



# PIT SIGNALS



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

*It was a rainy day  
at Mosport.....*



It's all inside, Late Summer Trophy Races, Mt-Tremblant, Celebration, Emily's M3 returns, Joe wants you to buy an MGB, and more!



Above: Jody Leclaire's MGB has that extra special provenance.....  
See Joe Lightfoot's report from Mt-Tremblant Fall Classic inside!



# Late Summer Trophy Races



*Jeremy Sale:* Plenty of cars signed up for a weekend, held in perfect weather. There was a mixed grid with Vintage/Historic, Formula Classic and F1200 cars, mostly playing nice. Ted had lots of fun jumping out of his car on the mock grid and “helping” the grid marshals to arrange the start order, with somewhat mixed results! A for Effort, though Ted!



(Ted's note: "I spoke to the Clerk at 7:30 Saturday morning to confirm the split starts and gridding for VH. On Saturday I went up early for the race and tried to sort things out and then had words with the Clerk and Timing. Sunday morning I got to the grid too late to fix it – it





was a mixed mess. Sunday afternoon I prepared our own grid sheets and delivered them before lunch to the crew so they'd get it right. I was also on pole for the VH cars so I gave us an extra large gap for the split. Still, the weather was nice...)"

Kevin Young's Formula Ford won the Saturday afternoon race, followed by six other open wheel cars.

Richard Patterson's three wheel Mini failed to finish; I watched him going into the barrier at Turn One with a loud metallic scraping noise from where the front left used to be. Strangely, the errant wheel came right back across the track and conveniently bounced over the inside wall and settled down safely. Richard is ok, he tells me;

"Fortunately I was unscathed and pronounced AOK by our wonderful medical team, so, yes, I am none the worse for wear." In fact he will be racing at Laguna Seca, co-driving with Don Racine, owner of MiniMania in California, in a special Mini/Mustang Challenge Enduro in November.

Thirty-four cars arrived on the Classic grid, with Anthony Polito's Shelby Mustang qualifying on pole and then leading the field home in the Saturday afternoon race, followed by Tim Sanderson and Steve Hummel.

Ted Michalos in his Lotus 23 interrupted the open wheel order on Sunday morning, coming home fourth behind Murray Burkett and Kevin Young, with Doug Elcomb showing the F1200s the way to do it. In the afternoon race an



astonished crowd of under 50,000 witnessed no less than 30 V/H, FC and F1200 cars managing to start and finish a race! Must be some kind of record. Daniel Burkett won this one, ahead of Doug Beatty and Murray Burkett.

24 of the 35 Classic cars started the afternoon Classic race, won by Tim Sanderson, ahead of Steve Hummel and Heiki Silegren. The race ended early due to "An on track incident". Colleen and Ivan created the trophies, thanks guys! Much appreciated.

Note from Ted regarding Sunday's VH Feature; "During the VH feature race at the Late Summer Trophy Races we had a serious enough on track incident that the session was red flagged. The Safety Car was sent out by the Clerk, but they failed to pick-up the actual race leaders. Instead, they picked up the second pack, about 10 seconds behind the leaders and began collecting the field. To correct the problem the Clerk had everyone pit in. Then the Clerk held the five cars that the Safety Car picked up as the (wrong) leaders and released everyone else. This caused the five held cars to be immediately lapped by everyone else. When the race ended the error was not detected until VARAC pointed out that five cars, VH as opposed to FC, were down a lap. We fixed the mistake ourselves so that Ivan and Colleen could hand out trophies and eventually the official results were corrected (at least I think they were...)"

Who really pays too much attention to trophies and championships, it's all about the racing, not the hardware. This was a lovely weekend, one of the nicest I have spent at Mosport, though I was just serving as crew for my son Harry, (right) driving his Bugeye Sprite. It was lots of fun, just watching for a change. Everyone seemed to have fun; there was some good racing, the usual helpfulness and camaraderie, it's the vintage attitude! Nice! Looking forward to next year!!!!





