



PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS FEBRUARY 2022 - JEREMY SALE

Night Racing at Laguna Seca!



**Velocity International 2021
Mini Vs Mustang Enduro
Laguna Seca, California**

A band of daring VARAC racers went to do battle at the Velocity Invitational “Minis vs Mustangs” event Laguna Seca November 11th – 14th, 2021. Rachel Nelson reports the exciting inside story!

Plus! *Ice racing with Russ Bond! *Get your Medical now! *The Calabogie Summer Classic! *Vintage Racing at Mosport in 1976! *The Feature Marque for 2023 Announced! * Engine rule (10.2.1) explained! It's all inside! Oooh, the excitement!!



Dave Greenblatt's “Tijuana Taxi”



AGAINST THE WORLD



JUNE 16-19, 2022

42ND VARAC VINTAGE GRAND PRIX

Watch the '2022 Vintage Grand Prix' tab at
VARAC.ca for details and updates

- RACE GROUPS FOR: VINTAGE - PRE 1962 • HISTORIC - PRE 1973 •
• CLASSIC - PRE 1999 • FORMULA CLASSIC - HISTORIC SINGLE SEAT RACE CARS •



Race Medicals

For those of us who still do not have their doctor providing in person annual medicals Paul Subject has been kind enough to furnish that service at his shop in Burlington. Here is the detail of the arrangement.

Are you a CASC-OR licenced road racer that needs a fresh medical to renew your CASC-OR race licence? Or, are you a new race licence candidate that needs a first time medical? Then we can help!! CASC-OR has a few openings left for its race medical clinic days on March 12 and March 13, 2022 in Burlington, Ontario. The medicals will be performed by CTMP Medical Director, Dr. William Liang. The cost of the medical will be \$100 – payment by credit card will be required at the time of your appointment. There are a limited number of appointments available on each day, so don't delay and book your appointment now by contacting racecoach@casc.on.ca to arrange your medical time slot.

Get in there quick if you want to avail yourself of this. Paul, a big thanks from the board for doing this.

Calabogie Summer Classic

Terry Dale is encouraging VARAC members to come to CTMP for the August Event. Terry and his crew have obviously been concerned about low attendance and have been listening to some of the VARAC board about timing of the VARAC classes in the schedule and facilities such as food. As a result here is Terry's message to us!

"I can tell you that there is some serious planning underway to make this race weekend a DESTINATION EVENT! You will be racing at Canada's longest race track and the Mission Statement of Calabogie Motorsport Park is "We want you heading home Sunday night already making plans to be back at the next event because you had such a great time at this one!

We are working hard to add value to the weekend to make sure that we will greatly exceed the goals of our Mission Statement. So, with that being said, we have done everything that you asked for and the trade-off is that we would like to count on your support by encouraging VARAC racers to include the August 19-21st CMP Summer Classic Race on your 2022 calendar! "

So let's give them a good VARAC turnout and check out those promises!

Point of Clarification:

As a point of clarification, I am re-stating the engine rule (10.2.1) that was moved, seconded, and passed at our AGM 2021.

In response to some questions we have received this does not apply to spec type classes or sub classes like Formula Vee or Formula Ford

It reads as follows:

10.2.1 Notwithstanding rule 10.2, cars on the VH grid are limited to engines that existed on or before December 31, 1972. Cars of the Classic grid are limited to engines that existed on/or before the current year's G90 cut-off date (Rule 2.5.4).

For example, a car utilizing a BMC Series A engine with a 1960s chassis is permitted to substitute any other Series A engine that was available up to 1965. A car with a 1970 chassis would be limited to engines in production as of Dec 31, 1972.

- The purpose for this change is to recognize that substitutions of engines from the same series does not change the physical appearance or basic nature of a car. These “later” engines are generally an improvement on the original being more robust, more powerful, and the availability of parts is better. Most importantly, they are more reliable than an older engine tweaked to maximum performance.

One can not use an engine that was manufactured beyond the time limits as described above.

