



# PIT SIGNALS



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

*The 2022 VVGP was a blast! Well done, Peter Lambrinos and our VARAC board!*





# Late Braking News...

## From John Hawkes

The upcoming Peter Jackson Trophy races has me thinking about racing communities and how birds of a feather like to stick together...

We have 25 VH entries...great; still low on Classic at 15 and surprisingly low on Formula classic, at 10 entries last time I checked.

This event is one of the all VARAC one day events that many members said they really wanted to see more of in the survey we did.

Dave Good and I are working up another for end of season at DDT Mosport; again an all VARAC event, one day, low cost, a bit of fun and a final outing before the winter sets in, but we have to work up 60 to 70 entrants to keep it around the break even mark, so we are using the PJ as a guide to see if we can make another event work.

On the July 23/24 weekend we lose quite a few VH cars to the Waterford Hills event. Again, this is an all Vintage event in a clubby atmosphere and not too far away, so the BARC event is one where we have low VARAC grids.

Interestingly, even the Masters F1 group, who were at CTMP two weeks back, could not get the entrants they expected from the US, as they ran into border hesitancy from some owners. It ended up with virtually all European F1 cars, and a total of just nine cars running. I don't imagine that made Masters a lot of return, even at the hefty entry fee.

So...the board and I are working away at trying to produce events that align with your interests and get more club cars out! If you are thinking twice about the Peter Jackson; don't! Just come, you'll have a great time: racing, beer, music and BBQ, what's not to like?

JH



# 2022 VARAC Vintage Grand Prix Report

## Peter Lambrinos

*VARAC VGP Director*

“Well, it’s been two long years and countless attempts to get the VARAC VGP back on track but this past June it finally happened and wow, what a great event it was!



We had a packed schedule; Thursday was an optional test day for returnees, and mandatory for racers who were here for the first time and there were plenty of both. We also had street lappers who got to experience the world-famous Canadian Tire Motorsports Park (Mosport). Let’s hope we cultivate some future vintage racers from this group.

We then had three full days of racing, involving grids for all Vintage and Historic racing machines. There were three different Vintage Historic groups (cars built before 1973) as well as two Classic groups (cars built before 1999) . We had Monoposto, open-wheel racing cars. Grids were grouped by their lap times and not by car type or displacement.

This year VARAC featured the MG Challenge as well as the Vintage Sports 2000 racers. And once again, VARAC welcomed the Toyo Tires F1600 Championship as our guests; there were also older versions of these cars running in the Formula Classic group.



Our final entry count was 201 race cars, down from the 247 who originally signed up for the early bird discount in December, but there were enough cars to put on a great show for the spectators, volunteers, and crew, (and boy, there were lots of spectators, more than I have seen at our VGP in many years.)”

“Many thanks to our great partner, CTMP, who co-promoted the event and sold a large number of advanced tickets to help make the VARAC VGP a well attended race weekend.

The VGP off-track events were numerous. The Friday evening banquet was named after John Greenwood, to recognize his longstanding tenure with VARAC. He was presented with gag gifts (including the Silver Head Gasket award) and a lovely trophy specially created by Colleen Samila.

After the banquet we had a live band “Fun Comes Fast” perform in the lower paddock, with free beer!



On Saturday, after the on-track schedule was completed, we had our famous paddock crawl, attended by the racers and their crew, and of course, we invited our wonderful track volunteers. Without their outstanding work we couldn't pull off this event. Thank you!

There were three stops on the crawl. At stop one you could enjoy delicious Wings and Ribs, provided by Simply BBQ (and free beer). Stop two was for subs, provided by the Subway restaurant in Bowmanville (and free beer). Stop three featured the live band “The Mudmen” (and you guessed it, more free beer!). In fact, all the free beer for the entire weekend was provided by the Publican House Brewery out of Peterborough, and was sponsored by Doug Kurtin of CPS Flooring.

On Sunday, we welcomed back the popular “Field of Dreams” Car Show, which drew more than 200 classic cars and wowed the fans with three parade laps around the CTMP track. We also welcomed back Mini Meet North, who have been attending our event as long as I can remember.

We were also happy to have, for the first time, the MG car club of Toronto, and the North American MGB register to our event.”



# Thank you, thank you, thank you!

"I would also like to thank the countless VARAC volunteers, without their time and commitment it wouldn't be possible to hold this event!

## Special Thanks To:

Emily Atkins Communications,  
Gord Ballantine/ Test Day organizer,  
Russ Bond Promotions,  
Myles Brandt, CTMP,  
Scott Curry, Publican House Brewery,  
Walter Davies/Lapping Organizer,  
Bob DeShane/Field of Dreams,  
Dave Good/Race Director,  
Doug Kurtin/CPS Sponsor,  
Anne McCallum/Registrar,  
Ted Michalos/CASC President,  
Mike Nilson/Scrutineering,  
Colleen Samila/Trophies,  
David Sims/Paddock Marshal,

And last, but not least, thanks to everyone who was able to attend. The enthusiasm, camaraderie, and sportsmanship was outstanding, showing that great "Vintage Spirit"! "

*Peter Lambrinos,*

*VARAC Vintage Grand Prix Director.*





Evan Gamblin Photography



presents

# **PETER JACKSON TROPHY RACES**

## **ONE DAY EVENT AUGUST 6, 2022**

## **SHANNONVILLE MOTORSPORT PARK**

3 Grids of Vintage cars  
Classic, Vintage Historic &  
Formula Classic

Same track time as a 2 day event  
for the low price of \$240

Intense and fun racing, Friday  
night BBQ, Saturday Evening  
Band & a guaranteed good time!