# Mt-Tremblant Fall Classic

Photos by Steve Bedford

Lots of Varac members at Mt-T, including Phil Cooper, MGB, below.  
Jim Biscoe, Mini, and Claude Gagne, Lotus, “had some great racing!”





# Fall Classic from the inside!

By Russ Bond

"Always lots to love about heading to Mt Tremblant for the Fall classic. There were some new cars- well new to me anyhow- and the normal cast of characters all in attendance- I believe there were 34 in all.

Francois Audette swapped his MGB for the Camaro and he was the class of the field all weekend.

One of the best runs were the two Porsches the both pitched fan belts in race two and stormed through the field in race three. Luc made it to the end



but sadly Bertrand Dupius lost third gear on the final lap and coasted into the pits

First of the lightweights was Eric Levac who was just ahead of Phil Cooper and Kyle Durand.

Some potential good news was circulating the pits that in 2022 there could be a new class in the CVQ (Courses Vintage Quebec) called vintage X. It will still be for cars up to 1982 but will allow preciously illegal modifications as long as the car looks and presents itself as vintage. For example there is a 72 Datsun 510 that is fuel injected that is ideal for this class. "



## 2021 Circuit Mont Tremblant Fall Classic

**Chris Rupnik:** “Many of us look forward to the Fall Classic at Tremblant as the signature event of the season. Little do we realize how beautiful the track is in the autumn with the leaves changing.

With 31 cars on the grid Friday we all had competitors to race with regardless where on the grid you started. I was fortunate to race with me neighbour Robert Searle and Jim Biscoe who got his Mini working right when it mattered and set a personal best during the race session. Even better was Alain Raymond brought a new Fiat X1/9 race car for its maiden run at the event. Happy to report both Fiats drove onto their respective trailers at the end of the event.

I am very fortunate to have a wide circle of friends and family who like to join me in my silly quest to keep that Fiat going lap after lap. My mom baked and our friends Pat and Sylvie were my crew and ensured I was ready when required and not too distracted by kielbasa from Jody’s pit area. But most of all I am so happy to be joined at the track by my son and daughter and very patient wife whom I have been dragging to the track for 15 years.”



Steve Bedford photo.





# Mt-Tremblant 2021

*by Joe Lightfoot*

"I went to the M-T Fall Classic this year for the first time since the Spring Classic in 2016.

Not being able to have my motorhome at the track didn't appeal to me much but I must say it was great to have a place to go between or after races and relax or shower (in a real shower).

The track is wicked fun, my car ran great, the weather was near perfect but most of all I had such a great time with my fellow racers and the evenings were great too. On my first night we (Nick and I) went to a restaurant and they had "black pudding" (sometimes called blood pudding) on the menu. I have never seen this on a menu anywhere in my 70+ years. It was wonderfully prepared. What a treat. Unfortunately Nick had clutch trouble and had to head home the next day.

On the second night I went to the same restaurant with Phil Cooper and Jim Briscoe. We (mostly Jim) enjoyed many drinks and a lot of stories and laughter.

On the Saturday I was invited to the rental home of Jody Leclaire. It was another night of good food, good friends and good conversation.

Of particular interest is that the MGB (right) that Jody drives is the exact same car his dad drove, quite successfully, back in the 70s. How

cool is that to be driving your dad's old car! I met a lot of Jody's family including his father who is quite a character."



Steve Bedford photos.





# Third time lucky-finally back on track with the M3!

By Emily Atkins    Photos by Peter Viccary



What a weekend! Many of you have been following the tribulations of my engine rebuild, nine months waiting and twice botched by the same shop, then rescued by Arek Wojciechowski, who said it was a 'crime against racing' and fixed it properly in a matter of days. Well, this was my first racing weekend of the year. Yeah, pretty late in the game!