If you have any questions re “Classic” please email Rob McCord. VH questions should be addressed to myself.

Brian Thomas

VP Vintage Historic



Membership Survey..

Heads up! Some of you at the AGM may recall there was going to be some assessment of what we, as a club, can do to provide you more bang for your membership buck and how we can field bigger grids at events other than the VGP which, by the way, is shaping up to have record attendance. We have had a small group working on building a set of questions that might lead us to providing a more attractive experience at some of the seasons events.

You will be receiving through email a Survey Monkey survey within the next month to get your input on how we might get increased attendance. We have tried to get at classification , services at the track, organization, effect of CoVid, time of season and ,of course ,costs.

The survey is a multi choice type for almost all the questions so it should take you less than 15 minutes to respond.

We'd like to encourage you to get your views heard. The more input we get the more statistically valid it is.

Here's the sweetener!

There will be a draw for a first prize of one race entry and a second prize of a VARAC membership fee

Help us to help you make the grids fuller and the events more welcoming and enjoyable.



Velocity Invitational Minis vs Mustangs Laguna Seca November 11th – 14th, 2021.

By Rachel Nelson, photos courtesy of Cindi Racine and Terry Smith.



VARAC members take on Mustangs in Night Time Enduro!

Early in 2021, the casting call went out from Don Racine of Mini Mania that he was assisting with organizing a special race to showcase the ever-popular rivalry between mighty Minis and big horsepower Mustangs. The race format would be a fifty-five-minute endurance session with two drivers sharing a car and a mandatory five-minute pit stop. Headlights and taillights required! Mini racers Andy Nelson, Dave Morgan, Richard Patterson, Jim Biscoe, and Bruce Houlden stepped up to the plate to represent VARAC...



Velocity Invitational is a relative new kid on the block for Vintage events, owned by businessman Jeff O'Neill. O'Neill's vision was to build a motorsports festival to rival high end events such as Goodwood, providing spectators and participants an opportunity to get up close to rare and unique automobiles featured in private collections, and witness these cars being driven at speed on the track. In all nine groups of cars and bikes, plus the specialty sessions, would compete. There was serious automotive eye candy in every direction, including seven of the eight Le Mans Ford GT LM GTE pro race cars, McLaren Racing showcasing historic Formula One team cars like the 1998 McLaren MP4/26A, driven by Mika Hakkinen (who was also in attendance), the Lewis Hamilton/Jenson Button driven 2011 McLaren MP4/26A, and the 2012 McLaren MP4/27A. Static displays did not disappoint, with a special Dan Gurney All American Racers collection, including IndyCar chassis numbers 201, 202, 203, and the unforgettable 104 all looking fast in the California sunshine. A lavish display of automotive porn from the band Metallica front runner James Hetfield's custom car collection graced a strategically organized swath of real estate and kept several people busy with dusters and detail spray all day long. A Bugatti exhibit beckoned the ears and eyes, especially when the cars were fired up, and a large display of superbikes and Baggers filled in the remaining paddock spaces. Lovely young models in period correct dress sauntered through the paddocks with parasols and smiles adding to the ambiance. Laguna is a spectacular facility on any given day, but was opulently upgraded with large indoor reception areas, expansive VIP driver and crew lounges, miles of picket fencing, and enough Astro turf to supply a few Superbowl stadiums. In the paddocks, race cars were displayed by group under rows of tents, and not an ugly support trailer in sight as rigs were banned to the margins. The Minis were staged along the very back row, and were not provided tents, so a rather mundane display of mismatched canopies was hastily erected when no one was looking.



Dave Morgan, in car 88 above, said "I can't think of a better way to end the 2021 race season than racing a Mini Cooper through the famous Corkscrew at Laguna Seca!"

With COVID 19 restrictions in full effect attending the event was a feat for Canadians, as the border was closed until November 8th. Richard, Dave, and Bruce all flew down and paired up with American Mini racers. Andy being an American was allowed into the US so he departed on the 6th, while Jim had to drive to British Columbia and cross the border into the US on the 8th.

