



PIT SIGNALS



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

In This Issue! Get ready for the AGM on November 14th!

We reveal some of the fascinating discussion points to be raised. Plus! A Formula Classic report by Peter Viccary. Plus, Batman Returns! Pow! Oh no, sorry, that's *Bateman* Returns! Also, Project X Revealed! And, Mario and Parnelli at the 1967 Kawartha 250! Plus, the Teubler Special, newly restored by Mike Nilson! It's all here in the latest edition of Pit Signals!

Right: Parnelli Jones takes a short cut to beat Mario Andretti in the support race at Kawartha 250, 1967.



Rudy Bartling was inducted to the Canadian Motorsport Hall of Fame in 2012. He was considered Canada's most experienced endurance race car driver with 18 starts at the 12-Hours of Sebring, nine starts at the 24-Hours of Daytona, and dozens of other high-profile races in multiple sports car series all over North and South America. In this issue Varac's Kye Wankum reflects on his late friend's life in motor racing.



Photo by H.P. Gulde.



AGAINST THE WORLD



JUNE 16-19, 2022

42ND VARAC VINTAGE GRAND PRIX

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



\$100 discount if registered by December 31. Watch for details!

Have you put this appointment in your calendar?

2021 VARAC Annual General Meeting

Ted Michalos is inviting you to a scheduled Zoom meeting.

Time: Nov 14, 2021 10:00 Eastern Time (US and Canada)

Join Zoom Meeting

[https://us02web.zoom.us/j/82051351657?
pwd=aVNPbTdzTU5SeVloTORBTVBiV1I2UT09](https://us02web.zoom.us/j/82051351657?pwd=aVNPbTdzTU5SeVloTORBTVBiV1I2UT09)

Meeting ID: 820 5135 1657

Passcode: 169157

Please make the time to attend the 2021 Annual General Meeting, being held once again as a video conference due to the pandemic. The agenda will include reports/updates from the current Board of Directors, the election of the new Board for 2022 and then a number of discussions based on emerging topics, the proposed 2022 schedule, as well as any motions submitted by our members. At the end of the business meeting, we will announce this year's Driver Challenge winners, as well as the Divisional Champions and the overall Club Champion.

2021 got off to a slow start, but we managed to get in a reasonable number of events with some very good entries, which made for some great racing. Help us plan for 2022 when we hope to return to "normal", whatever that means now...

If you can't make the meeting please make your voice heard...

The AGM package – with proxy form - will be in your inbox next week. Fill in your proxy, scan it or take a picture, and send it to gavin.j.ivory@gmail.com.

The Ted Talk...AGM Issues.



"On the next few pages are some background or explainer pieces relating to the motions I will be presenting at the AGM after I step down. I hope to generate some discussion and enough interest to encourage people to attend the AGM." Ted.

The "Overbore" Rule

Firstly, just a bit of house keeping...

We currently have a rule that allows engines to be over-bored by 0.065 inches. I was told when I joined the club the principal reason for this rule was to allow 948 series A BMC engines to use the much more available parts for 998 Series A engines. I have to admit that I do not fully appreciate how much difference 65 thousands make, but I expect that more than a few of our members are using engines that exceed this limit.

I am suggesting we change the rule to allow for a maximum over-bore of 10% by volume of any given engine. I picked 10% as that seems to be the amount of adjustment mechanics make when refreshing or repairing worn cylinders. A 1000 cc engine is over-bored to 1100 cc, a 1600 to 1760 and an 1800 to just under 2 litres.

I suggest when an over-bore has been completed the fact be reported on the vehicle eligibility form so that we have a record of any/all such changes.

Given the age of our engines, the fact that we are stressing them more than the manufacturer intended, and it is normal to over-bore a cylinder when it becomes worn or damaged, some sort of regulation is required. The change suggested simply makes it easier for everyone to understand and interpret.

Options for the Future of the Classic Run-group

With the AGM fast approaching the time seems right to talk about plans for the future of the club. There has been some discussion on the chat, but I'd like to provide some background for a motion that I will be proposing at the AGM...

A few years ago we introduced a "hard cut-ff" for eligibility in G90 of 1999. Prior to that, we were using a rolling 20 year back-date system. My motion will be to revert to the 20-year floating cut-off again. That means for example, in 2022 cars from 2002 will be eligible.

When I brought this up for discussion at the Board it was quickly pointed out that Classic already covers a 30-year eligibility period and that it was unreasonable to expect anyone to be familiar with all the potential cars and series from that time. It was also suggested that there were some significant technology changes around 2000 that might make the older cars less competitive.

I agree with those concerns, but I also think we need to acknowledge that at some point every car becomes a "classic" to someone and the future growth of the club is likely to be from people aged 45+ and they will want the cars they dreamed about when they were younger.

To address these concerns and to allow us to attract newer cars I suggest we consider separating G70 and G90, at least in so far as the championship is concerned. We do not have enough cars to justify splitting into separate run groups at this time, but we can make it so that the cars are competing with vehicles from their own era.

I think this means we need to appoint a G90 Director to the Board, responsible for eligibility, scoring and attracting new G90 members. The Classic Director would become the G70 Director and one of the two would serve as the overall Classic VP thereby coordinating activity on the Classic grid.

Currently we have 116 G70 cars and 29 G90 cars in the club database so G90 represents about 20% of the total. These same cars represent about 1/3 of the entries at events which suggests the average G90 member is more active than the average G70 member. I think that will continue to be the case in the future, with G90 becoming a larger percentage of entries over time. I don't know that we'll ever have separate G70 and G90 run groups, (perhaps at the VGP, although I think grouping by lap times makes for better racing), but we can make a place for these cars to race.

Watch for the motion at the AGM to use a back-dated 20-year cut-off for eligibility in G90 and F90. If you have any thoughts on this subject make sure you attend the Annual General Meeting Nov 14 (via Zoom) so you can share your ideas. If you cannot attend, I'll be happy to read your comments to the club and vote your proxy if you want to send it to me...Ted

Engine Substitutions for Vintage Historic Cars

For many years we have been discussing engine substitutions in VH cars. The current rule prohibits such a change. Once again, I am going to ask the club to reconsider this rule.

