



PIT SIGNALS



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



The Spring Classic at Mt-Tremblant featured the DiCesare family, above. Inside; Reports from Chris Rupnik on “Project X”, Phil Cooper on his new MGB and more..

B.E.M.C. and Mt-Tremblant photos by Colleen Samila, Leslie Hart and Richard Coburn. Our thanks to all who contributed articles! Pit Signals depends on you!



WE HAVE A WINNER!
Richard Patterson was the lucky winner of a free entry to a VARAC event. See story on this and read about his new Mini.

PHOTO CORNER
Stephen Burnett sent along some photos from “Back In The Day”. Left: Vintage racing isn’t always pretty! Drive safely!



Late Braking News...

From John Hawkes

Peter Jackson Trophy Races!

Well, you spoke and we listened ! We will run the Peter Jackson Races again this year on August 6th **for the crazy yesteryear entry fee of \$240** for practice, qualy and two races, all on the one day. You'll get basically the same run time here as a regional for 40% of the cost!

There will be classes for V/H, Classic and Formula Classic, plus one other group. And there will be a BBQ the night before for those planning to get there in time. We'll also have our favourite club band Fun Comes Fast playing on Saturday, an all round fun time!!

We will try and arrange for gas to be available and as always there is plenty of paddock space and cheap gas up the road for the ride back home.

The entry fee will be held at this ridiculously low price until July 20th and registration will be open straight after the VVGP. After July 20 we will bump it up to \$325. But we really want you to take advantage of the low price so we can assure ourselves of decent grids. We can almost break even on the event if we get 80 or so cars, so sign up soon.

Last years event was very popular with all competitors, so if you came.. come back, and if you didn't enter last year there's no other racing deal like it !!

Member Survey

“Thank you all so much for taking the time to fill in the survey. We received 77 entries, and as you will find elsewhere in this issue, Richard Patterson was the lucky draw winner. Below you will see a summary of the results, reflecting some of the comments received.” John Hawkes.

VARAC Member Survey Final Report (based on 77 responses) May 4, 2022

Respondent profile

- 85% of respondents have been members for 4 or more years
- 46% of respondents attended 0-2 events last year

COVID impact

- 75% of respondents stated that COVID-19 negatively affected their race attendance over the last 2 years, yet only 10% did not race at all
- 60% of respondents plan to race more when restrictions are lifted, and risks are significantly reduced

Most valuable at a race event

- Racing equipment and fuel retailer – 38% very valuable, 35% somewhat valuable
- Large number of entrants in race group – 39% very valuable, 49% somewhat valuable
- Total entrants – 28% very valuable, 51% somewhat valuable
- Entry fees – 41% very valuable, 39% somewhat valuable
- Networking – 38% very valuable, 47% somewhat valuable
- Tech Session – 8% very valuable, 49% somewhat valuable
- Event Duration – 19% very valuable, 65% somewhat valuable

Least valuable at a race event

- Activities for partners – Not very/not valuable at all – 66%
- Rental accommodation nearby – Not very/not valuable at all – 61%
- Prizes and trophies – Not very/not valuable at all – 59%
- Free merchandise – Not very/not valuable at all – 56%

Open ended comments

- Most enjoy racing and camaraderie
- Main inhibitors are time and money

Opportunities include

- Volume discounts - 78% would be willing to commit to 3 events up front with a 15% discount; 53% would be willing to commit to 5 events with a 20% discount
- More one day events - 70% are interested in more 1-day events (at \$350 or less)
- Other types of events - 55% were interested in other types of events such as hill climbs or sprints
- Including racing equipment and fuel retailer at events (73% very or somewhat valuable)
- Ancillary events - 64% would be interested in ancillary events such as dinners and paddock crawls

Clarification needed

- While duration was cited as important, it's not clear what duration members are interested in.

“Bottom line is most members like all-vintage events, you like the one-day, low-cost format and a majority would commit to three events at the beginning of the season for a discount. We are trying to figure out how to open registration early so you can register and get the discount, some juggling either with Motorsport.reg or with a spreadsheet of our own. Meanwhile, Dave Good and I have a call with Miles at CTMP with a view to running an all-vintage event at the DDT in the fall.