*The start of the Sunday afternoon race. Moments later I passed the big blue Mustang.*

I was happy to get to the track on Friday to test, only to have Aaron Neilly spend most of his day on his back on the tarmac trying to diagnose a shifter issue. He figured it out and off I went.

The car felt fresh, but I felt green, like a newbie at the track. Ugh. Saturday I placed last in quali, just feeling out the new build and finding it slow and unfamiliar. Couldn't outrun plain-Jane 944s . Ugh again. Got out of the car feeling mad and disappointed. Blamed the car.

Saturday afternoon's race was similar, although the car seemed to have a LOT of power at about 6500 to 7000 rpm and especially up the backstraight at Mosport. Scared myself with inadequate braking into turn 8 once with all the extra speed up the straight. Finished not-quite-last in that one and was gridded 29th for the Sunday morning race.



# Fun Comes Fast!



Our band, Fun Comes Fast, with Ian Crerar , John Sullivan , John Gamache, performed a kick-ass show in the paddock to a big crowd of happy trackies. So much fun!

Sunday, Ian Crerar and I went out for the hard luck practice and drag raced up the straight . My car easily pulled away from his car (Ted's old 911) that I used to be wheel to wheel with before the engine blew. That made me feel good for the race.

Race time. Now I knew the car was fast and I was slowing it down. After a terrible start (2nd to 5th gear, anyone? ) I got to work, reeling in the back of the pack one by one. 12 cars later I'm feeling fast, pumped and terrified I'm going to run out of fuel. The hard work, high-revs and extra power ate through what would previously have been plenty for a 25-minute race. With the fuel light blinking on in several corners, I blessed the anti-starvation kit, and prayed for the last lap board. And I'm not religious.

Made it to the line in 17th place. An auspicious position for car #17. And shaved 11 seconds off my time from the previous day. Muscle memory and having a rabbit to chase seem to work for me.





Reeling in Strelbisky

Last race of the weekend, Sunday afternoon. Now I'm back in familiar territory. My brother, my main racing rival and cherished teammate, Andrew Atkins, is a couple cars ahead and Mike Strelbisky is just behind. After a better start, but still not awesome, I found myself getting by my bro around the inside of three. I drafted a group of cars that caught him a little wide and we squeaked by. But he was not deterred and finally caught me a few laps later. I chased down Mike, who had jumped me on the start, and passed a new guy as he spun in three. The race ended on a FCY with me right behind big brother. BBLS Racing back on track together!!!

I am so grateful to all the people I've mentioned here as well as Allan Dewolfe who is a font of knowledge and a great source of E36 parts, Rocco Marciello who took time to help diagnose issues at Calabogie (and is always helpful), John Sullivan for cleaning my poor racecar this weekend and Jacob Black and Chris Rupnik for their moral support!



# 2021 CASC-OR/CTMP Celebration Of Motorsport

*by Joe Lightfoot*

“Celebration” has always been a great event! The weather is so much better than the brutal heat of summer and there is always a great turn out of cars (about 24 V/H cars). This year I decided to try out my new MGB that I purchased from Jeff Devine last fall. Jeff was wicked fast in this car and I kinda’ liked the idea of having a faster car. Unfortunately when I tested it at Shannonville I couldn’t keep in on the track. The car turned with such precision (unlike my old car) that I couldn’t get the hang of it. I decided it wasn’t worth me learning to drive all over again.

I figured that maybe at Mosport, with its faster flowing corners that I could maybe do better. On Thursday evening, I was explaining my problem to several fellow racers. I think it was Dave Good that suggested checking the alignment. The next thing I know is my car is being swarmed by a bunch of guys with strings, alignment plates and two tape measures. None of us could believe what we were seeing. The car had a full 1 inch of “toe-in”. No bloody wonder I couldn’t drive it! We adjusted it to just ¼ inch toe-in which is still way too much but we were doubting what we were seeing.

Saturday morning I went out for practice/qualifying.