Contact Dave Good, VARAC Race Director  
[racedirector@varac.ca](mailto:racedirector@varac.ca)



## Pit Signals thanks you....

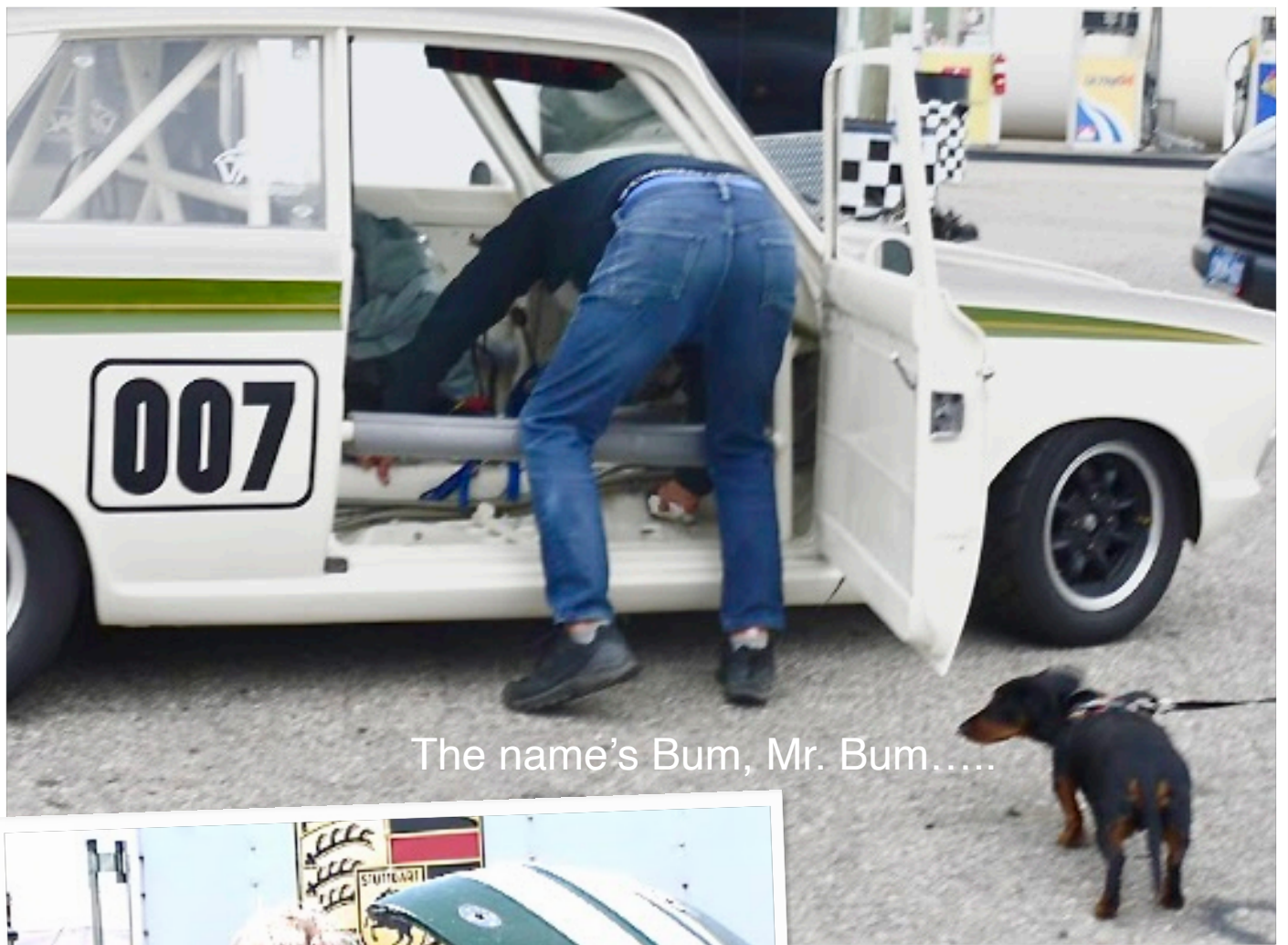
Pit Signals relies on your contributions, photos and stories. Our thanks to all the photographers, including Richard Coburn, Neena Channan, Peter Viccary, Colleen Samila, also thanks to those who wrote about their VVGP experience. It was a great VVGP, many thanks to all the volunteers, the VARAC executives and of course, to Peter Lambrinos, VVGP Director.











