my colleague and I, decided that the Targa was not affordable. So with my Elan now stripped of windows, a top and other niceties, I decided to keep going to make the complete conversion to a race car. To make a long story short, this we did!

In preparation for our first race of the season scheduled for mid-September at Canadian Tire Motorsport Park (CTMP) formerly and still known as Mosport. After passing tech and getting the roll cage and the car in general certified for racing with a log-book, and assigned to the Vintage Historic 5 VARAC class, I took the car on the track for practice and qualifying. It was really a shake-out to see how the car handled and what might fall off the car. I discovered a couple of things. I hadn't fully tightened the lower rad hose clamp and later the rad cap. This resulted in shortened track time. My wife then asked if I had checked all the fluid levels such as engine oil, transmission and differential. Rather than confirming the answer I said yes! Well, guess what? I had only put assembly gear oil in the diff so I was short by about 1.5

litres and the diff takes 2 litres! On the parade lap of the first race for our class after just coming out of corner 6, the car bogged and then stalled and came to a screeching halt. As a licensed marshal I knew that I should get off the track on driver's right to the grass. Unfortunately, the left rear remained on the racing surface resulting in a full-course yellow, the arrival of the flatbed, and the loss of two laps of the race for the other drivers! The racers weren't

happy as you can imagine and I wasn't either.

After the getting the car home without a lap raced in anger, or should I

say in ecstasy, and after dismantling the diff, I discovered that there was little to no gear oil to be found. The crown and pinion were ruined as were the bearings, output shafts, and hubs.

The diff is back together now and is filled with gear oil. My lack of checking everything was a costly act. To bring this short story to an end, building a race car is a monumental undertaking with significant costs in money, time and patience. Before thinking about taking on this task, check out the used race car websites for cars. There is an amazingly large market out there. For some reason the price of race cars in Canada is significantly lower than in the US. Here are some links to sales sites:



<http://forums.casc.on.ca/forum/casc-or-marketplace/for-sale-racer-to-racer>

<https://www.racingjunk.com/category/Road-Racing-Cars/4>

<https://www.racing.ca/>

<https://bringatrailer.com/auctions/>



# 2021 CLUB CHAMPIONSHIP

## Vintage Historic Championship

Class VH 5 – times over 1.50 at CTMP

3<sup>rd</sup> place Lino Baggio, 2<sup>nd</sup> place Claude Gagne, 1<sup>st</sup> place Randy Samson

Class VH 4 – times over 1.45 at CTMP

3<sup>rd</sup> place Gord White, 2<sup>nd</sup> place Gavin Ivory, 1<sup>st</sup> place John Kinnear

Class VH 3 – times over 1.40 at CTMP

3<sup>rd</sup> place Phil Cooper, 2<sup>nd</sup> place Bob Eagleson, 1<sup>st</sup> place Anselmo Beretta

Class VH 2 – times over 1.35 at CTMP

3<sup>rd</sup> place Brian Thomas, 2<sup>nd</sup> place Ted Michalos 1<sup>st</sup> place Ivan Samila

Overall VH Champion 2021 Ivan Samila

## Classic (G70 and G90)

Class CL3 – times over 1.40 at CTMP

3<sup>rd</sup> place Andy Januszewski, 2<sup>nd</sup> place Robert Patterson, 1<sup>st</sup> place Perry Mason

Class CL2 – times over 1.35 at CTMP

3<sup>rd</sup> place Ted Michalos, 2<sup>nd</sup> place Mike Strelbisky, 1<sup>st</sup> place Martino Beretta

Class CL1 – times over 1.31 at CTMP

3<sup>rd</sup> place Lindsay Tadros, 2<sup>nd</sup> place Marco Beretta, 1<sup>st</sup> place Del Bruce

Class CLA – times under 1.31 at CTMP

3<sup>rd</sup> place Anthony Polito, 2<sup>nd</sup> place Blaise Csida, 1<sup>st</sup> place Steve Hummel