OMG, the car is amazing! It turns effortlessly when you turn the wheel. It was stable. It woad quickly and smoothly under braking and just generally felt great. I decided to take a bit more “toe-in” out of it and try again in the afternoon but I had to change to different tires as well, because one of the first set was extremely out of balance. Once again the car felt great.



Peter Viccary Photo



In Sunday morning's race on a very damp track I moved up a bunch more places but a lot of that was because a lot of cars didn't go out. For the fourth and final track session of the weekend I had no plan in mind but to take it easy and stay out of trouble but something happened when the flag dropped. Suddenly I found myself passing a bunch of cars in my usual style. The car was "planted"! On the second lap I found myself challenging for 2<sup>nd</sup> place against a Porsche 911.

(Apparently Cheryl saw what was going on and walked away in the belief that nothing good would come of this). It's possible that I could have taken that place but coming out of corner three, when the Porsche pressed hard on the loud pedal, I actually felt pain in my left ear (even inside my helmet). It hurt! There was no way I could take that for long. When we came out of corner five I decided to just back off and waited till the Porsche was half way up back straight before I started to accelerate again. A whole bunch of cars went by but that was okay.

The car is amazing and is so much faster than I was willing to push it. Unfortunately I can't justify two cars and I'm too attached to old number 169 to sell it. On top of that, I'm too damn old and fat to get in and out of the new car with its "roll cage" without hurting myself! I'm afraid one of these times I'm really going to damage my back, not to mention the "ten second exit rule in case of fire". Anyone want to buy a really fast MGB? (*See Joe's ad in Classified...*)



Peter Viccary Photo



## *It was a rainy day at Mosport.....*



*Jeremy Sale:* “Well, that’s what I heard anyway. The weather was fine on Saturday but the forecast for Sunday was distinctly iffy. So on Sunday of Celebration I was at home with RaceHero, tracking Nick Pratt and Dave Morgan racing on a rather damp Mosport circuit. After taking it pretty easy in Saturday qualifying in the race I had somehow managed a great start in my Lotus Seven and found myself right behind Nick in his MG Midget. Nick and I were tailing Ivan Samila’s Lotus when Nick’s car suddenly died at the top of Turn Two. He put his hand up, and as I went by as he coasted down to the bottom by the wall by the marshal’s station. After resigning himself to yet another horrible weekend (don’t ask him about Mt-Tremblant) he glanced down and realized the kill switch was off! He had somehow inadvertently hit it with his hand. So he fired it up and set off, now way back in the field.

So now Nick is ticked off at himself and determined to make up for his mistake! (And move the kill switch later) Not sure how many cars he passed but he still managed to finish 5th overall with a 1:41.5 fastest lap, which he told me he had not done in about 8 years! John Hawkes finished first in his Merlyn with Ted’s Lotus 23 second and myself third. (Afterwards Nick accused me of jinxing him because we had been talking about accidentally hitting kill switches before the race!) Next he gleefully starts telling me that it’s going to rain on Sunday and he’s going to kick ass! I tell him good luck, because I’m going to be at home in the dry!



## *It was a rainy day at Mosport...*

Sure enough Sunday morning was wet, perfect conditions for Nick. By Turn 3 of the first lap he was in first place and never looked back. Lapped the whole field of 18 cars except second place and finished a minute and 21 seconds ahead of him. The Rain Meister strikes again! The Feature race was in the dry with Nick on pole. Dave Morgan in his Cooper S was relentless in trying to pass him for the entire race. They were wheel to wheel in some spots but Dave never got in front, try as he would. Nick finished in first, just a car length ahead of Dave with a best lap of 1:41.6, Dave's fastest lap was 2/10ths faster than Nick, quick but no cigar! See Dave Morgan's story next...