The reasons this issue keeps coming up are pragmatic. The older the cars get the harder it is to source parts and the more likely the engines will be subject to modification to the point they are no longer reliable.

Take the BMC Series A engine as an example. First put into production in 1951 in the Austin A30 with a displacement of 803 cc, it grew to 948 in 1956, then 998 in 62, 1098 in 62, and finally 1275 in 1964. The 1275 remained in production in some form until the year 2000.

I was told when I joined the club that the overbore rule, +0.065, was put in place to allow 948 Series A engines to be increased to 998s to allow for greater access to replacement parts (eg Mini components instead of Sprite components). An engine substitution rule follows the same logic and precedent.

There are currently 29 Vintage Production (pre 62) and 114 Historic Production (62 to 72) cars in our members' database. It would be nice if we could make it easier for these older cars to remain active in the club – one way of doing that is to make the use of engine substitutions of the same make, series, and type. Such a swap doesn't change the outward appearance of the vehicle, increases reliability, and thereby decreases overall operating costs over time.

I suggest a few restrictions may be appropriate:

1. The substitution must be of the same engine series as was originally available with the car. Example: a BMC Series A for a later BMC Series A

2. Substitutions be limited to 5 years post chassis manufacture date.

Example: 1961 chassis may only have an engine available up to 1966

3. Substitutions are further restricted by the eligibility period for the Division.

Example: post 1972 technology may not be installed in a Historic car

4. The substitution must be approved by the Division VP or the Race Director prior to installation and reported on the eligibility form. (*See next page*)

(Continued) Engine Substitutions for Vintage Historic Cars

The principal argument against engine substitutions is that the cars weren't manufactured that way originally and therefore it is inappropriate to allow such a modification now. I have two concerns with this argument – first, we strive to race our cars in the same way that they were raced “in the day”. While it is true that no one could have run a 1275 engine in a Sprite in 1961, I am quite confident as soon as the engine became available in 1964 they were swapped in to extend the useful life of the race car.

Second, the way our current rule seems to be interpreted is that if an example of a specific make and model can be shown to have used the engine in period then it is acceptable for a member to re-create that make and model from a lesser car.

For example, the 914 went on sale in 1969 with either a 1.7 litre 4 cylinder, or a 2.0 litre 6 cylinder. The 6 cylinder was discontinued at the end of 1972, and a 2.0 litre 4 cylinder was made available starting in 1973. The 1.7 litre was increased in 1.8 litres for the 1974 model year. How many 1.7 litre 914s do we have in the club?

There is always a balance to be struck between “historical accuracy” and “racing” in any vintage racing club. Bend the rules too far one way and car counts drop because the rules are too restrictive. Bend them too far the other way and car counts drop because the racing becomes more important than the presentation of the cars.

I think properly applied and controlled engine substitutions will extend the life of many of our vintage cars by making them more reliable and competitive, without changing their outward appearance or underlying nature. This is definitely an example of bending the rules towards the racing end of the spectrum, but I believe it will keep some of our oldest cars on track longer.

News 'n'

Rumours around the paddock...

Nice that club membership is to change from \$75 to \$50 (the Greenwood Amendment?) Plus \$25 if you want a VMC license. Also heard that in a fit of pique Ted had a garage clearance, selling his Ferrari and Porsche 911 (Ian Crerar bought the 911 for his son to race) However Ted of course quickly filled the resulting space with Mark McDonald's Audi TT (right) and a 1989 Mazda RX-7.



The exciting news as far as our extinguished bored of directors is concerned is that it appears that J.Hawkes, Esquire will run for president, Brian Thomas for V/H, Rob McCord for Classic, also Gavin Ivory needs more \$\$\$ for Porsche parts so is moving from secretary to treasurer...you already heard about Peter Lambrinos bravely taking on Varac Vintage Grand Prix chair, (good luck, dude!) Ivan Samila is going to be misconduct chair, all this of course assuming we don't have some agitator coming up with fake proxies and mounting a coup, like the old days...Oh, and someone floated the idea of removing a hard cut off in Classic, returning to a 20-year moving cut-off... so in 2022 cars up to 2002 will be eligible...egads! We really should change the name of the club....send your nomination in and win valuable prizes....(offer void in areas surrounded by water)... And finally Mini driver Jim Biscoe tells Pit Signals he is off to the excited States with Bob Beauchemin to participate in the Velocity Invitational. It's a special feature, "Mustangs versus Minis" Nov 11-14 at WeatherTech Raceway Laguna Seca on the Monterey Peninsula. The really cool part, it's a night race! Two drivers in the Friday Night Enduro. Good luck to Jim and also Richard Patterson, driving in the same race! And that's all for now! "See you" at the AGM! JS.

Formula Classic at the Late Summer Trophy and Celebration

by Peter Viccary



VARAC's Formula Classic had two very different experiences at the last two weekends of regional racing. FC numbered sixteen of thirty-two entrants on a mixed V/H grid at the Late Summer Trophy. Three "modern" FC entrants were on the Libre grid (which totalled eight cars).

We felt that a split start for the V/H races would be a good idea, and the organizers agreed. That would give the formula cars and sports cars an opportunity to sort themselves out before they started to intermingle. Unfortunately, the grid team didn't get the memo. Saturday afternoon, Ted Michalos was able to save the day, and the split start happened. The racing was competitive and exciting, although the mood was somewhat subdued when a Formula Ford and a sports car had a coming together, fortunately without significant damage, but hurt feelings. I was very disappointed Sunday morning when the pace car came past me and the field had not been separated. Some peoples' races were affected adversely as a result. Sunday afternoon's race had a split start, but an unfortunate early full course caution jumbled everyone back up again. I think that the split start is an effective way of promoting safe, fun racing. It didn't really get a fair shake at the Late Summer Trophy.