Overall Classic Champion 2021 Del Bruce

# 2021 CLUB CHAMPIONSHIP

## FORMULA CLASSIC

Class: Formula Junior

1<sup>st</sup> place Doug Elcomb

Class: Historic Formula Vee

2<sup>nd</sup> place Doug Switzer, 1<sup>st</sup> place Doug Durell

Class: Historic Formula Ford

3<sup>rd</sup> place Kevin Young, 2<sup>nd</sup> place Murray Burkett, 1<sup>st</sup> place Ed Luce

Class: Club Ford

3<sup>rd</sup> place Shane Viccary, 2<sup>nd</sup> place Murray Burkett, 1<sup>st</sup> place Doug Beatty

Class: Formula 1200

3<sup>rd</sup> place Bob Patterson, 2<sup>nd</sup> place Sid Nye (by coin toss), 1<sup>st</sup> place Phil Wang (by coin toss)

Class: F70

3<sup>rd</sup> place Bill Tebbutt, 2<sup>nd</sup> place Steve Wagland, 1<sup>st</sup> place Jeff Watson

Class: F90

3<sup>rd</sup> place Sam Cross, 2<sup>nd</sup> place  
Michael Cross, 1<sup>st</sup> place Paul  
Subject

Overall Club Champion  
(Overall Formula Classic  
Champion) 2021  
Paul Subject

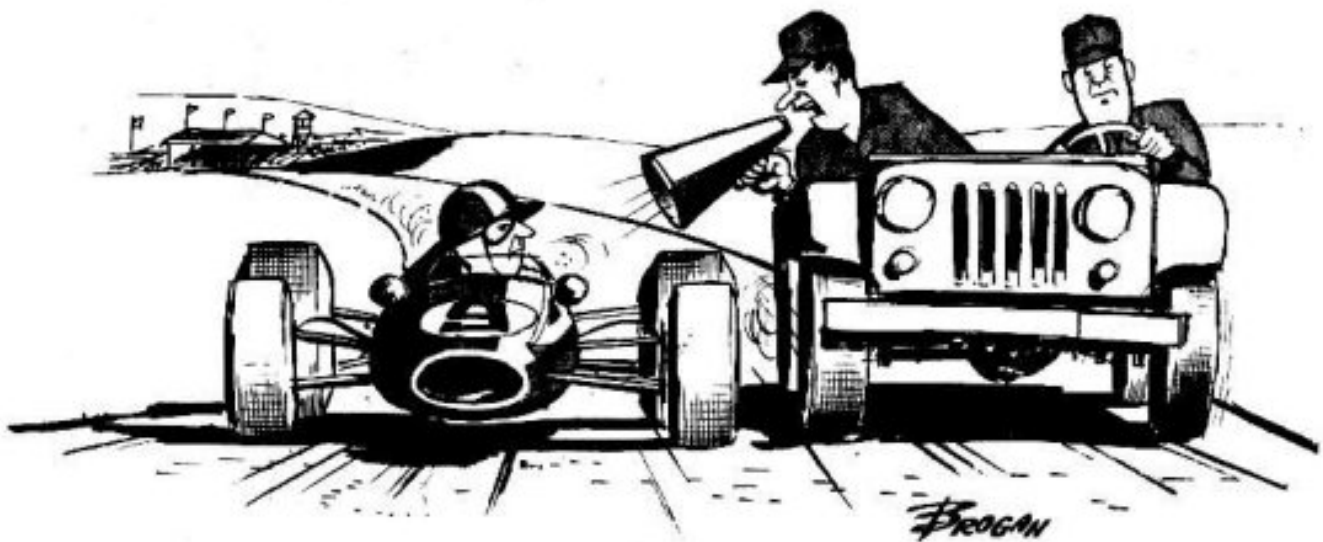
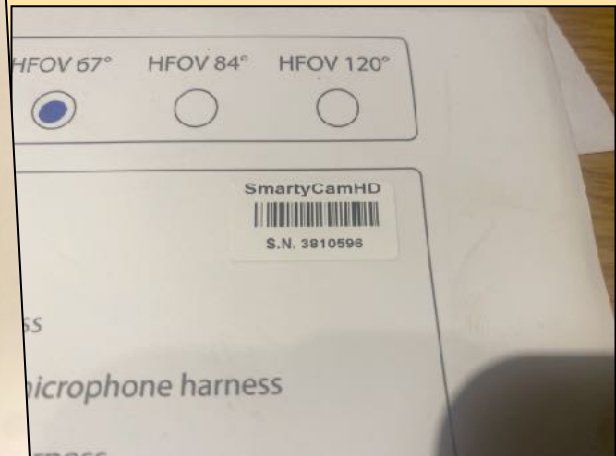