Everyone arrived safely and reunited with their cars in time for the driver's meeting and qualifying session on Thursday. Darkness was imminent as the cars rolled off the grid, which

made for additional challenges for those competitors who had not raced Laguna previously. Thirty cars in total made the session, with twenty-five Minis vastly outnumbering the five Mustangs and one lonely Ford Falcon. When the checkered flag flew, the team of Andy Nelson and Nick Swift were P1, with a best time of 1:47.646, followed by Tim de Silva in P2 with a 1:47.802, and John Linfest/Chris Hines P3 in a Mustang with a 1:50.043. Dave Morgan and Greg Wold were P7 with a 1:52.615, Richard Patterson and Don Racine were P10 with a 1:54.030, Jim Biscoe and Stephen Newby P25 with a 2:11.183, and Bruce Houlden and Mike Kimball P30.

Friday the Mini group single session was last on the schedule, allowing racers plenty of time to view other race groups, fix cars, and load up on good food in the driver's lounge. Cars paraded to the grid early, and the pace car led them out just after five pm. Things were more serious on the track, with a few yellow flags and some action in the hot pits during the mandatory stop. Timing of the pit stop was key, and Andy Nelson/Nick Swift in the #52 Mini got caught by a yellow at an inopportune time resulting in losing several positions, finishing P3, and putting down the fastest lap of 1:47.684.

The Mustang of John Linfest/Chris Hines finished first but were later penalized for failing to do a pit stop and driver change.

Top Mini in P2 was Dennis Racine/Dylan Wittenauer in

the #177 Monte Mini with a best lap time of 1:48.336. The team of Dave Morgan/Greg Wold in the #88 Mini finished strongly in P5 with a 1:50.001. Bruce Houlden/Mike Kimball had a good session and finished P18 in the #30 Mini with a time of 1:55.912.

Jim Biscoe/Stephen Newby (car # 10 above and below) had mechanical issues and only completed nine laps, with Richard Patterson/Don Racine retiring after four laps with brake issues.



Sunday was trophy race day! With the Minis vs Mustangs session last on the schedule, there was plenty of time to get organized. The errant #26 Mustang who failed to pit was penalized back to 13th (the car was a DNS) resulting in Minis P1 – P5 positions on the start and the #5 Ford Falcon in 6th.



After the pace lap, the Minis charged up the front straight, lights blazing, an epic display of screaming straight cut gears and no DB limit to the green flag. Jousting for positions throughout the field brought out some yellow flags and cars bolted for the pits to do driver changes. Attrition began quickly with six DNS, including three of the Mustangs, and six DNF's.

The team of Andy Nelson/Nick Swift (above) retired after nine laps with a head gasket failure, after setting the fastest lap in the race of 1:46.568. Dave Morgan/Greg Wold were out with an alternator failure after 11 laps, while Bruce Houlden/Mike Kimball retired after 13 laps. Richard Patterson/Don Racine finished a very credible 5th, with Jim Biscoe/Stephen Newby finishing a respectable 15th. The team of Dennis Racine/Dylan Wittenauer in the #177 Mini held on the lead and won the race, with the hard charging #111 Mustang finishing second and the #6 Mustang finishing third. David beats Goliath, again. Minis rule!

Pit Signals sends big thanks to Rachel Nelson for the story and Cindy Racine and others for the photographs! And there's some great in-car video courtesy of Dennis Racine here: <https://youtu.be/CmghE6vmslM>



Above; Diving into the famous Corkscrew goes the winning #177 Mini of Dennis Racine/Dylan Wittenauer!



At left is the #52 Andy Nelson/ Nick Swift.



Richard Patterson and Don Racine shared the #61 Mini at left and finished a strong fifth.