The approach we took for the Celebration of Motorsports was exactly the opposite of the Late Summer Trophy. Only five Libre cars showed the first weekend (4 F4s and 1 F1st), plus our three cars, which made for a pretty thin grid. We asked the organizers to put our FC cars on the Libre grid, provided that the Radicals would be excluded. They would have their own grid as part of the FEL Motorsports series. I love Radicals, but they are not in any way open wheel cars, and it is not safe for them to be racing with our FC cars, especially the F1200s. One Radical driver muscled his way onto the Libre grid and pretty much proved our point. Anyway, of the twenty-two cars on this grid, seventeen were VARAC cars. It was pretty much a VARAC grid, with a few Libres, which is close to what we have been working towards.

I couldn't stay for Saturday's race, but when I got to the track on Sunday nobody freaked out at me, so I'm assuming everything went well. Sunday's weather was very soggy, so the field was depleted and the racing was mostly single cars, or two car battles.

I was happy that we were joined for these weekends by Murray Burkett, who brought his two Chinook FFs (one shown below) from Winnipeg. On Sunday he



was joined on the track by his son Daniel, who can really peddle a racecar. Murray's buddy Greg Eastwood took over the second Chinook for weekend two and they were joined by another Winnipegger, Helmut Friedrich, who brought his

Caldwell FF. The Chinooks are MK4 variants and date from 1969. They were built by the Fejer Brothers, George & Rudy, who were prolific car builders. They raced in the glory years of the Bulova series, but I don't remember them having any particular success. Murray Burkett, from Winnipeg, has two finely tuned examples, which are as fast as any Historic Formula Fords, particularly when his son Daniel is driving one of them. Daniel has had a brief, but successful career racing in the Road to Indy series, Grand-Am Cup and Formula Atlantic. Shane has raced with the Burketts at the Elkhart Lake FF 50th Birthday, Watkins Glen in the VRG Formula Ford Challenge Series and at CTMP in the VGP.



Formula 1200 showed some real regrowth this season, despite the difficulties we've all suffered through the past couple of years. There were eleven F1200s at the Late Summer Trophy, a high-water mark for the season and the largest in a few years. Seven cars entered the Celebration. I have to say that because of the way F1200s race, a number this large can be awkward on the track with our V/H sports cars. I'm paraphrasing, but I think Paul Subject expressed it the best;



"I would come out of five, and would be lapping five or six of them as they crested the hill. They would all fan out, trying to pass using the draft. Then, all of sudden, as they turned into turn eight, they would all get back

into a line, never touching each other. It was great entertainment, fun to watch, and I had the best seat in the house."

I want to thank Phil Wang for taking the point with the Formula 1200 Drivers' Association. If we can regularly draw twenty odd FC cars to regional races, with a few Libre cars of appropriate size and horsepower, we will have achieved our goal for Formula Classic. It would be a win/win for VARAC and the CASC.

Bateman Returns to F1600 after 30-Year Hiatus



From Formula 1600.com

This driver profile isn't of a new rookie into the Toyo Tires F1600 Championship Series, in fact, he's truly about as far from a rookie as you can be with over 50 years behind the wheel! Jeff Bateman, of Midland, Ontario, ran his 1984 Citation/Ford in the last two events last season, after first debuting in F1600 back in 1990. He's a walking encyclopaedia on race cars, especially so of those made in our home and native land, and has probably restored and raced more models than series' youngsters can name. A past president and consistent racer with the Vintage Automobile Racing Association of Canada, he's raced both open-wheel and sports cars, and is definitely among the drivers that have compiled the most laps around Canadian Tire Motorsport Park in different machinery. He's also a past winner of the McGregor 'Spirit of Sportsmanship' Award in the VARAC Paddock, so he'll surely be a fine addition to the F1600 paddock as well. Formula1600.com recently caught up with Bateman to get the full story.

We know you have a long and storied history in motorsport. Tell us about it.

I began my motorsport career in 1970 when the CASC inexplicably granted me a racing license at the very last driver's school held at Harewood Acres. Since then I have raced in a number of different classes: Formula F1600; Formula



Buckler Autosport Special

Vee; Formula C; Formula B; Formula Ford 2000; C Sedan; H Production; F Production; E Production; B Sports Racer; C Sports Racer; Sports 2000; Formula Libre; Honda Michelin; and others that I have lost track of! I have been racing vintage cars with VARAC for the past 30+ years. I haven't raced in a true series since my Honda Michelin days.

In addition to some of the more 'common' brands of race cars – Lotus, Lola, Merlyn, Cooper, Elva, Caracal, Reynard, Alfa Romeo, Mini Cooper, Van Diemen, and currently Citation – my brother and I have owned, restored, raced, or tripped over a number of Canadian-built racing cars, including: Kelly Formula Vee; Stebro Mk 4 Formula One; P&G Special sports racer; Sadler Formula Junior; Autosport Mark 2 Formula Junior; and the Buckler Autosport Special. I am currently restoring the 1973 Ferret 'Deflatformouse' F4 car, and the prototype mid-engined 1971 Manic GT.

What is your # and why did you choose it?

I have had a variety of numbers over the years, all but one of which either added up to, were divisible by, or contained the number seven. I would say that it was my lucky number, but I was just as unsuccessful with the one number that wasn't any of the above, so what do I know.

What track raced/driven has been your favourite? Why?

I could say that Harewood Acres is a favourite because it was where I started, or Mont Tremblant because I have actually won a couple of races there (this is not something that happens to me very often, so it does kinda stick in the mind), but really CTMP – Mosport for most of my life – is home and always will be as far as racing is concerned.

What is your greatest racing memory, either as a driver or spectator?

One thing that has stuck in my mind over the years is the sound of Chris Amon in the Matra MS120 practising standing starts during early practise for the 1971 Canadian GP. He stopped at the exit of 5b, cranked the V12 up to 11 and let it rip — an ear-splitting wail I never heard before nor since – wow, real F1.

Who is your favourite driver from any generation and why?

I admired all the 'early guys' – Eppie Wietzes, John Cordts, Bill Brack, Al Pease, and others, who strapped themselves into

ridiculously dangerous racing cars and I got to see really 'have a go', as the Brits might say. I remember Ludwig Heimrath tried to sell me his Eisert Indy car: "It's perfectly safe! Look at it – it's built like a tank! You'll do fine!" I was eighteen at the time, I think. Thank God I didn't have anything like the money to buy it, because I sure as hell didn't have the brains to say no. Still don't, if it comes to that.