Photos by Scott MacKenzie

## *Foggy, too...*





# A Mini Celebration for Dave Morgan...

*So Dave, how was it out there for the last race of the year?*

“Nick Pratt had been quick all weekend so I knew my odds of a win were slim! To give myself a chance I put on two new fronts and added some rpm to my shift points. Nick had a great start from pole, but gridded third, I was able to tuck in behind and hang on. We managed to pull away from third place so I had the luxury of concentrating only on Nick. Our cars were so evenly matched, my only hope was for Nick to make a

mistake. Well, Nick scared me with a few bobbles through corner 3 and a lost tail pipe through 8 but I could not get by! He beat me across the line by .228 seconds! Great race to end the year though!”



*Tell us about your Mini Cooper...*

“I always loved cars as a kid, don't really know why. A couple of guys had Minis in high school. That was it. My first car was a Mini. The disease had set in! I started with parking lot slaloms, solo ones, and

then I started racing with Varac in 1989 by converting my 1969 Mini Cooper street car into a track car. In 2010, after assessing it was time for a new car with a better roll cage, I built my present day Mini. The big change besides the car feeling tighter was the change to right hand drive. I figured moving my weight to the inside on most turns at Mosport would be an advantage. Turns out my lap times were much the same but your "comfort" zone improves. Minis are not known for their reliability, so doing your own maintenance is pretty much a necessity. All my machining work is still done by Paul Lambke.

*What are your favourite tracks?*

My favourite tracks are probably Mosport and Tremblant, plus Grattan Raceway. I'm winding down now but might not retire until I've done a perfect lap of Mosport...” *Thanks Dave, see you on track for a few more years!*



# Jim Biscoe at Drive Festival



Canada's first Drive Festival, an outdoor, interactive exhibition for auto enthusiasts showcasing rare and exotic cars took place at CTMP September 10-12. Tasty cars like McLaren, an original Ford GT40, a 1956 Mercedes Benz Gullwing and (above) one of only 18 1967 Ferrari Dino 206SPs ever built were on hand, as well as our own Jim Biscoe in his slightly less exotic Mini! We hear that Jim was interviewed promoting Varac and vintage racing.

Jim did the old hill climb route, which used to run backwards round the track from Turn Five.

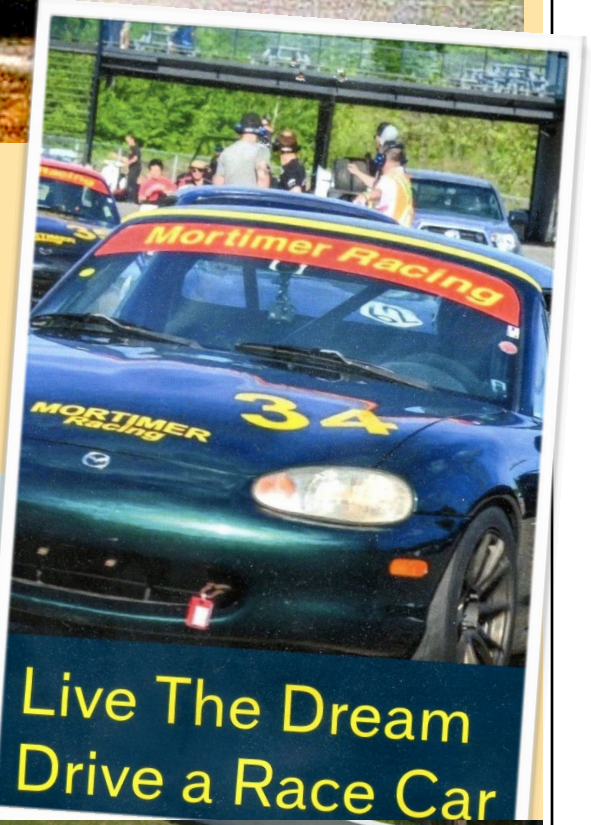
"The starter let us go one at a time, approximately three minutes apart, finishing on the start/finish line. I slowed down in front straight and the host stopped me in the pits in front of the crowd and interviewed me on the public address system! He asked me how was the run and I did a little promo for Varac. On my last run they announced that Varac was running the following weekend and "You can catch Jim Biscoe in his Mini!" No autographs please.