I have driven this track a lot in everything from the Cortina to GT3 Porsches. It is smooth, interesting, has a number of passing places, and yes, it is wide enough to permit proper racing.

Stay tuned; this could be our third all-vintage event in Ontario and it's pretty close for many members, so no long-distance towing for those with gas indigestion...if you catch my meaning.” *John Hawkes.*



Evan Gamblin Photography



presents

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Contact Dave Good, VARAC Race Director
racedirector@varac.ca

The Spring Classic at Mt-Tremblant

Story and photos by Chris Rupnik and Leslie Hart



Starring "Project X", Chris Rupnik and an army of Lancia Delta Integrale fans and helpers!

Project X First Race weekend! *By Chris Rupnik*

Wave after wave of rain poured down on Thursday as I arrived at Circuit Mont Tremblant hauling up Project X - our (in)famous G70 1988 Lancia Delta Integrale to its first track. My first ever race was at Tremblant - and wanted to have this cars first outing there as well. I had asked the track management if there had every been any other Integrale to race there - "Not Sure!" was the answer, but they told me they were looking forward to seeing the car.

Maybe Mother Nature was providing me the best possible environment to try the car out in. Being a five time World Rallye Championship car meant that it was used to sub-optimal weather. Friday Practice session we were going to find out!

For the Thursday Test Day - Stephen DiCesare came up and practiced in his G90 Mazda Miata. I could hear the rev-matching downshifts as he approached Namerow. The DiCesar family have the genes for excellent drivers - note to competitors!

Friday weather was the same - absolutely pouring rain. Not all competitors were going out - but I sure was. Once suited up - it would be a long series of firsts. Obviously first time in this car - first time with a turbo car - first time with a roof on car - first time I could drive with my helmet visor up (that's pretty cool) - and thus first time I should stay dry! Out I went for just a few laps. First time driving a new car around a new track was sensory overload. This car, unlike the Fiat, is fully instrumented. There are gauges and lights that check everything - goodness it even has a proper electronic ECU! Instead of just listening for weird sounds - this cars sounds were all new - so I had little frame of reference on what to listen or look for. As I drove around the track - I was simply amazed with the grip provided by the all-wheel drive system. In the rain I think the car was more surefooted than the Fiat was in the dry! I could just point the car where I wanted to go - and the power steering (!!) would just take me there. And learning how the car applied the turbo boost and calculating the typical 80s turbo lag into proper positioning was also quite something!

Came in after two laps with a small oil leak which had developed into a

large oil leak! Andrew Celovsky had driven up from Fiat Racing World HQ to assist - and he proceeded to take off the front end to inspect where the leak was coming from. Unlike Fiats there is not a lot of room in the Lancia for service. Small original production numbers meant that efficient service wasn't the primary concern for development.

We found the leaking source as an oil cooler connector which Andrew re-engineered and we were ready for Saturday morning!

Friday night dinner was at Ital Deli, where I had arranged a table of 10. I was fortunate this weekend to have my family come, but also Andrew and his wife Sandra, two very good friends from my work who have become conspirators in my racing adventure, Pat and Sylvie. Jim Biscoe, racing his Mini to great success, also attended, along with Del Bruce and his wife. Finally Paul Giroux also dropped in after visiting the track - he is the president of the Quebec Vintage club CVQ. It was so very special to me to have all my friends and fellow racers together at the table conversing and sharing great stories. It's not always the case when you can mix up different people from very different walks of life to break bread together and celebrate a great meal. It was the first time since the pandemic that some of the guests were eating out, so that was even more special to me that they chose us to do it with.

I walked into the paddock Saturday morning as the teams were getting ready for a morning of qualification. We put the Lancia back together and prepped for the 10:30am qualification. All systems looked good. For Saturday my crew had grown even more. Robert Searle came up to help, Chuck Storry and Jim Robertson who rallye race a Group-A Lancia Delta Integrale also came up to help in addition to Andrew, Sandra, Pat and Sylvie. And of course my #1 fan - my mom came up too, with her usual and eagerly anticipated assortment of delicious freshly baked cookies.