What are your goals for racing in 2021 and beyond?

My goals for 2021 are to continue to enjoy the great camaraderie in the F1600 paddock and the fun racing on the track. It is a goal of mine to be a regular competitor in 2021, but of course that expression may mean something very different to a senior.



MY FRIEND, RUDY BARTLING

By Kye Wankum

My friend Rudy Bartling passed away in the late evening of September 8, 2021, after an all too short bout with Leukemia; he was 85-years old. I had been visiting Rudy just about every Sunday morning for the past nearly four years, as he had been settled in a care home for his progressing Alzheimer's disease – a sad turn of events for a man who was so full of life and stories and shared these so brilliantly with so many people over the years. Rudy was born in 1936 in Germany, he arrived in Canada in 1957. Rudy liked Canada and his work at Volkswagen on Eglinton Avenue East and, when his two-year contract was up, he decided to stay. In 1961 Volkswagen Canada took over the sale and service of Porsche cars in this country. The Porsche division was headquartered at the Volkswagen premises on Eglinton Avenue.



A repair facility was established at the back of the premises; this was run by Volkswagen employee Ludwig Heimrath. Rudy was transferred into this shop to work on Porsches for the street as well as the cars that, not surprisingly, people immediately began to race.

Above: Rudy Bartling in his Porsche 356A Super 90 Coupe in the early 60s, competing in the Rattlesnake Point Hill Climb near Milton, Ontario. Rudy would pretty much race anything and anywhere. Source: Rudy Bartling Archive

Meanwhile, Rudy, along with a bunch of other guys, had rented an entire rooming house around the Guildwood Inn area in Scarborough. The cars were prepared out back and, needless to say, the starting of engines and test drives down the street at all times of the night did not exactly make them very popular with the neighbours. No matter how much fun they had, they had even more fun going racing themselves; Horst Kroll, Fritz Hochreuter, Ludwig Heimrath, Horst Petermann, Harry and Klaus Bytzek, and many others. Rudy even told me of a young Roger Penske coming around to race his own Porsche Spyder in Canada and sharing Rudy's motel room by sleeping on the floor.

1965 took Rudy to California where he worked for Vasek Polak as a racing mechanic, looking after Speedsters, Spyders and Carreras but, better still, he got to race them too. Back in Toronto in 1968, Rudy and his friends began to race in earnest. Behind a school bus and on an open trailer, they would take cars that today are now considered priceless, to places from local Harewood Acres and Mosport to as far away as Daytona. In 1968 it was a Porsche 906, and there were 356 Carreras and Spyders, and later on came the 911's. Both the Trans Am and the IMSA series started and took them all over the continent and even into South America. In 1972 Rudy co-drove to seventh overall at the 12-Hours of Sebring in a Porsche 910 and in 1973 to second place in a Porsche 908 in the famous 24-Hours of Daytona. Rudy raced sports cars for over 50 years, mostly Porsches but also some others, such as the David Deacon Racing BMW M1, the Heimrath Racing Elva McLaren CanAm car and so forth.



Above: Rudy Bartling on pit lane at his first appearance in the 24-Hours of Daytona in 1969, in a Porsche 906. He would come back to this event eight more times, with his best result a second place, in a Porsche 908/3 in 1973. Source: Rudy Bartling Archive



Left: Meeting up with old friend, co-driver, and sometimes racing rival, Ludwig Heimrath (at left) at the VARAC Vintage Grand Prix at Mosport in 2011; the author in the middle. Photo: Andreas Trauttmansdorff

I met Rudy Bartling

nearly 35 years ago, when a friend recommended him to me as a mechanic for my 50s Porsche Cabrio and my newly purchased, used, old 1970 Porsche 911T that I had bought solely for the purpose of having something to run around the track with in PCA-UCR Driver Education events. He sure seemed a little gruff, a bit rough around the edges, not too talkative or friendly, no nonsense or small talk. But, once we got to know each other a little, that picture completely changed. In the years that I had the privilege to be close to him, he taught me so much, was my racing mentor and, in fact, became somewhat of my surrogate dad.

Always considering himself to be a Canadian driver, Rudy Bartling's proudest moment was possibly when he was inducted to the Canadian Motorsport Hall of Fame in 2012, a moment I was happy to be able to share with him and his family and close friends.



Above: Going for maximum points in the final Canada Challenge Cup race at Mosport in 2000, Rudy Bartling is driving his old friend, Fritz Hochreuter's red Porsche 911 ahead of his own car, that being driven by his regular co-driver of that season, Rick Franczak. Photo: Colortech North

Restoring The Teubler Special

By Mike Nilson

Helmut Teubler was a mechanic for DKW in Germany. As German car sales grew in North /America, the need for experienced mechanics grew. He took the opportunity and came to Toronto to work with W. Ornstein, the importer at the time. In 1960, he

teamed up with another DKW mechanic Eddie Kohl and started St Clair Motor Service. They took over a Supertest station at the corner of St Clair and Keele and became the local DKW dealership. Helmut was keen on competition, being a support mechanic for the DKW rally team in Germany. In 1959 he drove a DKW sedan in the races at Harewood



acres, doing quite well. In 1960 he decided to embrace Formula Junior and build his own car. (*Helmut in the car in 1961 shown above*)

Formula Junior was created in Italy in 1958 and was the entry level formula car, based on production vehicles. The engine size was limited to 1000 or 1100 cc and must use production transmissions. Italian cars had engine from Fiat and Lancia, England had BMC and Ford, Germany had DKW. By 1963, the formula was no more and cars were redesignated as formula 3. In Canada, we had already an entry level class called Canada Class with a formula very close to FJR. Uncompetitive front engine juniors were made part of the Canada Class rules and entries.