In-car video by Dennis Racine here: <https://youtu.be/CmghE6vmslM>



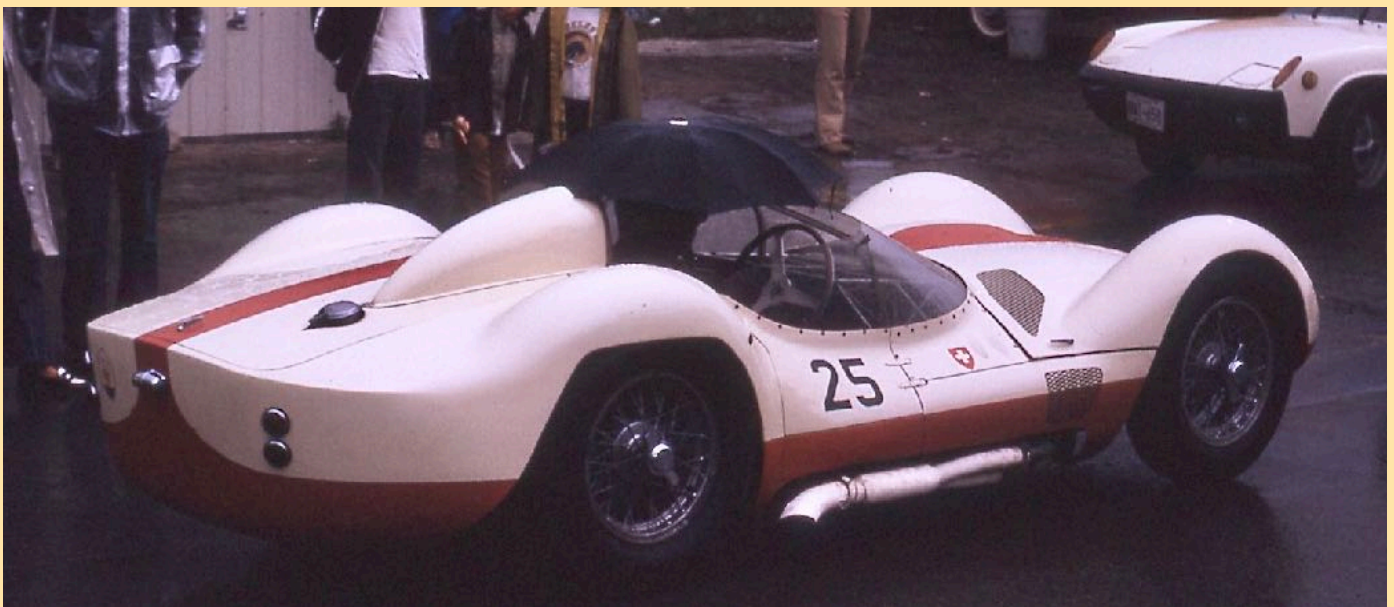
And yet more here! : [Minis vs Mustangs at Laguna Seca!](#)

1976 Vintage Racing at Mosport!



Our thanks to Fred Zufelt who sent us these great photos.

I sent the photos to Phil Lamont and Jack Boxtrom who were able to come up with some of the names. Jack ; "Fred's photos re-kindled some great memories. Most, but not all, of the older cars came up from the US (VSCCA – east coast region). Car # 1 (above) is Canadian driver John Sebert at the wheel of his "chain-gang" Frazer-Nash. Car # 25 (below) is Swiss-born Gaston André's Birdcage Maser."



Back In The Day!



Hair flying in the wind,
no roll bars, looks like
they're having way too
much fun!





Above: "Jim Dale is seen at the wheel of his black XKSS Jaguar. His son Jeremy "Shaggy" Dale later became a highly skilled Pro Driver (Cooper F-3, FF, Skip Barber, Nissan IMSA GTO, etc)."

Below: "Not sure of the driver of car #44 below, but it is a Ferrari that I think may have raced at an early Indy event." *Jack Boxstrom.*





Vintage racing back then attracted some rather expensive cars! Our thanks to photographer Fred Zuvelt, who was at Mosport in 1976 to shoot these photos.





VARAC drivers enjoy winter on ice!