Please be on the lookout for possible reselling of these items stolen from Jim Biscoe's 2021 Ford F350 truck in Etobicoke, Monday, Dec 6th at 3:00 am. AiM Smartycam (S.N.3810596) plus AiM data Logger. Also Nikon digital camera with case and lenses.

**REWARD!!!**

[jim@biscoefinishing.com](mailto:jim@biscoefinishing.com)



"Let's face it, Ed — your heart's not in this one."

Words to live by: racecar backwards is racecar,  
racecar upside down, ...is expensive.



# PIT SIGNALS CLASSIFIED



## 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](mailto:blaise.csida@bcracecars.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](mailto: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



# PIT SIGNALS

## CLASSIFIED



## 1980 Tiga Sports 2000

MOTOR: 2 LT Ford single overhead cam. TRANSMISSION: Hewland 4 speed. CHASSIS: Aluminum monocoque. SUSPENSION: Custom 2 way KONI shocks, built by Koni NJ for my Tiga. Multi link suspension and fully adjustable sway bars. Spare coil over springs from 325 to 550 LB. SPARES: 2 sets of Compamoto 3 piece wheels, plus many spare half rims. 1 front nose panel. Many suspension and drive train parts. Dry sump pump. 1 set of AVON rains and dry slicks, used. Many more spares, too numerous to mention. I have all log books for SCCA FROM 1980 TO 2016 and CASC from 2007 to date. 1,350 lb. with driver is the race weight to run in SCCA S2. Car is capable of low 1:30s at Mosport.

**Asking 28k or best offer!**

Bring your trailer! Contact Glenn Grainger at

[glenngrainger51@gmail.com](mailto:glenngrainger51@gmail.com) Phone 1 905 467 9586





# PIT SIGNALS

CLASSIFIED



**Mark 2 Turner \$10,000.**

Drive train removed. Will provide 948 Series  
A BMC engine plus a ribbed 4 so gearbox.

Contact Ted Michalos. [ted@hoyes.com](mailto:ted@hoyes.com)



# PIT SIGNALS CLASSIFIED



## 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](mailto:tedatmhp@hotmail.com)

## 1967 MGB ready to race \$18,000



This car was formerly owned by Jeff Devine, it's a very nice car, and has been well prepared, with all the best stuff. Has passed annual CASC Tech. Race readied by John Dodd. More details available.

Joe Lightfoot 613 813 5401

[joelightfoot@kos.net](mailto:joelightfoot@kos.net)