The name's Bum, Mr. Bum.....



No idea what  
this is about.....



Congrats to John Kinnear.





[#52 Mini Video VVGP](#)



# Gladiator Road Racing at the VARAC VGP

*We asked Peter Viccary to tell us about his race weekend with his son...*

"My son Shane was entered to race our '81 Club Formula Ford Zink Z16 in the Formula Ford Challenge Series and Formula Classic. FFCS, based in the northeast US and sanctioned by VRG, usually attracts fields in excess of 25 cars. Initially, about 15 Americans were entered, along with 11 Canadians, which would have made for a handy race group.

Unfortunately, and for reasons I can't explain, the field was whittled down to 13 FF's, with only four American teams making the trip. They were a small but hardy group and we greatly enjoyed their company, both on and off the track. Formula Classic, a catch all field of VARAC eligible open wheel cars, attracted a healthy field of about 30 cars.

We had some engine work done during the off season, and on the

Thursday before the VGP we had the opportunity to

dyno test it. The motor responded superbly, but the transmission wouldn't stay in first or third gear. With no time to fix it, we took the car, and some parts and salient advice from David Clubine, to the track, broken. Great way to start. The tranny problem was a missing thrust washer, which prevented the gears from lining up correctly. Problem repaired, Shane prepared to take the car around the paddock for a test. However, when the clutch was released, it made a frightening grinding sound. Meanwhile, a wine and cheese party was being held by the American Fordsters just across our paddock. I easily recruited some people smarter than me to offer Shane their opinions! The consensus was that it didn't make the noise while it was in gear, take it for a drive and at least try to narrow the problem down to tranny or clutch. Off he went, only to return a few



minutes later with the noise gone! It had fixed itself! Awesome, back to the wine and cheese.

Friday morning the car developed a fuel feed problem. Turns out it was running out of gas. The “new” motor is a thirsty thing. It uses twice as much gas as before. Annoying, cost of gas being what it is.

During qualifying, fortunately after he had set a quick time, Shane coasted through turn one, the engine was just turning free. The surclip came off the end of the halfshaft and the splines on the shaft came out of the CV joint. This one almost put us out for the weekend. Having no spare, and because it is a proprietary Zink part, Shane had to fix it. Filing was done, but eventually a very “un high tech” mallet was employed. When all else fails...hit it!



Finally, on Sunday the car kept breaking exhaust gaskets, which happened three times, but always late enough in the race not to affect the result. Apparently, when the engine heats up to a certain point, the gasket contracts, the stud falls out and the gasket breaks. Apparently, the guys with stout motors don't even use a proper gasket, they just use gasket maker. Who knew? Life gets complicated. It looks like we pretty much burned off a set of Hoosiers too.

Anyway, mixed in with all this fun and frivolity, Shane had a pretty successful weekend on the track. He had the pole of the first Formula Ford race, which he duly won from multi time FF champion Stephen Adams. One veteran spectator came by our paddock spot, congratulated Shane said it was the best race he had seen in years. Shane and Stephen were locked up all weekend. It was exhilarating and frightening at the same time. The FFCS feature race on Sunday had the same result, with Shane just ahead of Stephen 0.632 seconds, although most of the time they were too close together to time. Shane set the race's fastest, and the fastest time he's ever done at CTMP; 1:31.489. Not bad for a 41-year-old FF.



Stephen got some revenge in the Formula Classic feature race, as he reversed the results on Shane. Paul Subject was the class of Formula Classic all weekend in his Formula Mazda, qualifying first and winning all the races. Lew MacKenzie took second in another Mazda, followed very closely by Tom Pixley in a Super Vee Wheeler.

Shane, his son Ayden and I want to thank the VARAC organizers, the event volunteers the track workers and all the competitors for putting on such a great event. Peter Viccary.



At the Formula Classic trophy presentation; left to right, Doug Switzer, Paul Subject, Doug Durrell and Shane Viccary.





#18 Timothy  
Scopes, '57  
Lotus 11  
#85 Curtis  
Smith, '67  
Mercury  
Cougar  
#7 Tom Pixley,  
'78 Wheeler  
SuperVee.  
Peter Viccary  
photos