Pitted right next to us was the return of André Gagne, racing his Lotus 23B for the first time since Celebration 2014 (the event schedule was still posted in his trailer). Also present to help André was Giovanni Rosato - proprietor of Rosato Bros Garage in Montreal who services several vintage racers - and is the caretaker of the Fiat Fleet locally. Help was abundant - and I would certainly need it.

The rain had let up and while the track was still wet - it wasn't raining as hard as it had been on Thursday or Friday. As I went out for qualification - i could tell something wasn't right, the engine power wasn't as yesterday. Large plumes of smoke followed me as i took the car into a marshall post for review on what it could be, and to avoid impeding the rest of the grid. No oil on the track fortunately, and I rode the remainder of my lap on the back of a flatbed after the session concluded.

As soon as the car touched down in the paddock - the analysis started. Compression test showed that the engine was normal - no leaking on the ground or other obvious problems. Chuck and Robert dove into the dis-assembly of the radiator and front fascia for access to the turbo - where we discovered significant oil (like more than 1 liter!) in the exhaust return. This most likely indicated that the turbo seal had let go - and that let go my weekend. Chuck had offered to go pick up a spare turbo but was unsure if the different model turbos could be swapped. After a few discussion with the engineering council made of up Andrew, Chuck, Robert and Giovanni, the best course of action was to remove the turbo and have it serviced at the same shop where Chuck had his done. We re-assembled the car for visual purposes and Andrew and Chuck left to head back home - parts in tow. I am so grateful to them both for coming up and assisting for the cars maiden race!

This meant that i was now able to enjoy spectating the afternoon races - which were out of sight! The vintage race had 21 starters - and there were tussles all throughout the field. The top four were a pair of 911s driven by Luc Héroux and Bert Dupuis - and these two were separated by about the wheelbase of a 911 for the entire race. Russ Bond in the RX3 was nipping at their heels followed by the Mustang of Guy Dsjardins. The next group was Phil Cooper racing his new MGB and having a lot more success (are you surprised) than the Lancia, along with André Gagne and Francois Audette who had to retire with a blown freeze plug. Del Bruce and Jim Biscoe were practicing what they had preached at the previous nights dinner and went back and forth at each other - looking for spots to get by. The next group was Jean-Christophe Lawrence with his Lotus Super 7 and Jason DiCesar in the VW Beetle and David Dicesar in his MGA chasing each other, with Mario Lamothe with his Porsche 912 (yes! a real

912!) and Claude Gagne in his lovely green Lotus Elan. A few retirements - Claude Lussier with his VW Rabbit and Francois Reda in his Mustang were not able to make it to the end - unlike everyone's Uncle Dan Dicesar who brought his lovely MGB GT home behind Michel Cosimano in his MGB GT. It was a fantastic race to watch - I have posted videos of it online in the VARAC facebook group.

The Sunday races were a little more spread out and perhaps a little more "Monaco F1" based - where most were able to hold positions for Race 2 and Race 3. The Vintage podium saw Luc Bert and Guy finish 1-2-3 in big bore and Andre Claude and Phil 1-2-3 in small bore. The VARAC trophies were distributed to the class winners by my mom and Paul - who had returned to watch the end of the weekend event. Jody Leclair also came up to spectate - and of course was full of anticipation for the upcoming VVGP.

The race fans at Tremblant are certainly very knowledgeable and passionate rallye fans. Saturday morning had I several people come up to me staying that they had never thought they would see a real Lancia Delta Integrale on this side of the ocean - and on Sunday another two fellows came up to the race who had "heard" that there was a Integrale here and really wanted to see it. They were knowledgeable enough to get the Carlos Sainz joke on the livery without needing to be explained to them, in fact able to recite his rallye career.

The 944 mechanics came over and said that all their tools were at my disposal as they really wanted to see the Lancia back out on the track. So many good people came by to take pictures or talk about their memories of 80s rallye racing or when they were able to see the car the first time, we really have something special with this car. I expect the next time that it will be out will be at the Summer Classic at Mont Tremblant - I certainly hope to see you all there. Till then - its Forza Fiat!