Several VARAC drivers have ventured up to the Pinestone Resort and Conference Center this winter to keep their driving skills sharp over the winter. At least that is what they'd like you to believe...when in actual fact they are having insane amounts of fun in the fleet of SportCup Lexus IS300 rentals at the www.DriveTeq.ca winter drive events.

"We have seen Dave Good up here again this year, he was going pretty good," SportCup owner Russ Bond said. "Young Tim Knight has been honing his skills along with Chris Rupnik and his son Simon. They even used the car formerly owned by Emily Atkins" Bond added.

There are still a few weeks left in the season if you'd like to come up and join in on the fun all the information can be found on the [DriveTeq.ca](http://www.DriveTeq.ca) site. It's more than just driving however. The restaurant is now open and there is always a fire pit going Friday night for us all to tell stories (lies) about how good we drove.

DriveTeq operates on the Friday and Saturday of each week until mid March or until the pond becomes a pond again. Please visit the site or email Rick Morelli at rick@driveteq.ca

Mazda to be featured marque in 2023 Varac GP!

At the recent VARAC board meeting, it was announced that Mazda would be the featured marque for 2023 Varac Grand Prix. One person very happy with the decision is Russ Bond, who campaigns a variety of Mazda RX3's and Rx7.

"This is fantastic, I applaud the board," Bond said. "Now its my goal to get 15-20 screaming rotaries for that weekend. I also want 15-20 'other' Mazdas...I hear there are some reasonably



popular piston ones call MX something or other....lol." I'm hoping to spearhead the effort to get as many Mazdas involved as possible, including some heritage cars from Mazda Canada and Mazda USA.

RevTV coming to VARAC GP

MotoringTV's Russ Bond has taken up the challenge of producing a one-hour broadcast quality show on the 2022 Varac GP that will be aired on the RevTV network later this year. "Our idea is to produce a feature show that exemplifies not only the competition, but the overall spirit of vintage racing here in Canada at the biggest Canadian vintage race of the year." Bond said.

The show will feature several special segments on a variety of different cars and personalities attending the event. In addition, Bond has enlisted a host of regular photographers and videographers to help produce the show. "I think it's important to give new guys a shot at getting something aired on a national network. I see great photographers and videographers trackside at all our events, so I thought let's give them a chance to shoot and produce a show," Bond added. "It's really an exciting project for 2022 and beyond."



Towing your
race car in
style...





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

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



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

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



1966 Mustang Fastback Race Car

This is a high content car with very few hours since completion. Key features include: complete Cobra Automotive suspension and brakes (disc rear), 9 inch rear end with limited slip, Jericho dog engagement transmission, with Long Shifter. Engine is 306 cu in flat tappet cam small block with Dart heads, forged internals and Wiseco pistons,



engine was built in 2017 and has only seen two weekends since. Dyno shows 305 RWHP before further tuning was done. Exhaust headers are ceramic coated.

Accessories include Canton oil pan, Accusump, remote oil filter and cooler. Aluminum rad with electric fan. MSD ignition and Holley carburetor (new 2019). Safety equipment includes Kirkey seat, Fuel Safe cell. There are eight American Racing torque thrust D wheels. Instrumentation is by Autometer. A quick ratio steering box and Sweet collapsible steering column with removable wheel are also installed. Pedals, master cylinders and 7 1/4 inch triple disc are by Tilton.

The car was designed to appear as a Shelby Hertz rent-a-racer sporting a fibreglass Shelby style front valance and hood, glass front and rear windows, and plexiglass quarter windows. McColl Racing in London completed the custom roll cage and installed full frame connectors. I have a clear Ontario ownership in my name and a CASC log book along with invoices for parts and labour. This car is very satisfying to drive, makes a nice exhaust note, handles well and is designed to handle more power if one chooses. A full roller cam would be an easy upgrade for example.