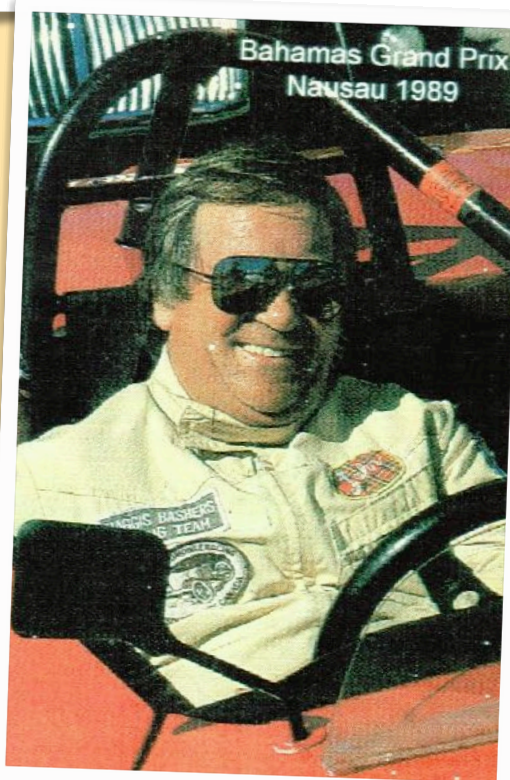






# John Greenwood.

It's amazing to think that John Greenwood raced a Bugeye Sprite at Mosport when the track opened in 1961! At right John and Joan Greenwood at the John Greenwood Banquet at VVGP, 2022. John accepted a beautiful trophy from the club, created by Colleen Samila, as well as the prestigious Silver Head Gasket Award, in recognition of his "immaculate car preparation". Here John and Joan enjoy the trophies. John said simply "I just love racing." Well said, John, well said.



"It's a greet dee for motorrr-racing..."





ABOVE: Louey Jabouri, 1999 Ford Taurus, won the Group 4&5 Feature race. BELOW: Henry Frye, 1968 Triumph TR250 won the "All MG Race".







ABOVE: Russ Bond, 1972 Mazda RX3, won the Group 1 Feature.  
BELOW: Paul Subject, 1998 Mazda Formula Mazda, won in Group 6.





# Strong showing of Classics on grid at the VVGP

*Perry Mason:* "Worldwide motorsport in 2022 has finally begun to regain momentum after the two season downturn due to restrictions related to the pandemic. This was evident at this year's Varac Vintage Grand Prix in June. With over 300 entries throughout



the classes and hundreds of spectators it felt once again like we were back to normal. In those entries, the Classic grid of 1973-1999 and VH over 2500 lbs was at 64 cars, making it a very competitive and challenging experience for the drivers. It was great to see some new entries and drivers attending as well. I personally enjoy running the CL3 class with my Audi and find it a perfect pace and one of the most competitive. I really enjoyed my three day battle with Stephan Di Cesare and his Mazda as well as Rudy Glarner and his BMW. That's what it's all about. Anthony Polito's son Jack, took over the reins of his Father's well known #46 GT350 Shelby and did really well, maybe a passing of the torch? Anthony says "don't count on it! I'm not nearly done"

In the final and every heat of the weekend, nobody had anything for Louey Jabouri and his super fast #2 Ford Taurus Stock Car which was the overall class of the grid, well done!

This year there was a new addition to the sedan schedule, the brainchild of Russ Bond, called the "Rudy Bartling Nation's Cup" In honour of the late great Rudy Bartling who has a very storied racing career spanning multiple decades. This is a team challenge, 20 min race between a featured marque and the "rest of the world". Whichever side had the most cars in their group cross the finish line first, was the winner. The marque was MG this year but also any British car was allowed. There were "ROW" cars from Classic and VH completing the 14 car grid. The Brits won the challenge, but I was able to secure the overall win in this inaugural event which I was proud to have done considering I knew Rudy and that he assisted me with access to some crucial components to allow me to build my race car some 25 plus years ago."

*Perry M. Mason. Photo by Neena Channan.*

# My COVID Relief Project.

Alain Raymond

When the pandemic struck and we knew we would not be travelling anywhere in winter, I decided I needed a project to keep me busy while the snow fell. I remembered a Fiat X1/9 I had driven many moons ago and went on the search.

I found this grey example in decent condition in Montreal and went to work, the idea being to prepare the car for vintage racing while keeping it street legal. As it was done back in the day.



Phase I: clean up, minor rust repair, carpet removal, ugly (and heavy) bumper removal, undercoating. Phase II: roll bar, racing seat and harness, AVO adjustable suspension, wider wheels, performance pads, engine and transmission removal for clean-up, performance cam and gearbox overhaul.

The happy result is what I appeared in at the 2022 VVGP. As expected, the mid-engine configuration results in great handling, quite different from the Red Scorpion (RIP), although the 900 remaining kilos need to be trimmed further. When budget allows, Phase III will involve a couple of fiberglass panels and a weight loss programme for yours truly. Any suggestions?

*Alain Raymond*





# CTMP 61 Lager

In 2019 Canadian Tire Motorsport Park (CTMP) partnered with Brock St. Brewing Company, featuring their premium craft beers at CTMP's Turn 1 Beer Garden. Additionally, the two brands partnered to create a unique product available only at CTMP. 61 Lager, presented in an exclusive tall-can with a retro motorsport design to honour the racing culture and history at the circuit. The name '61' pays homage to the year in which the circuit, back then known as Mosport, first opened, and marking the first professional race held in the park on June 24, 1961, the Player's 200 for the Player's Trophy.



The branding and packaging design was prepared by Varac's Ivan Novotny. The label commemorates that inaugural race at Mosport in '61, featuring a 61 roundel race number logo integrated with an illustration that is reimagined from the original program cover art for the Player's 200 event.