Above: David DiCesar in his MGA and below is Del Bruce, who made the trek to Mt-Tremblant to race his Porsche 914.





Above is Dan DiCesar in his MGB-GT and below we see Russ Bond, hustling through the bridge in his Mazda RX-3.



My Spring Classic at Mt-Tremblant



Phil Cooper #62 This was my first race this year in my new rebuilt red MGB. I bought another lighter body shell last October to replace my brown car which was in need of a repaint and was overweight. It took five days to strip everything from the old car. By December the new car was a roller. After ski season I added the engine and transmission.

The car was ready to run about three weeks before the first race. At Mt-Tremblant we had 21 cars on the vintage grid. I finished all three races in 1st, 2nd and 3rd. I had a few small problems like an oil leak, because I forgot to put vent holes in the new catch can. Then, just before the first race the starter terminal decided to break off! A push start was given by other crews and off I went for a good race. Sunday, with the starter fixed, I was able to get going on my own. All in all it was a good weekend and with some more suspension tuning the car should be quicker than the old one, as I no longer will have a passenger!

My Spring Classic at Mt-Tremblant



Jim Biscoe #10. What a great time! I really enjoyed the Sprint Classic. Very happy to finish all my races without problems; happily my Mini ran extremely well and strong. It seemed that in every outing I was battling with Dell Bruce with his Porsche in the VH4 class. This went on all weekend long, great racing with lots of fun, trying different strategies. On Saturday afternoon I was very pleased when I managed to get my lap time down to 2:08, an improvement from my time of 2:13 in the 2021 Fall Classic. In the Sunday feature I had a great race, managing to finish second, and picking up a really nice trophy.



Lucky Draw Winner and a new old Mini to Boot!

Richard Paterson



A couple of weeks ago I was fortunate enough to get a call from John Hawkes to tell me that I had drawn the lucky straw and been awarded the free entry to a VARAC event, after having completed the VARAC questionnaire that had circulated earlier. Thank you for that, John, call me any time with good tidings like that! However, hearing that I would be driving a different car this year, John also put the arm on me to send Jeremy an article about it, so here we are:-

“It all started with a phone call in August, 2019, from renowned Mini race driver, engine builder and car constructor Ward Barbour, inviting me to drive his 1960 Austin Mini race car at the Mini 60th Anniversary race at Portland International Raceway. After working out the details and discussing it with Jan, my dear wife, I accepted, and in September headed out to Portland, Oregon, to stay with Ward and his wife, Janette, who both made me most welcome. (It was an experience driving from the airport with Ward in his very quick Mk.1 Cooper S road car. Let’s say that I could see why he had won so many SCCA races, including the 2004 run-offs :)

Ward had acquired the little red Austin Mini from its first owner in the mid 60’s, turned it into a race car and it has raced in SCCA events and other

meets ever since, apart from the years when Ward and Janette were bringing up a young family. The photo at left shows the car in 1968 pitted at the track, next to Mark Donohue. The man in the photo, incidentally, is Jerry Anderson, the manager of Jefferson Airplane, who was having his first race drive in the car that weekend.



The photo at right shows the car on track in the same era.



“We skipped the Friday practice day as I did not want to use up the car and tires, but regretted the decision on the Friday night as I scarcely slept a wink, wondering how I was going to deal with driving someone else’s car, that I had never even sat in, on a track that I had never seen, with 30 other Minis who had been out practicing on track all day on the Friday! To make matters worse the first on-track on Saturday was a 15 minute combined practice and qualifying session!

I had decided that I would just focus on driving the car and the course conservatively and get through the weekend. - But Ward had told me to “drive it like I stole it” and the car was quick and it did feel good in Turn 1 so I changed plans, got hard on it and we managed to qualify second within 3/10 of a very quick 8-port Mini.

We went on to win the first race and were leading in the second race when a rocker let go on the third last lap, (turned out to be a manufacturing defect) so we unfortunately missed the final race. - Too bad, I think we had a fair shot at winning the title race, but the car had impressed me and I ended up buying it from Ward a few months later, in 2020. Covid prevented me from getting it home from Oregon until November 2021, when the US border finally opened again.

