

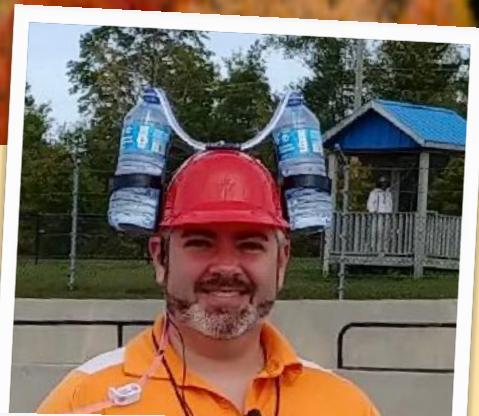


PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS October, 2022 - JEREMY SALE

Celebration...



All the news that fits inside! Celebration, Mt-Tremblant, Watkins Glen, AGM, and more... Thanks for all your contributions and for the photos from Steve Bedford, Bill Stoler, Scott MacKenzie, John Jensen, Chris Rupnik, Maureen Macartney, Dan Burgess, apologies to Matt Damon and anyone else I may have missed!



Late Braking News

From John Hawkes

As we wind down to the end of the season I have to say it has been a highly rewarding year in my first year of the presidency for many reasons:

We put on a successful VVGP in all aspects, despite setbacks with last minute cancellations.

We put on a well liked one day event at SMP and many new attendees surprised themselves with how much fun it was and particularly, how lower powered cars could have a far different outcome in finishing position than they would have at CTMP.

The survey we ran early in the season had an outstanding response rate and pointed us in the direction of more all-historic events and more one day events.

The display of 12 of our cars at the Drive Fest Event woke up lots of the 20,000 visitors that these cars are still driven competitively several times a year. We did have several inquiries from potential members.

We have a healthy bank balance and a membership count.

But most of all the reward has been in having a highly active and driven board that is doing its best to have a healthy VARAC, not just for now, but for years to come as many of us glide off into our non racing years. The thousands of hours that these guys and girls put in are what makes the club run and makes your racing year fun.

Of course there are still things we are working on. I am very sorry to say we have had to postpone the Pumpkin Sprints event at DDT to 2023. Despite surmounting many hurdles to be the first to put on a sanctioned event at this track we just could not get enough cars out for it to make a good economic sense for our members. We expect it will either be earlier in October or mid July and we are working on a fourth historic event and the process to get you a discount for commitment to all four.

The AGM, which will be held on line as a ZOOM meeting, is 11 a.m on November 27th. Please, if you want a say in the running of the club, put it in your calendar!

We are already receiving motions to be considered at the AGM, so please get any issues to David Sim at varacsecretary@gmail.com



"It was a perfect Celebration Fall weekend for the VARAC faithful, bringing another year of racing to an end for most of us..."

We had decent Celebration grids; 18 Vintage Historic cars, 21 in Classic and 20 in the combined Formula Libre/F4/Formula Classic/F1200 grid. Those who showed up were treated to two great days of racing. Saturday's weather was quite reasonable and it was nice and warm on the Sunday, bright and clear, just lovely. We had some good racing on all the grids. Yes, there were a certain amount of dnf's, etc, which is to be expected with older cars. Hey, it's part of vintage racing. Try adding your age to the age of your car, it may explain why there are "issues"!

It's been an interesting year. I want to express thanks on behalf of the club members to the board of VARAC; they have been working away all year to make our vintage racing fun and viable. Thank you for putting in the hours you do. We know that things don't just magically happen, lots of work goes into the club behind the scenes. Thank you again, it really is appreciated.

The AGM will be a ZOOM meeting, 11 a.m on November 27th. Various positions and motions will need to be voted on. As club members we need to make sure to do our part to support the club and the board. It's easy to complain about this, that and the other. If you want to change things to be the way you want them, just step up to the plate and get elected to the board! Get involved!

And to all the incredible volunteers who do what they do to enable us to race each weekend, thank you, thank you, thank you! As always a lot of the unseen work is done by great people who volunteer their time and effort to make this whole racing thing happen. Thanks!

Jeremy Sale

Editor Pit Signals.