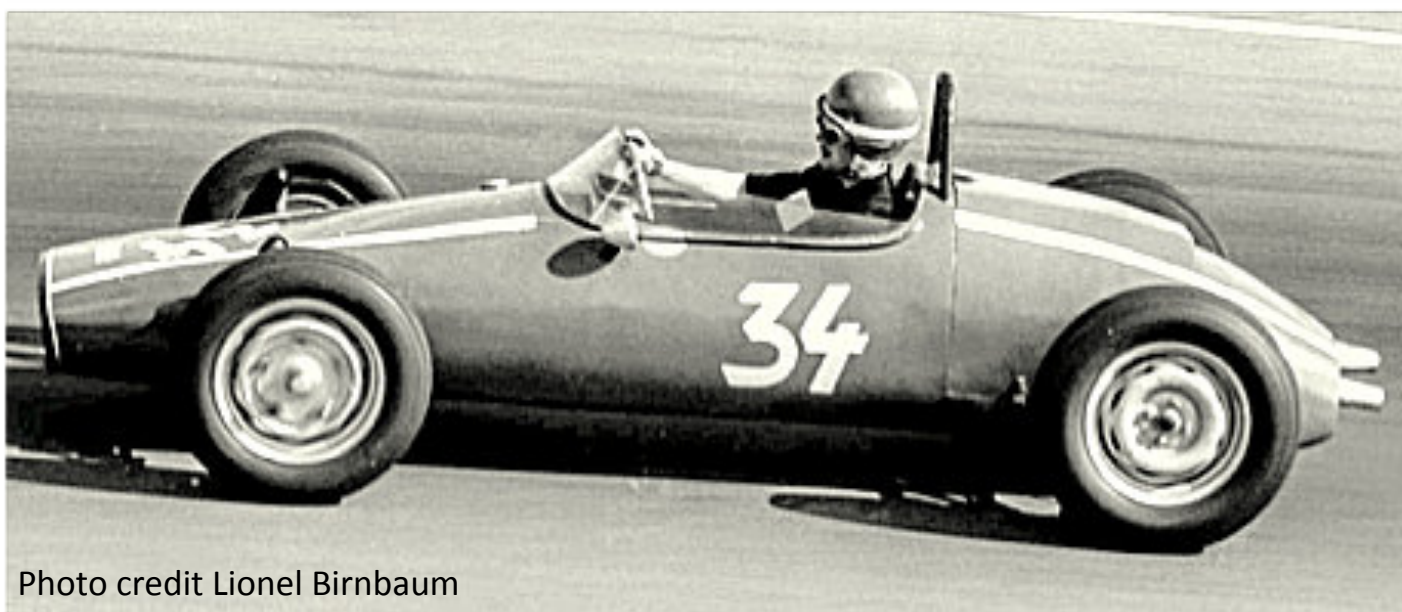


Photo credit Lionel Birnbaum

My car was entered in races as the DKW special. In 1961 Helmut raced the car four times, most notably at the official opening at Mosport and in the support race for the 1961 Canadian Grand Prix. By the end of the year he sold the car to another member of the Deutscher Automobil Club (DAC), Gunther Decker. Gunther raced it for the 1962 season, also in the Grand Prix support race. At the end of the year, the car was sold again and driven very little in 1963. We see no entries for the "DKW special" in 64 to 66 and one entry in 1967. 1968 we see the car with a new owner, Murray Cornish. He had a great drive in the school novice race, lapping the field. By 1970, the car was parked again. I did find one entry for the car 1973, a driver's school with Paul Buddenhagen.

By 1973, the car had not traveled far, racing at Mosport, Harewood Acres and St Eugene. In 1976 we have the newly formed Vintage Automobile Racing Club of Canada, VARAC. The first president, Louw Broadfield found the DKW special and planned on restoration for vintage racing. Health issues ended that ambition, and the car was up for sale again. I had become a VARAC member in 1977 and became its next owner. Over the next 15 years the car underwent several starts and stalls, other race cars came along and the Teubler ended up at the back of the shop. In 1995 I sold the Teubler special, it went to Pennsylvania with Frank Johanssen.

I lost track of Frank over the years since he retired and moved. In 2005 I get a call from VARAC member John Lindsay telling me about a fellow who contacted him from the Tampa area and about this car he has. John realized it

Canadian Grand Prix FJR support race September 30, 1961.



was my old car and passed along his phone number. I make the call to Brad Hindel. We had a pleasant chat and confirmed, yes, that was my car. I asked Brad, "what do you want to know about it?" He said "Nothing, I don't want it and since it is a Canadian car, I felt it should go home... do you want it back?" Emotions start to flood over me! Do I want it back? What would happen to it if I didn't bring it home? We continue to chat "Brad, what do you want for it?" he answered... "nothing! I want to see it go home". So, I hook up the trailer, 24 hours there and 24 hours back. I get a second chance.

How many hours, how much money? I can't rightly say, but the years do pile up. I was working through much of it, taking long vacations to California and managing with my wife's health issues.



The Teubler as it is today shown at Mosport.

Somewhere along the journey Helmut Teubler started to follow me on Facebook, watching me rebuild his car. He is 91 now and I knew we had to get together. Mosport's 60th anniversary seemed like the perfect time. He was at the grand opening 60 years ago. The car was not perfect, but ready for show and tell. The Monday before the event, he calls me from the hospital to say he can't make it; he is getting a pacemaker installed. So, an electrical problem, not mechanical.

Moments like this reminds all of us that life is short, and we must make the moments count. The next big milestone is the Canadian Grand Prix that was held 60 years ago September. I was ready and so was Helmut. Covid made it difficult for him to come to the track, so after the event I went to him in Mississauga. Helmut and I are shown below.



I don't know how to describe the joy I felt at this moment. It was emotional for both of us. How often can one re-unite a one-off race car built in the 60's with its original builder and driver? Very few cars like this survive. Helmut being the oldest member of the Deutscher Automobile Club, joining in 1960 and me the current president of the same club! A rare and special occasion.

The next challenge, get in on the track for 2022 and have Helmut join me then!

PROJECT X REVEALED!