The clear label wraps a metallic can, providing a vintage and automotive aesthetic. Beyond the label highlighting the tasting notes and list of ingredients, it also features a short story describing the history of the circuit. The overall concept and design is a love letter to this iconic track, the drivers and fans who come together to make this place Canada's legendary home of motorsports.

Design: Ivan Novotny Design Inc.

Photo: Courtesy of Ivan Novotny Design Inc./Canadian Tire Motorsport Park

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# ***MGVR Focus Event–Mosport-June 16-19, 2022***

*By Dave Good (from MGVR Report)*

The MGVR Focus Event was hosted by VARAC at their annual Vintage Grand Prix at CTMP Mosport June 16-19. MG's were well represented. We had 22 MG's entered-11 B's; 5 Midgets & 6 A's (including Jim Holody's always well turned out and well driven Twin Cam). We had some very cool cars and some first time Mosport entrants, including –Marl O'Day with his great MGA (he left his T cars home)—Alan Weller in old MGA #137 ; the ex-David Holmes car, (below) ahead of Mark O'Day in his new A (photo courtesy Richard Coburn).



A few of us rolled in Wednesday afternoon and laid out MG Central ready for the party. Thursday was test and track orientation. It was hot and humid with a fierce rain/thunderstorm in the afternoon. This interrupted track operations for about an hour, wreaked havoc with shelters all over the paddock, but all sessions ran. And by party time, the skies were blue!

We had a Welcome BBQ/ potluck at MG Central. Wielding the tongs and spatulas were Larry Smith and Richard Navin. (Larry is a VRG racer from Virginia also a VARAC member as a show of support for our club) We had about 50 people enjoying some good food, beverages and a few old racing stories. Thanks to all who contributed.



Friday was Practice and Qualifying. The MG's were basically split into two groups for qualifying with other Vintage/Historic cars; Group 1 for cars under 1:45 lap times and Group 2 and 3 for those over 1:45. These groups were maintained through racing Saturday and Sunday am. On Sunday afternoon all VH cars ran as one group, with some great racing throughout the field! Friday was cool, windy & clear. By Fri PM for the lower paddock band party a lot of people were quite bundled up and had on their "Turkey Bowl" toques—well it is Mosport!

Saturday weather was a bit more of the same—cool and windy. Some were saying that the wind was cutting their lap times. I used that as an excuse why I couldn't catch Larry Smith!

David Holmes (below right) visited with us Saturday along with his son, Evan, and grandson and future racer, James. David has retired from racing. David is well known in VARAC and MGVR—he raced his red A #137 for many years. He has brought back to racing several significant Canadian cars- the Dick Baker clam-shell Twin Cam A Special and the Tommy Hoan MGTC. Tommy was highlighted in a recent MGVR newsletter but in summary was a very quick and competitive Ontario based racer in the early 50's in his TC. There are lots of great stories about Tommy at the Glen road course, the Grand Island road race—highlighted by the infamous punting of the hay bale through a storefront window in downtown Watkins Glen when he clipped it with his TC! David became friends with Tommy and brought Tommy to the track many times. David was also instrumental in getting many of us started in the sport, myself included. VARAC and MGVR, jointly have a trophy for best MGT series car at the VVGP, named in honour of Tommy Hoan. In recognition of David's contribution to the passion of MG Vintage racing, VARAC and MGVR were honoured to award, on a lifetime basis, the Tommy Hoan Trophy to David Holmes. It's going to a great home.



Saturday evening featured the famous Paddock Crawl with ribs & wings at one station and subs at another..and lots of local craft Publican House beer throughout. Great food, great mingling ...and then Larry's (but not Lino's) favourite Celtic rock band played up on the hill! It was great to see vintage racers rocking! But not too hard, they could break something.

Sunday was sunny and clear -a little warmer and a little less wind (Hmmm..still couldn't catch Larry! ). We had two group races; a special Nation's Cup race end of day (won by the "Brits" 5-3) and at mid-day we had the highlight of the weekend for MG racers—the MG Race. Since we had room, we graciously invited a few other Brits to the grid i.e. Triumphs and some Bug-Eyes. It was a great race—we had 23 cars starting; 10 B's, 4 A's, 3 Midgets, 5 Triumphs and 2 Bug-Eyes. Being Canadian and well-known for being polite and gracious, we allowed Henry Frye and his very quick TR250 to win—well,we wanted the Triumphs to feel welcome!

The VVGP is a great event—lots of fun—lots of track time —lots of friends—very cool to catch up after a few down years! Keep those great cars racing! And thanks for coming out!

I'd like to thank the MGVR organizing team for this event. They kept things going and everyone pointed in the right direction. So-thanks to Lino Baggio, Larry Smith, Alan and Diane Weller, and Richard and Brenda Navin. (Richard has retired from racing but he and Brenda were tireless on the weekend helping in all aspects!) Thanks to this very wonderful group

Also, our special thanks to Colleen Samilla, who did up our race awards and our event souvenirs.