P.S. All the best people have fun at Turn Five...



Above: Helmut Marko at Mosport years ago...  
Below, no, I don't think Ted spun at five yet,  
though he did go upside down once...



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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.

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## 1971 MG Midget

Former Ken Nesbit  
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The 1275 engine was  
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advertise duration of 298, centerline is 102 timed at 99, 3 %  
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onboard fire extinguisher system

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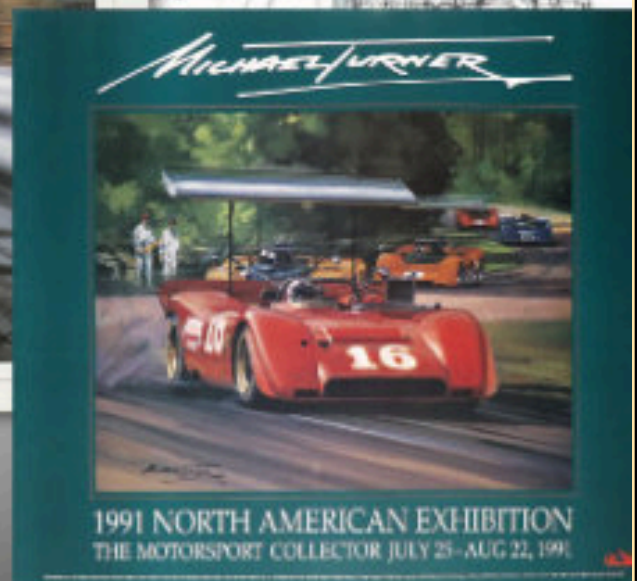
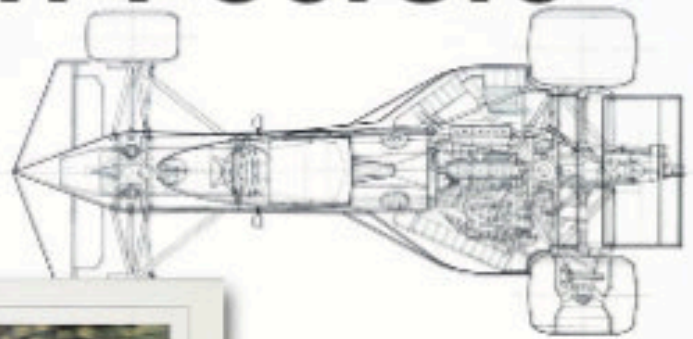
## 1958-59 Bugeye Sprite

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.

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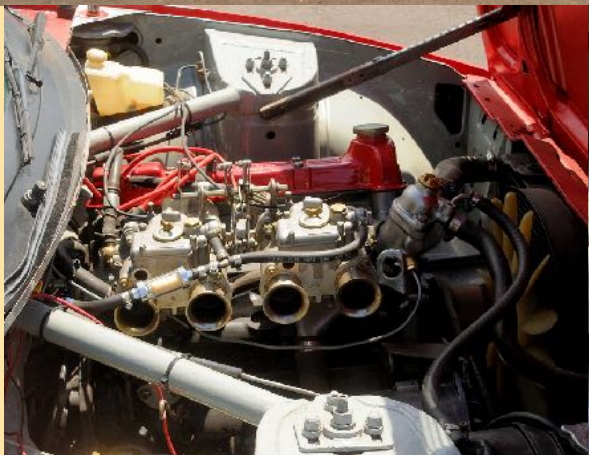
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Package includes: 1 fully prepared vintage race car (Corbeau seat, RaceQuip harness, Scuderia Topolino transmission, upgraded rear axles and CV joints, no rust, many fine details), 1 Fiat 100-based racing engine (requires rebuild), 2 spare Fiat 100-based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





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