So, after some months of cosmetic work and a thorough check-over the car is ready to go and we are both looking forward to the VVGP! See y’all there!”
☺ Richard Paterson, VH2, Car 97.



BEMC NOTES!

Ted Michalos: “Shakespearean quotes aside, 15 entrants showed up to contest the Classic run group on May 7. 4 in CLA, 1 in CL1, 6 in CL2, and 4 in CL3. This was the inaugural run for my 1987 RX 7. I bought the car out of California with the help of Russ Bond and was quite excited to see how she’d do – little did I know she wasn’t ready to race.

We weren’t able to test the car in the fall so BEMC was our first drive at speed. Turns out the brakes were “suspect”. I came in half way through Sunday morning’s race and didn’t risk it the feature. Oh well, we’ve replaced the master, the pads and had the calipers rebuilt – she’ll be good to go for the VVGP!

Reg Ackers and Robert Offley were having a pretty good weekend out front, with Del Bruce in his white Vette rounding off third place. Marco Beretta was pretty much by himself all weekend, but managed some very respectable 1.32 laps. It appears Andrew Atkins is quite comfortable in his Mustang and I predict sometime this year he’ll be breaking out if he drives the car to its potential. Emily, Hugo and Mike were right with him and I bet they had a lot of fun too.

We had a couple drivers start the weekend in CL4, but both broke out quite convincingly – well done Tom and David. Unfortunately David decided to take a closer look at the wall near Corner 3 and that was the end of his weekend. It didn’t look too bad and he was unhurt. He tells me he’ll be at the VGP one way or another...”

Jim Biscoe: “This was was my first event since California and the car was strong again and trouble free. Finished all my outings both days and brought my lap time down to 1.52.”



The weather was on the cool side on Saturday, better on Sunday. Above; Del Bruce (above) does the \$\$\$ tire thing on his Corvette. Below: Thanks to B.E.M.C. and all the great track workers who make our racing possible!





Above: Lots of close racing at BEMC as Brian Thomas is hotly pursued by the usual suspects. Below; Gary Allen chasing Anselmo Beretta.



BEMC NOTES

Colleen Samila: "Ah, the 2022 Race Season had begun at the most recent BEMC Race on May 7 & 8. It was a little chilly to start, but thank goodness no snow (which I believe we have had in years past). It was fantastic to meet up with everyone again, see what folks had been doing over the winter months - some went south, some stuck around home and pretty much all worked on their cars!



The sun was shining brightly on Sunday morning and the warmer weather prevailed as the day went on with some great racing. Ivan's little Lotus 7 didn't really want to cooperate; maybe because this was the first winter he didn't spend in the big shop getting tweaked or maybe it was just the fact that it's like an early morning. not really ready to wake up (or something like that)!

He ran so well in 2021 that come winter, he rolled onto the lift and sat in the house garage until the week before BEMC, when he had the liquids drained and renewed. I believe that lack of full attention made him lose fourth gear on Sunday morning! He is currently in the big garage, smile on his face knowing he'll get his engine pulled and have Ivan's undivided attention and looking forward to seeing all his 4 wheeled friends at the VVGP."

Nick Pratt: "I had some engine work done over the winter so wanted to use the BEMC weekend as a test session prior to the VVGP. Vintage Historic only registered 12 cars and two of those (Dave Morgan and Richard Patterson) had just signed up for Saturday. Dave mentioned he was conducting his own test session using a taller diff for a planned trip to Road America due to the track's long straights. He wasn't sure how the Mini would fare at Mosport but I can say unequivocally, pretty damn well! He was in the 1:40s chasing Richard for the top spot in Saturday's race. Wow!"

See next page...

Nick Pratt: "I didn't do so well. I'd noticed difficulty shifting into second and third during practice and quali. This got steadily worse as the race progressed (I think I was lying 3rd) until finally with a couple of laps to go I lost the clutch completely and had to pull off in 5C for a tow back to the pits. Turns out the pushrod going into the slave cylinder had snapped prompting the cylinder to puke out its innards and fluid.