*One final pic at right, highlighting the weekend—you know it's a good vintage race weekend when the trash can is full of Castrol GTX and other critical fluid empties!*





# Project X at the Italfest Car show in Little Italy, Montreal.

*By Chris Rupnik*

*"Saturday in the park  
I think it was the Fourth of July  
People dancing, people laughing  
A man selling ice cream  
Singing Italian songs"*



A great song by Chicago - but also pretty much what I experienced when attending the Italfest car show this past Sunday. The organizers had Dante Street closed off to traffic in the heart of Little Italy in Montreal to have owners of all makes of Italian cars come and display their pride and joy to a huge crowd of fans and enthusiasts.

If you want to make an entrance - you certainly can arrive in an enclosed trailer. I had decided to bring the Lancia to the show as a friend was also driving his Integrale Evo from Ottawa and thought it would be fun to have both cars displayed side by side. As I lowered the door to get the car out fans were snapping pictures and as my son Simon and his friend acted as the propulsion for the car - we maneuvered it to the right spot near the street entrance for those admiring fans.

Throughout the day excited enthusiasts came up to ask all the good questions about the car. Where do you race it? How was it? How did you get this car here in Canada? One race fan who was very knowledgeable on the model told me with a very heavy Italian accent "You know - Ferrari - Alfa Romeo - Maserati - these are all very nice cars - but to an Italian car enthusiast - a true enthusiast - nothing equals the Lancia Integrale as THE car. This was when Italian racing car industry was world beating and for people that know - this is the

car to have". I was quite humbled as he proceeded to FaceTime his father in Italy to show him the car and they proceeded to talk in Italian for the next few minutes. I could hear him occasionally "LanCHia" which sounds lovely in the proper accent.



Robert Searle dropped by with his son - and my brother Lucas and family happened to be at the local market and also came by to see all the cars. After my lunch of a capicollo panini - I naturally had to have a chocolate gelato sugar cone - and these very nice Italian cookies with hazelnut chocolate inside - delicious as we listened to a local band sing live music throughout the afternoon. The band leader noticed that two younger women had sung the words to each traditional song that they sang, which shows a strong tie to the local Italian community. The organizers had also raffled off a Ferrari watch to the car owners - which was a very nice touch.

There were large crowds all day in perfect sunshine which made for a very nice Sunday. We packed up the car around 4:30 and trailered home - and read later that many cars decided to stay even later and have dinner at one of the trattorias terraces that were open. I didn't know I would enjoy this exhibitors life - but after a perfect day in the park - I would say I'm hooked!



# My 2022 VVGP by Chris Rupnik

What was my biggest goal for the 2022 VVGP? To drive #515 car onto the trailer at the end of the weekend! Spoiler alert - we succeeded! The car finished every race session including the MG vs the World challenge right at the end of the weekend! Go FIAT!



Anxious to start the weekend event - my friend Patrick and my mom left Montreal right on time and with a large tailwind made it into Mosport after our annual gas stop at Napanee. We had arrived earlier than planned - and started seeing friends as we lined up for registration. Once we had smoothly moved through we set up in the upper paddock next to Dave Good.

Thursday was a day of visiting friends. Strolling through the paddocks we met up with Jody Leclaire who setup near corner 1 and during intense discussions around Polish and Hungarian food Patrick mentioned that there was a weather warning coming and we should head back to take down our awning. We had just made it back and the rain and wind started - we were fortunate to be in the enclosed trailer watching the storm. The DiCesars arrived in the middle of the storm and ran over and sought refuge with us. When the loudspeakers announced "seek shelter" and remembering what happened at the Victoria Day weekend we evacuated the trailer and ran up to the main building. As quickly as the storm started - it stopped. We emptied water from the car and unsurprisingly - never put the awning back up.

# VVGP By Chris Rupnik...

We had a lovely dinner hosted by Andrew and Patti Atkins with a delicious BBQ meal and some technical video sessions to see how to use the telemetry tools.

Friday was the first day for some track action. A morning practice session didn't reveal any abnormal leaks or noises - we had to change the spark plugs because the Fiat didn't feel like starting even when i put it in the trailer on Monday. The

afternoon qualifying also went fine - everything seemed to be in place for a wonderful racing weekend!

Got the car ready for Saturday and got all cleaned up for the gala dinner where we, and a strange group of "Scots" at right, honoured John Greenwood for all his contributions to VARAC and vintage racing.

The Friday highlight for me was the MonkeyPox aka Fun Comes Fast live performance. It was indeed a little windy and the

crowd donned some tuques but the dancing and singing was very entertaining. The set lasted over an hour and I counted over 150 people watching and singing along.

Thank you for the great performance!!!!

Saturday I was thrilled to see Evan Holmes had arranged to have his father Dave visit the track. Dave, Evan and I first met in 2006 when we all took the same racing school in Quebec. Unbeknownst to them - the course was offered exclusively in French! So I offered to translate the teachers portion and arranged to translate the tests for them - where we discovered Evans prowess in smooth driving - hence his nickname "the Natural". We have since raced together frequently and I had great emotion in seeing him again at the track.