Motion Regarding “Modern Classic”. Del Bruce

“During last years AGM a motion to extend the Classic car intake was defeated. After that the BOD asked a committee comprised of Martino Beretta, Rob McCord and myself, Del Bruce, to make recommendations as to what the next intake of cars should look like. It was our collective opinion that just extending the cut off date was detrimental to the spirit Vintage racing and balanced competition. We also felt that the current hard cut off date we now have in G90 was also detrimental to the spirit of balanced competition as the class now spans 27 years. It was decided that rather than have a hard cutoff date for Classic of 1999 that we should consider a new Class called Modern Classic and create a SOFT cutoff date between Classic and modern Classic for the years between 1996 and 1999 . What we mean by a soft cut off date is that cars between 1996 and 1999 would be placed according to their generational development as to which class they would run in.

Let me explain how this would work using the Corvette as an example. Currently the C3 (1969-1982) the C4 (1984-1986) and the C5 (1997-2004) are eligible on the classic grid. The gen 4 car ended in 1996 which clearly make it a Classic grid car . The C5 generation started in 97 and went to 2004 . This car straddles the cutoff date but is clearly superior from a competition point of view to the C3 and C4 generations and thus the committee would assign this car to the Modern Classic intake. The Gen 4 Camaro went from 1993-2004 and if you look at its generational development in the years past 1999 you would see it's the same car with little change. In this case the committee would recommend all gen 4 Camaros would be in the Classic intake.

We would recommend that the growth of the Modern Classic grid be controlled in the same manner where cars become eligible based on their generational development rather than a year by year roll over once the cars generational development reaches approximately 20 years.”

Here is the motion:

Moved by Del Bruce and seconded by Rob McCord and Martino Beretta.

It is moved that Varac roll back the hard cut of date for G90 to 1995 using a soft cut off approach from 1996-1999 and to create a new class called Modern Classic for cars from 1996-2005 with the following guidelines:

- Any car which generational development that started prior to 1995 is automatically assigned the Classic class
- any car which generational development that started after 2000 is automatically a Modern Classic car
- cars whose generational development that starts between the years 1996-1999 will be assigned to the class which the committee feels is most suitable from a competition perspective.
- any car that is presented with modifications or motors that were not available during their generational development will automatically be assigned to modern classic
- Classic and Modern Classic will run on the same grid but will have a separate points championship
- the time brackets will remain the same with the edition of a new GT1 bracket for cars under 1.26.999 at CTMP
- the eligibility committee will produce and maintain a generational classification list for the SOFT cut off period
- the eligibility committee will produce and maintain a list of cars currently eligible for modern classic and will update on a yearly basis
- all new competitors will apply to the committee before their car is accepted for classification
- regardless of the car in question the equipment and technology for Classic cars cannot exceed 1999

On behalf of

Rob McCord

Martino Beretta

Del Bruce

Celebration...



Maureen Macartney photo

Celebration of Motorsport- The Gathering

“The weather was crisp and cold, but the sun was out and it was dry. Truly “A Great Day for Motorcar Racing” and I believe VARAC had a unique situation on the Vintage Historic grid! We had three examples of one of Colin Chapman’s best accomplishments, the Lotus 23B, on our grid at Mosport!

Above, Ted Michalos, red #23, Andre Gagne, blue #44, and in Gulf colours, light blue and orange, my #74. All three cars started and finished all three races! That my friends, is an accomplishment, as LOTUS often stands for “Lots of trouble usually serious”. I cannot recall seeing three 23B’s on the track at the same time in North America. It was a great weekend of clean racing!”

Cheers, Brian Thomas, Team 74 Racing.

Great to see three of these iconic sports racing cars on track at Celebration, along with the other Vintage Historic cars. 18 V/H cars took to the track and there were some super battles throughout the field, great to watch! In the end it was André Gagné, in his Lotus 23B, right, setting fastest lap and winning all three races.



Celebration...



"Great weekend for my wife and my Lotus! Finally completed all races etc in VH. No problems with the car for the first time ever! My thanks to all the organizers and volunteers for staging a very good Celebration event."

Ted Dobbie.



"It wasn't the number of firsts, it was the consistency on the track that made this a great year. Such a fantastic team to be a part of - thanks to Dave and Jim at Eurotune for the starts and finishes, Mike for cheering me on, Robert for all the encouragement and support, and somehow I feel like Eddy and Doug played a hand in keeping me safe and the 1st place finish in the final race of the season... couldn't have done it without all you guys. Thank you".
Tammy Moore.