Our Sunday morning race was the last before lunch so I was hopeful of doing a repair with John Dodd supplying parts Saturday evening. Joe Lightfoot gave me a hand in the morning but it turned out the bore in the slave cylinder was slightly bigger than the replacement piston and spring so there went the race. Fortunately John found a spare slave later that morning and with Joe's assistance over lunch I was able to get the car repaired for the feature.

It was a glorious afternoon for racing and the icy northeast wind from Saturday was finally gone. Unfortunately by this time we were down to eight cars. I managed to work my way forward from the back and finally caught up with the leader Brian Thomas with a lap and a half to go. The last lap was lots of fun with me trying to badger Brian into a mistake but he never put a foot wrong and I finished a couple of car lengths behind him. Still it was a nice way to finish the weekend after all the aggro from the breakdown. The clutch felt great so onward and upward to the VVGP!"

Joe Lightfoot: "The first race of the year (at least in Canada) and the weather couldn't have been more perfect. The turnout was sparse but the racing was intense, clean and a whole lot of fun.

I've been feeling like my age is really catching up to me and my ability to push the car just past the limit of adhesion is gone forever. But somehow, this weekend, it all just felt great and I'm very much looking forward to the rest of the season.

Thanks to Brian Thomas, Ted Michalos and Anselmo Beretta for sharing the pavement and putting up with my "exuberant behaviour". "

Richard Coburn photos from BEMC...Joe Lightfoot chases Ivan Samila



Tom Bryson, 1985 635 CSI Euro



Joe Lightfoot , Brian Thomas and Ted Michalos

PS PHOTO CORNER!

In this edition
we feature
some photos
from “back in
the day” from
long time
VARAC racer
Stephen
Burnett!

Thanks
Stephen!