# VVGP By Chris Rupnik...

My morning race was shortened due to a red flag where Jim Biscoe's Mini had his differential fail in corner 10. Fortunately he managed to



slow it down enough to avoid a much more serious collision. It was a shame as Jim had the car running great for many weekends including two treks up to Circuit Mont Tremblant. Luckily Jim was unhurt.

After watching the Group 5 race from our regular corner 2 spot (maybe the most entertaining sessions of all) - Patrick and I

decided to check out the

Marketplace area and try one of the oven pizzas. We made it just before the lunch rush - and ate it at the beer garden. With the very strong wind we had to keep everything under watchful eyes.

Eventually we decided the wind was too much and best to get back to our pit area before we all became airborne.

The next race was planned to start at 2:30 but maybe was started a little early and therefore I was tardy arriving at the false grid - and so was gridded last. I made up 16 spots to finish in 23rd position - right where I would have been if I had showed up on time. There were some pretty neat passes along the way - and I was in the mood for more. There was a disabled Lotus 7 on the inside of 2 - and we had a full course yellow. I was sure that they were going to do a 1 lap green as they cycled us around for what seemed like 5 laps. Alas, it was not to be and our race ended under yellow.

# VVGP By Chris Rupnik...

After checking out the car and making sure everything was good - I fuelled it up for Sunday morning and we got ready to operate one of the stops in the Paddock Crawl. The team arrived and dropped off the subs and we had recruited some of the DiCesars to come help out. We surveyed the tower of food we had to line up - we were hoping to get maybe 50 people - 100 tops coming. Well, we had managed to give out close to 200 sandwiches and funny enough, we gave out all the beer! The wind was settling down but it was getting a bit chilly. As the Mudmen started their show - we brought the last bit of food to the show and we headed back to the hotel.

Sunday morning race start has some drivers still not fully awake - so I made some good passes on the start. I have the feeling that when a Fiat passes you - it's like smelling salts - it wakes you up. Drivers often zoom past me right after I manage to get by them. It's a pride thing I am sure. I was pretty close to my class leader Jim Holody and could get a bit closer from corner 1 to corner 5b- but after that the small gaggle of cars he was fighting with would simply disappear. I had been hoping that maybe lapped traffic would be played to my advantage - but I only finished second in class. Contrary to previous years - I didn't want to start packing until the very end. So after our lunch we got Jason all setup for the MG feature race - where he set fastest lap after fastest lap - surprising many. Go check out his video on youtube!  
<https://www.youtube.com/>





# VVGP By Chris Rupnik...

For our feature race Jason no longer had the wind to deal with and he powered the VW bug right past me. There were some cars that didn't make it to our class - and I had hoped to be able to finish on the podium. But a red flag midway through meant that was not to be. We were greeted at the impound with a trophy presentation - thank you Colleen for getting all these great trophies out for all the groups!!! But I wasn't even done yet! A quick trip to refuel and we were ready for the MG vs the World finale. I saw that Lino was packing up but managed to convince him to stay one more session and join the group. Lino and I raced together side by side for two whole laps. It was a wonderful photo finish as we crossed the line together to end an absolutely wonderful weekend!



Thank you Peter Lambrinos for organizing such a wonderful weekend - and a special thank you to all the volunteers without whom none of this would be possible!

# Photo Corner!

Mike Nilson sent these along from a VARAC event in 1981. Richard Stafferton, Alfa TZ, Dick Baker, Bandini, Oliver Clubine, Lotus Mk VI, Brian MacEachem, Lotus Eleven. If you have old photos of VARAC events, please send them along!