By Andrew Celovsky and Chris Rupnik

With the 2021 race season over, we almost have Project X race ready. In fact, Project X did manage a few tentative feet of the Calabogie track after the last race of the season.

Step 1: The Dreaming Phase

Project X was Chris Rupnik's dream to bring more Italian cars to the Group 70 grid. But what exactly is 'Project X?' Knowing the need to follow a recognized set of race rules, we selected a Lancia Delta Integrale homologated to the WRC (World Rally Championship) rules. A somewhat reasonable plan given the Integrale uses the final configuration of the Fiat twin cam motor found in our vintage Fiat Spiders. However, in the Integrale the displacement is increased to 2 litres, with added turbo-charging, and rotated 90 degrees to an East-West orientation driving a 4-wheel limited slip arrangement, all jammed into a basic European hatch.

Step 2: Dreams to Nightmares

Well, the dream of a one-year build turned into more than 5 years. Perhaps building a race car takes a wee bit longer and costs a wee bit more than the dream. Certainly, the nightmarish Fiat/Lancia factory transformation of a plain-Jane Delta into a limited production homologated turbo, 4-wheel drive Group B Rally car was not helpful. In fact, it was as advertised, a nightmare...



Above and below: same car, different day.



Step 2: Dreams to Nightmares..continued...

We started with a somewhat running Integrale that came to Canada from the Netherlands, complete with Euro coins down amongst the upholstery. While hard to believe, Italian cars do suffer from rust, and our example had its share of rust issues.

Slowly we worked through the list of tasks: Rust repaired, broken front windshield replaced, repaired front structure, sourced missing parts, new brakes, new suspension, full cage, race seat, repair/rebuilt electrical system, seam welded with reinforcement, and, of course, fresh paint. Given Fiat/Lancia sold exactly zero of these cars in North America, parts availability for a limited run of homologated cars, sold only in Europe, was a challenge.



The engine separated-finally!

Step 3: The Unexpected Surprise

Then, just when things looked promising, shiny bearing material appears in the oil sump (not a happy camper.) Whereas it takes a few hours to replace the twin cam engine in the Fiat Spider, the same basic twin cam engine jammed in an Integrale takes well over a week. (Pretty much start by removing everything forward of the windshield, before even contemplating dropping the engine out the bottom.

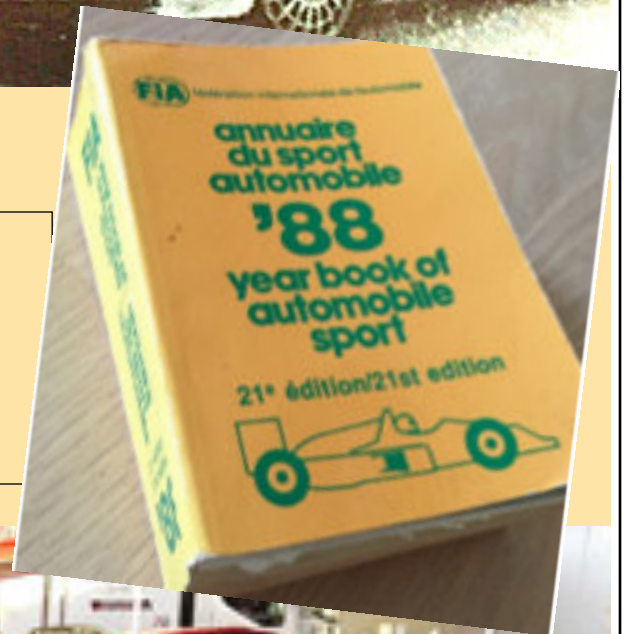
Fortunately, we had support from friends in the vintage Rally world, who were super helpful with parts and technical advice. We don't think the car would have come together without their assistance. After many contortionist moves, a replacement engine was fitted.

Step 4: The 2022 Race Season

As the last of the build items get completed (i.e. the full Rally livery decals), the car plans to make its race debut in the spring of 2022. Perhaps the WRC Integrale rally car may not be overly competitive on a dry track, but here's hoping for rain and a very wet track!



Above right: Carlos Sainz (Sr) driver – Papa of F1 driver Carlos Sainz Jr. How vintage appropriate! Right: 1988 FIA Rulebook. Below: The image used as inspiration for our build, coming to a track near you in 2022!



Rainer Brezinka



By John R. Wright with files from the DAC (the Deutscher Automobile Club of Canada)

Long time racer Rainer Brezinka had had several strokes and had been in long term care for many years. He died in July 2020 at the age of 85.

In the mid-1950s immigration from many European countries took off. Many Europeans were fed up with life in post war Europe, and Canada offered new opportunities. Rainer, Horst Kroll, Ludwig Heimrath, Rudy Bartling were among the newcomers who not only sought a new life but were also interested in motorsports.

Rainer was a keen competitor in DAC, starting in 1967 up through 2000. Most of his seat time was spent in many Porsches in their many forms: 904, 906, 908, 910, 914-6 and 911. He also campaigned in the Cam-Am from 1970 to 1971 in a McLaren M6n (above # 39) while driving Porsches in other events. He had a terrible accident at Road Atlanta where he was badly burned. He was best known for endurance racing, competing in the Daytona 24 Hours, Sebring 12 Hours, Mosport 6 Hours and the Watkins Glen 6 Hours events.

Over 25 years of endurance racing he had many DAC driving partners: Fritz Hochreuter, Rudy Bartling, Ahmed Khodkar, Gerhard Hirsch, Horst Peterman, Roman Pechman and Peter Aschenbrenner. Rainer was also DAC president from 1979-1980 and from 1987-1988.