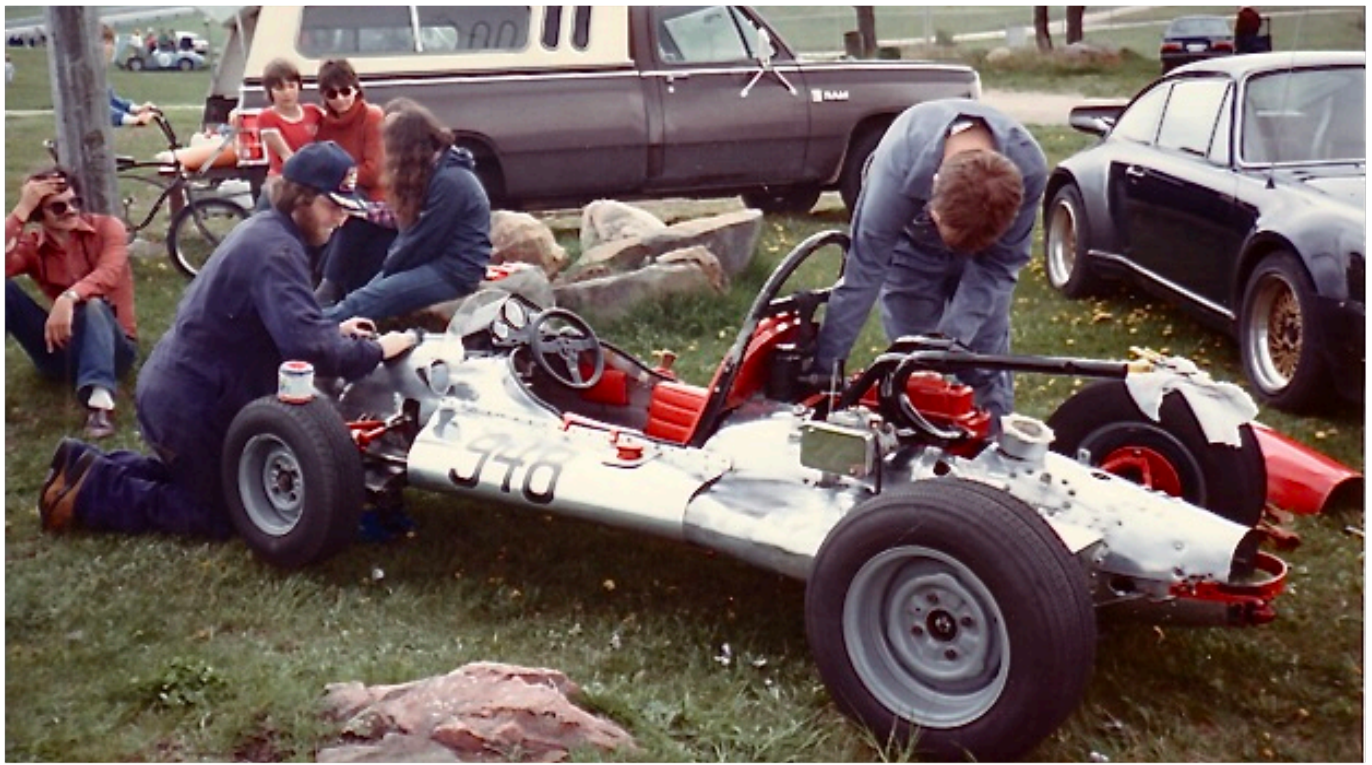


Above: “When my hair was actually brown, beards were allowed in the US and my weight was somewhere below 155 lbs.....those were the days...”



Above: "June and Van Worsdale with Dick Baker admiring Mike Salter's Sprite, which possessed one of the most powerful A series engines, it might have been developed for a Cooper Formula Junior. My, was it ever quick!" Below: "There is nothing quite like the business end of a vintage F1 Cooper – as seen from a Lotus driver's cockpit..."





Above: "Doug Elcomb's Dreossi in 1982. The first time I saw it the sum of the parts just didn't seem to add up to a competitive car. How wrong could one be?" Below: "Mike McGregor and his Elva Formula Junior."





Above: "Roger and Penny Fountain brought along this magnificent Cooper Formula Junior, which even in those days was a rarity. Last time I saw it in action might have been at Waterford Hills where the sheriff suspended racing because someone was bathing topless on the banking..." Below: "Stirling Moss made quite a stir when he graced this VARAC event at Mosport. Here he is inspecting the late Dick Baker's Bandini."





Above: "Doug Fisher's lovely Lotus. My view of his car was invariably from the rear."

Right: "Phil Lamont was able to peddle this early JAP powered Cooper with suitable "Body English" and keep ahead of the competition!"





"Oliver Clubine was always super quick and moved his early Lotus (above) around corner five like no one else could. Oliver also possessed a very subtle sense of humour and his acceptance speech was always a treat for visiting racers..."



Our thanks to Stephen Burnett! If you have photos to share, please send to Pit Signals!



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1961 Morgan Budget

This car was built in 1961 and raced until 1998. It was then purchased by Amyot Bachand. I bought it then and raced it from 1998 to 2000. It has been registered with VARAC (L) and is powered by a 1275cc engine, 4-speed transmission, and a light Ribcase. The 4-speed transmission has only two races on it, the engine has only two races on it, the tranny just one. It has two sets of wheels. Many extra parts are available with the car. Excellent handling! Safe and fun to drive!

\$8,700 CDN **\$6,500** US

More photos and specs available. Contact Amyot Bachand:

Amyotb2@gmail.com.



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Original Shelby Can-Am

Chassis #12 of only 75 made, less than 40 original cars remain. Raced in SCCA Pro Series 1991-1992. Engine Rebuilt in 2013, not raced since, stored in climate controlled building. Needs Battery. Engine: Dodge Racing 3.3L Designed for Shelby Can-Am by Chrysler. Frame: by David Bruns. Transmission: 4 speed by Indy Shop of Chris Weismann. Body by Peter Brock

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1976 BMW 2002 \$19,000

Here is your chance to stand out from the crowd. After 50 races, I am selling the only period-correct 2002 still racing in Eastern Canada. This



VARAC CLASS CHAMPION 2016

BMW is accepted by all Vintage Racing organizers and has a best time of 1:47 at Mosport. The 2.0-litre SOHC engine with twin DCOE 45 Webers and stahl headers was built in 2015 with

10.6:1 compression ratio, light alloy crankshaft and heavy-duty rocker arms. Equipped with stainless steel fuel and oil lines, stainless steel high-temp silicone hoses. Light alloy 5-speed manual gearbox was rebuilt in 2017. Includes 15 racing wheels and spare parts, gear, gearbox, starter, etc.