# 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.)

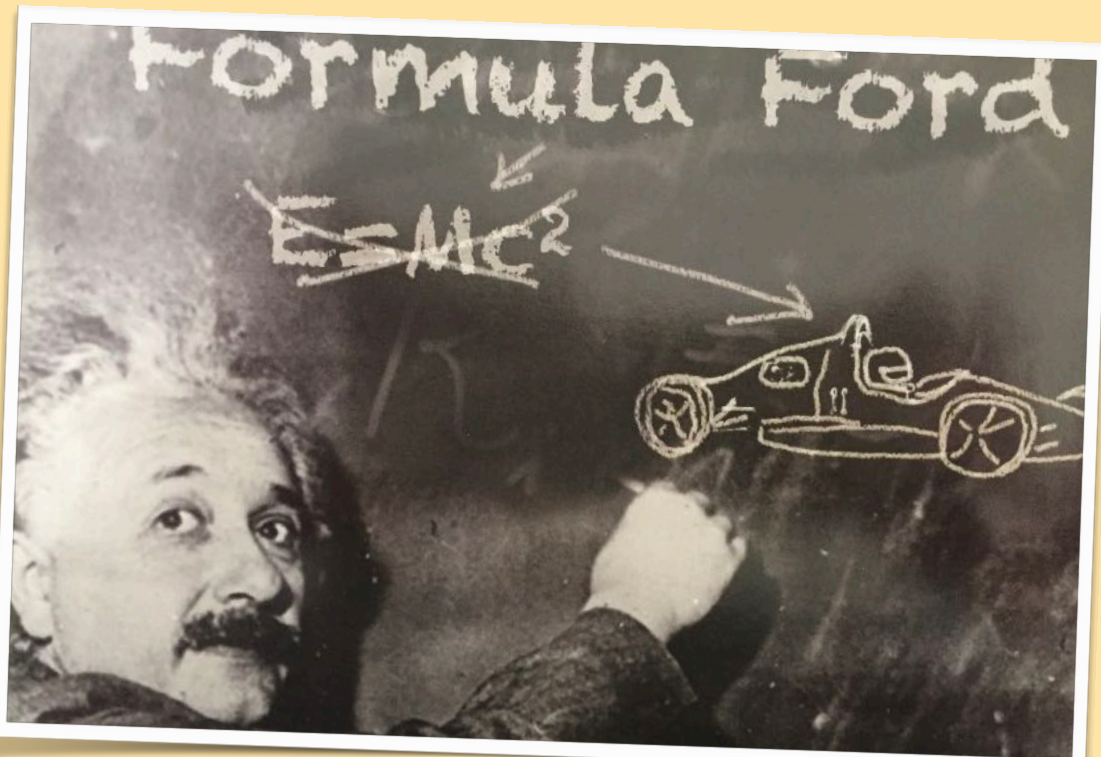
"Unique" (Butt ugly Canada Class experiment, hidden for years but unfortunately someone just re-discovered it accidentally.)

"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.)





# PIT SIGNALS CLASSIFIED



## Panoz GTS     \$85,000 CDN

Raced in G90 Class, Classic A points champion for 2021, new engine (dyno time only), 4 event old TKX transmission, freshly prepared for 2022 season including rebuild for Penske shocks, etc. Have a MOUNTAIN of new spares for car including complete body/suspension/brakes/etc (loaded up due to COVID) & HUGE inventory of good used spares.

Significantly improved with help of Panoz, etc. Not even close to an average GTS. Contact for details.

[stevehummel@gmail.com](mailto:stevehummel@gmail.com)





# PIT SIGNALS

## CLASSIFIED



## 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](mailto: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](mailto: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**





# PIT SIGNALS

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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](mailto:blaise.csida@bcracecars.com)





# PIT SIGNALS CLASSIFIED



## 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](mailto: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](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.



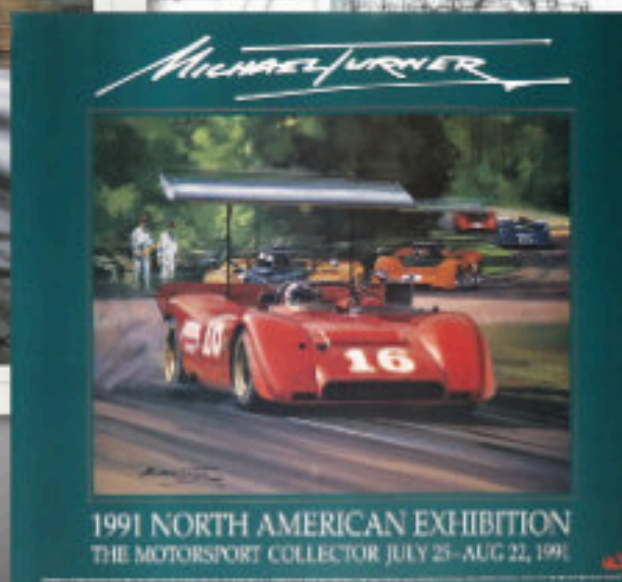
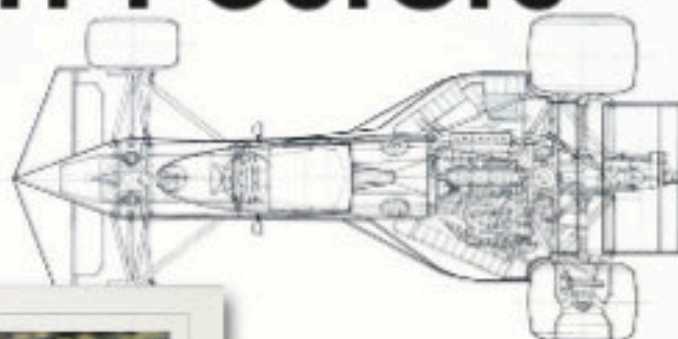
\$8100.00 US OBRO

# FOR SALE

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



# 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



## 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)

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](mailto:arperformance@hotmail.com)







# PIT SIGNALS

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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](mailto:ernie@mantisracing.com)





# PIT SIGNALS CLASSIFIED



## 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](mailto:christopher@custompolycast.com)

519-949-7889





# PIT SIGNALS CLASSIFIED



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

Ford Kent Crossflow Ported head  
41.5MM intake 34 mm exhaust  
freshly rebuilt \$ 1000.00



John Hawkes  
416 890 3992 [Johnhawkes@rogers.com](mailto:Johnhawkes@rogers.com)