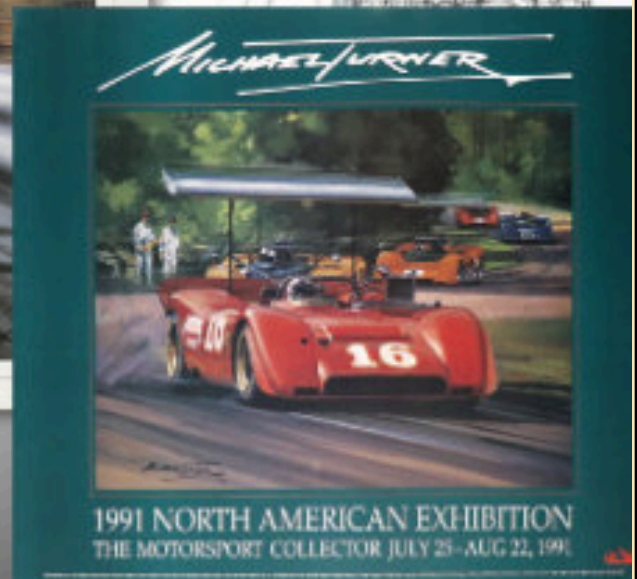
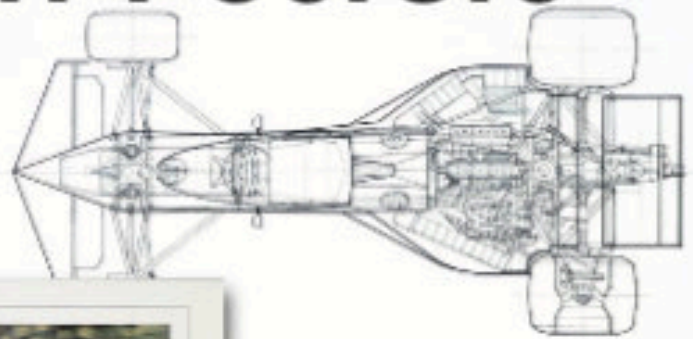
All in price of \$50,000.00 includes HST and a few spares. Car is located in Greater Napanee, about 40 minutes from Shannonville race track. All serious offers considered and I can assist with shipping or local delivery.

Enquiries to Jonathan Brett.

Email: Jonbrett@xplornet.com

Phone: 519-317-1407

Motorsport Posters & Prints For Sale



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

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

GLADIATOR
ROAD RACING





PIT SIGNALS

CLASSIFIED



1972 Alfa Romeo GTV \$28,000



Old age and a bad back have found me, and it's time for me to hang-up my helmet. As much as I would like to have a one-car, private museum, I have neither the space nor the resources so, reluctantly, I am selling Fil.

- 5-speed gearbox with 4.56 limited slip differential
- Aluminum flywheel with heavy duty clutch
- Panhard bar, oversized front and rear sway bars, Bilstein shocks
- Oil cooler, 40,000 volt coil, bespoke 14-liter air box with Velo Staks
- 25-liter ATL fuel cell, on board fire suppression system
- Rev limiter with 7,000 RPM chip
- Headers with side exit straight pipe exhaust
- Lowered race springs
- Full roll cage with double, removable bars on both doors
- Acrylic rear window and side (rear) windows
- Lightweight race battery with plug for remote starting boost
- Racing seat with 6 point harness (expired), detachable steering wheel
- Fresh air duct to driver

MORE ON NEXT PAGE....



PIT SIGNALS

CLASSIFIED



Fil is a solid, dependable car. Not a front runner (he would need a race engine) but has done a 1:47 at Mosport with a very average driver. He is in need of some TLC as there are a few battle scars but with a new set of belts, he would pass tech and could go racing as is. He comes with a set of shop steel wheels with tires, a set of older Hoosier Street TD tires on Alfa Star aluminum wheels and a newer set of Toyo R888 tires on a set of light Panasport rims. He currently is set-up to run 'dead loss' but a race alternator is included. Also included is an electric radiator fan-- not installed.

Please note: a replacement hood will be included with Fil. I am keeping the one in the picture to hang on my shop wall.

Fil is a joy to race. He is very neutral and you really have to try hard to get into trouble with him.

christopher@custompolycast.com or 519-949-7889 Christopher Creighton

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.



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