Safety features include roll cage (0.120 wall), 8-gallon Fuel Safe cell, Kirkey aluminum seat and Schroth 6-point FIA belts, with on-board fire extinguisher and trunk-mounted battery. Body is in good shape, no damage, neat and tidy, polycarbonate side windows. Last CASC tech inspection was June 2021.

20-foot Miska trailer is included. It has a 13 cu. ft. integrated storage box. Electric brakes and all wiring were completely replaced in 2017. Additional photos and list of tools and spares are available on request. Call Robert Searle at (514) 883-5318 or email at searlerg@yahoo.ca

SOLD



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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.

stevejhummel@gmail.com



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

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

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Check in-car video from Mosport <https://youtu.be/pRudNuZjK8w>



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 robcmcrae@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-
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Monoposto eligible, Vintage
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TOM.BURGE@RACOL.CA

\$22,000 CDN





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Drivers Needed for G90 ASA Stock Car!

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

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

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

Please contact Blaise Csida at BC Race Cars.

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

Turnkey race package!



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

1970 TSR TS Vee

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

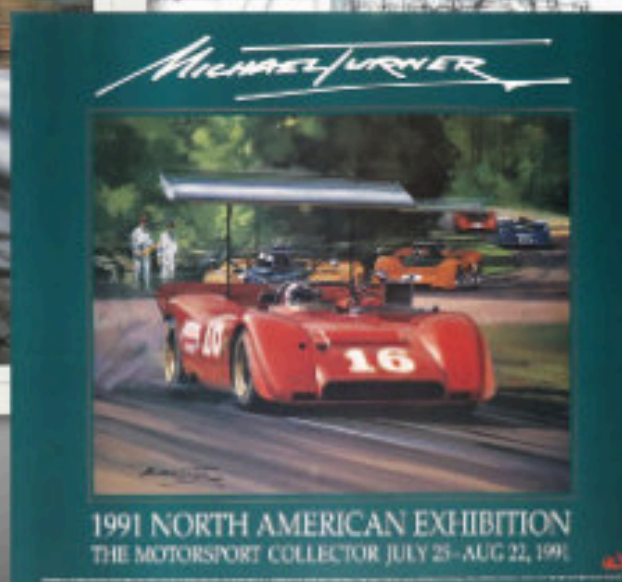
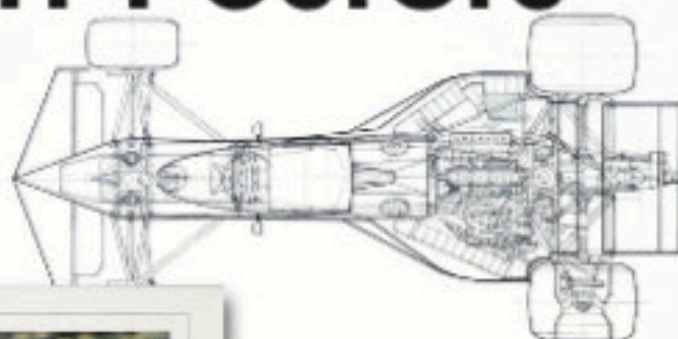


\$8100.00 US OBRO

FOR SALE

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

Motorsport Posters & Prints For Sale



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

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

GLADIATOR
ROAD RACING





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

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





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





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COMING SOON FROM VELO STAK...

For Holley and Edelbrock 4 barrel, 5-1/8" carbs with or without chokes, a Velo Stak with bespoke air filter. Will fit under most production hoods.



AND COMING JUST A BIT SOONER...

Formula Ford (Weber 32/36) extension kit.

christopher@custompolycast.com

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

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



John Hawkes
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