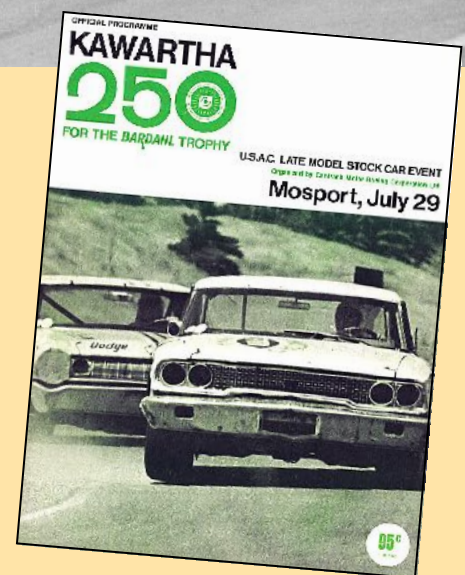


1967 Kawartha 250

Jeremy Sale: "My favourite viewing spot back in the day at Mosport was at Moss Turn. When the big USAC stockers came to play it turned out to be a pretty entertaining corner! Mainly because these guys used all of the track and then some, see above. So everyone had tire problems, caused by the off course excursions. The resulting gravel deposits would have made Conn Smythe's pits look chintzy.

We had never seen anything like this; the cars seemed to be huge, the drivers we knew included Mario Andretti and Parnelli Jones, who could and would drive anything on wheels, along with Al Unser, Benny Parsons, Don White, Norm Nelson and some other names we were not familiar with at all. These were the "good old boys" before we had even heard that term. But man, could they drive!

I was lucky to make contact recently with Jonathan Vance, a professor at Western University, who kindly supplied these terrific photographs taken by his father.





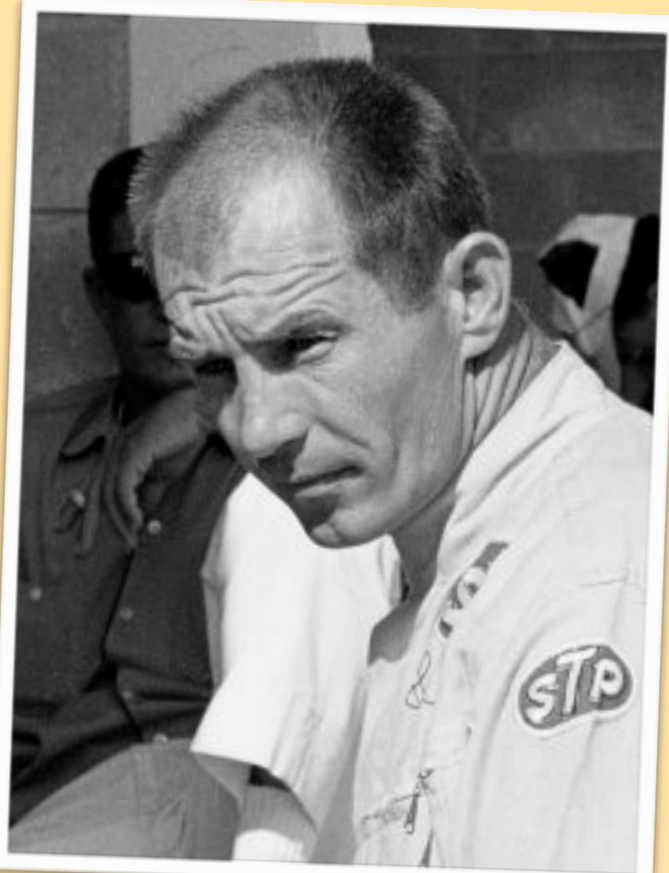
Photographs supplied to Pit Signals by Jonathan F. Vance, PhD. They were taken by his father, John Peter Fleming Vance (1933-2017)



“My father became interested in motor racing as a teenager, when his father took him to see sprint car races at the CNE in Toronto – this would have been in the late 1940s. He joined a group in Hamilton that was involved in modifying cars (Kustoms of Hamilton) and then became interested in sports car racing. He worked as a pit crew member for a Lotus team that raced in the 1950s and later did some race marshalling with the Canadian Race Communications Association. He was also one of the original shareholders of Mosport. In the late 1950s he became more interested in photography. A friend who edited the local paper in Waterdown got him press photographer passes to all of the major races in Ontario in the 1960s and early 1970s, and his photographs appeared in the paper through the 1960s. Throughout that period, he held executive positions in many local sports car clubs.”
Jonathan F. Vance, PhD



Above; I don't think this guy could work for Roger Penske...
Below; Mario Andretti, at left, Parnelli Jones, right.





The 1967 Kawartha 250 was held in two heats with extra time in between to repair damage (see Sal Tovella's car above) and to change tires. Andretti and Jones fought it out in front in their Ford Fairlanes, with Unser and White in their Dodge Chargers hounding them. There were plenty of tire changes and refuelling stops to keep the fans on the pit straight entertained. The lead cars were turning laps of 1:37 and using all of the road and more; there was a considerable amount of elbowing and use of the USAC chrome horn. Mario Andretti, even though he pitted for fuel and tires late in the heat, finished 26 seconds ahead of Jones to take the first heat.

The second 50 laps was delayed a little due to the frantic efforts of the pit crews to get their cars ready to run. Only 16 cars managed to complete the first heat but quick repairs enabled 22 cars to take the start of the second. At the start flag it was Parnelli Jones who dived into the lead at Turn One and he stayed ahead for most of the entire 50 laps. After terrific battles all through the field the finishing order of the second heat was Jones, Unser and Andretti.

The final overall results gave victory to Parnelli Jones with Andretti second, then Don White, Al Unser, Norm Nelson, and Jack Bowsher. Parnelli took home a total of \$2,500 plus accessory money and the Bardahl Trophy. What a blast it was!



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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.

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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.



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1980 Tiga Sports 2000

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

Asking 28k or best offer!

Bring your trailer! Contact Glenn Grainger at

glenngrainger51@gmail.com Phone 1 905 467 9586



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1970 Lotus Elan Roadster Right Hand Drive Parts for Sale

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

1967 MGB ready to race \$18,000



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

Joe Lightfoot 613 813 5401

joelightfoot@kos.net



PIT SIGNALS

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1971 MG Midget

Former Ken Nesbit
and Peter Jackson car.