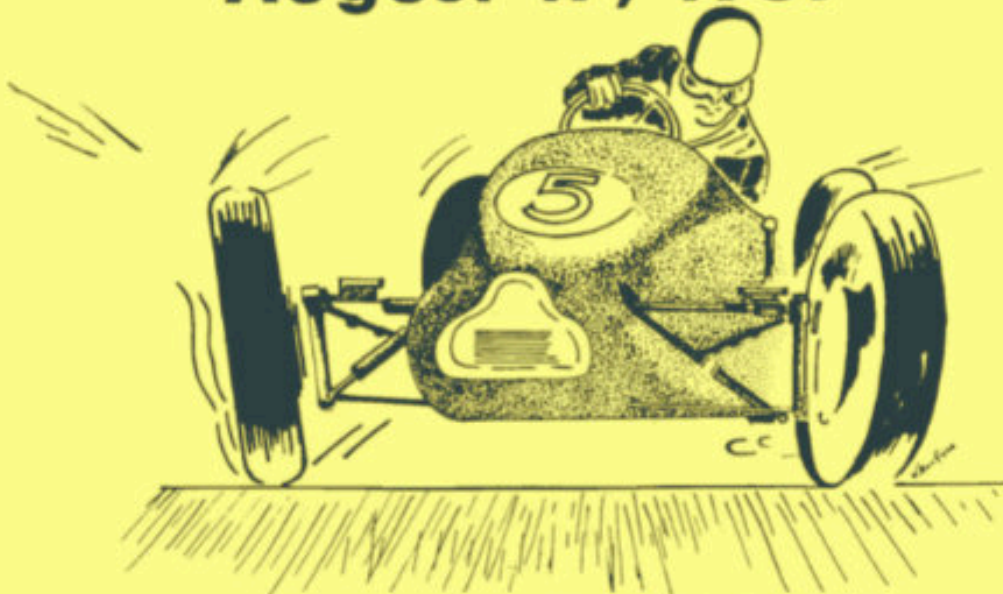
**PIT SIGNALS**  
**CLASSIFIED**



**SPORTS CAR TROPHY RACES**

# **HAREWOOD ACRES**

**August 17, 1957**



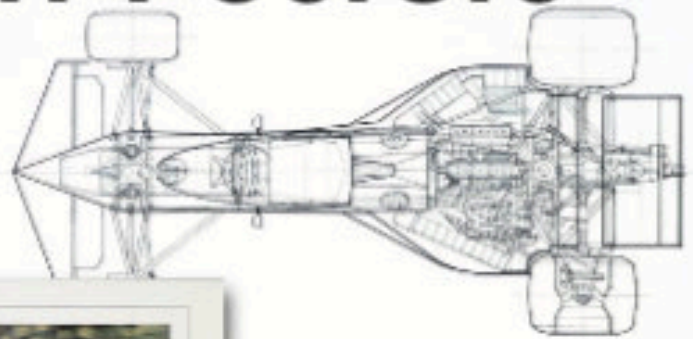
**A FULL DAY OF EXCITING RACING**

*Sponsored by*  
**THE SPORTS CAR CLUB  
TORONTO**

**Admission \$2.00**

**Children Free**

# 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**





# 1959 Fiat 600 – Abarth 750 Derivazione

A unique opportunity to own a classic Italian racing car



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. Forest River Continental Cargo trailer also available. Sale price: \$42,500 CDN. For more information, please contact Rob McRae in Kingston, Ontario, Canada: 613-876-7512 or [robcbvmcrae@hotmail.com](mailto:robcbvmcrae@hotmail.com).





# PIT SIGNALS CLASSIFIED



## 1981 Crossle 45F (#81-32) REDUCED! \$29,000 CDN.

This is one of the sister cars to another recently sold on ApexSpeed by Brian Graham Racing. Brian completed a complete restoration of the car over the winter of 2020. It is a wonderful car, being both easy to drive and to maintain. The car has had minimal use over two seasons I have owned it (mainly due to COVID) but has run two vintage race weekends with VARAC and about eight test days. It has proven itself very reliable and fun to drive. It has a valid CASC ID tag and logbook. I am selling to move into a more modern F1600 car. Details at <https://www.apexspeed.com/forums/showthread.php?92453-1981-Crossle-45F-Club-Ford>. Photos and videos can be found on my google drive: <https://drive.google.com/drive/folde...rb?usp=sharing>

The car is located in south-eastern Ontario and I am happy to assist with shipping arrangements. Chris Evans [ChrisEvans009@gmail.com](mailto:ChrisEvans009@gmail.com)