The 1275 engine was
originally built by Will
Speed and since had
a complete rebuild by
Hap Waldrop at Acme
Speed Shop. Cam is a
computune CT250, 3.50 lift, 261 duration at .050"

advertise duration of 298, centerline is 102 timed at 99, 3 %
advanced, accu sump system.

onboard fire extinguisher system

Cose dog gearbox, fully adjustable
front suspension, brake bias
system, dual fuel pumps, 1 set
mounted slicks, 1 set mounted rain
tires, molds for rear flares,
fenders and hood, many boxes of
parts. Asking \$10,000 or
reasonable offer.

Contact David Cowie at
905 703 1444 or Email
drscowie@gmail.com.





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Brand New Fuel Safe Cell

6 gallon, never used. Mfrd date July 2020, CB302AN, internal bladder, aluminium casing, wedge. With all paperwork/certification from Fuel Safe. Cost \$996 USD. Won't fit my Titan or Legrand. Best Offer Takes It! Greg Mills. millssterling@aol.com Cell 647-232-6707

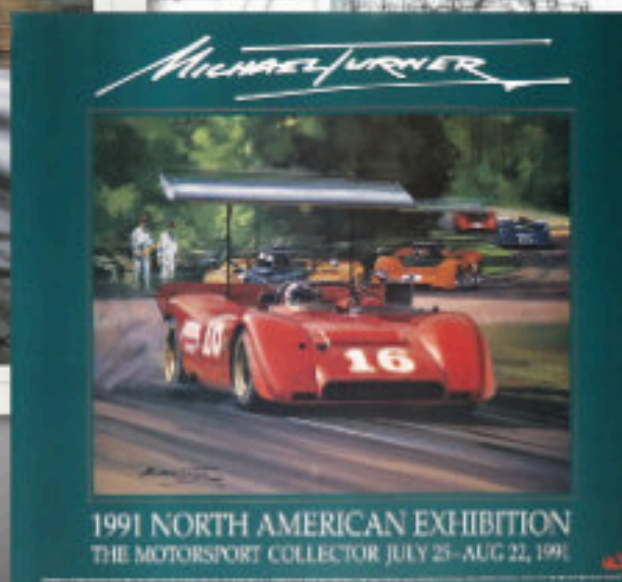
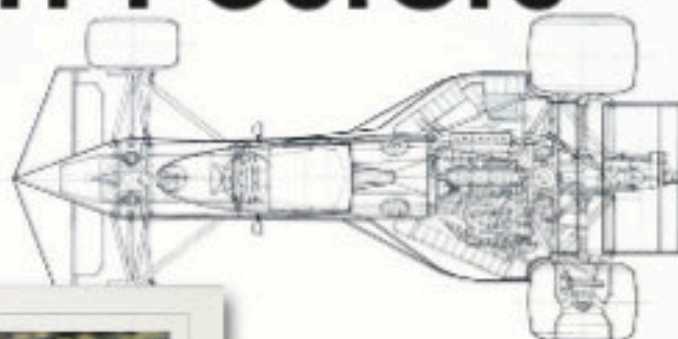


1958-59 Bugeye Sprite

948cc, straight car, solid body, floors professionally welded and replaced in steel. Needs seats re-upholstered and interior trim. No missing parts. Interior metalwork looks great. In other words it's a decent little car that runs good and needs a good home. Good rip free soft top (with smokey plexiglass windows). I can make this car available for sale as a race car candidate at \$9999.00 or I can refinish interior as a really neat little fun car, price on request. Or I have a nice REBUILT 1275 Midget motor with rib case trans available if needed, price on request.

John Greenwood. 905 723 9334 haggisbasherjohn@gmail.com .

Motorsport Posters & Prints For Sale



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

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

GLADIATOR
ROAD RACING



1959 Fiat 600 – Abarth 750 Derivazione

A unique opportunity to own a classic Italian racing car

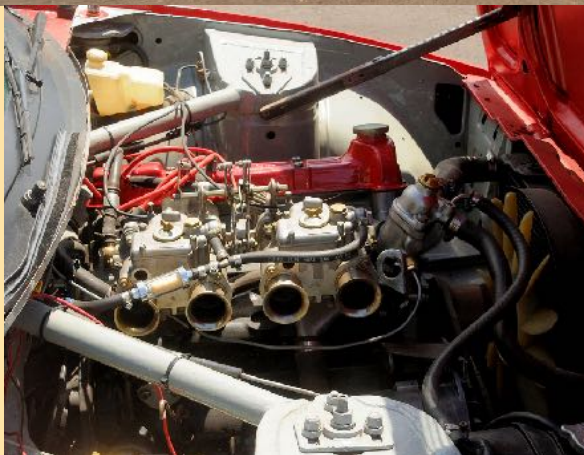


Beautifully restored and in good condition. Three cars were imported by Fiat Canada in 1959 for the Canadian Winter Rally – this is the only one remaining. One owner since 1961. Recent VARAC Vintage/Historic and Lime Rock Park competitor. We seek a new owner to care for this rare car.

Package includes: 1 fully prepared vintage race car (Corbeau seat, RaceQuip harness, Scuderia Topolino transmission, upgraded rear axles and CV joints, no rust, many fine details), 1 Fiat 100-based racing engine (requires rebuild), 2 spare Fiat 100-based engines (original Abarth 750cc tuned to 770cc, 850cc), 2 spare gearboxes, spare set of new Toyo Proxes R888 tires on rims, numerous parts. Forest River Continental Cargo trailer also available. Sale price: \$42,500 CDN. For more information, please contact Rob McRae in Kingston, Ontario, Canada: 613-876-7512 or robcbvmcrae@hotmail.com.



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1974 Triumph TR7

Documented race history. Raced successfully in the day by Cullingford Motors, a BL dealership in Barrie. Restored to near show condition. Tricked out with many rare competition parts. 5 sp close ratio, fully adjustable rear suspension, etc. My intent was to convert to TR8 but have lost interest. Two V8 engines, Holley 4 bbl, comp headers, comp engine parts. Many spares including body panels. Two comp wheel sets. Way too much to list. 90% finished. Custom tow bar to get home if you don't have a trailer.

\$8500 for everything. \$6500 if you only want TR7.

Price is firm. I live near Belleville, Ontario 613-478-1089

Greg Kerr gregsk@bell.net