Celebration...

"The MGA really liked the cool, crisp fall weather and ran strong both days. It is the oldest (1956) car on the track this weekend and the only car running wire wheels. My lap times were consistently three seconds faster than previous weekends, and I managed a 1st in VH5 and 11th overall. #49 MGA has a great racing history, finishing 1st in class and 22nd overall at the 1957 12 hours of Sebring. Many thanks to the volunteers and organizers for a terrific weekend.

Lino Baggio



"I had some great racing with Bertrand Dupuis's Mazda RX 3 and Brian Atkinson's Daimler SP250. It was a thoroughly enjoyable weekend to cap a most satisfying season of racing. Thanks to CASC and all the hard working volunteers who allow us to play at being boys and girls again!"

Nick Pratt.



Celebration...

"I have always felt that if you make it to Celebration then you have had a good year of racing, so I was happy to be there. I had some real close battles and the 914 ran great all weekend. It was a cold windy start on Sunday and I want to thank the volunteers for their commitment no matter the situation. We visited with old friends and had a fun weekend!"

Rob McCord.



FORD PRESENTS DRIVING TIPS FROM THE PROS

DAN GURNEY

A vintage illustration of Dan Gurney in a blue and white Ford-powered race car, number 16, crossing the finish line. A checkered flag is being waved by a person on the left, and a crowd of spectators is visible on the right.

AND IT'S ANOTHER DRAMATIC PERFORMANCE FOR CHAMPION **DAN GURNEY** IN HIS FORD POWERED "COBRA!" A VETERAN OF EVERY GREAT COMPETITION FROM INDIANAPOLIS AND RIVERSIDE TO EUROPE'S GRAND PRIX CIRCUIT, THE YOUNG CALIFORNIAN ALREADY RANKS AMONG THE WORLD'S ALL-TIME GREAT PROFESSIONAL DRIVERS!

Circuit Mont Tremblant Fall Classic

Chris Rupnik “At this year's Circuit Mont Tremblant Fall Classic - the Quebec Vintage Club CVQ welcomed two new racers to our vintage Grid - with two very different cars!

Michel St-Onge has been a long time participant of the Drivers Experience (see hyperlink at the bottom of article for more information). Michel liked the ride alongs so much that he decided to build a fantastic Mercury Comet and bring it to the track! His first actual race weekend for him was a little daunting - but was surrounded by a solid group of friends and fellow racers who pitched in and helped him through.



Mirco Peretto purchased the MG Midget of Amyot Bachand (left) and wasted no time coming up to speed. Mirco has some experience Karting - and as I watched him power the Midget through Namerow and keep on it

through the kink onto the front straight in wet conditions I thought to myself - he is very comfortable with the driving!

Both racers handled their first race starts without issues although i am sure there were some butterflies. Can you all remember back to your first race start?

Next time you see them at the track - make sure to give them a warm welcome to our racing family!” *Chris Rupnik.*

Link to Driving Experience Article

<https://driving.ca/vehicle-types/classic-cars/program-lets-you-feel-the-rush-of-a-vintage-race-car>

Circuit Mont Tremblant Fall Classic

Ted Michalos “I made the journey to the Fall Classic because I haven’t been to Le Circuit in a few years and with the recent lawsuits and ownership change I thought I’d better go in case we aren’t able to use the track in the future. As those of you who have been there know, it is a great track and worth the tow – well, maybe...



The trip up on Thursday was interesting. There is a great deal of construction in Quebec and the highways leading to Tremblant are not in the best of shape. Everything not tied down in the trailer was bounced around.

Friday morning started with a static sound check. The organizers made it very clear that your car had to pass a static test before you’d be allowed on track and that there would be active testing around the track all weekend. The rule was over 92 Db and you weren’t allowed to run. I think this rule kept a lot of people away – it is a long tow to be told you can’t race, but the organizers were very clear and gave us lots of warning, so there shouldn’t have been any surprises.

The Lotus 23 (the same Lotus that has been giving me gearbox issues all year) passed the static test at 91.9 – really. The test consisted of the car being parked in a designated space and then you revved it up. The testing equipment was 50 feet away. You were allowed to retest up to three times if you failed and quite a few guys were back and forth tweaking their cars...

Circuit Mont Tremblant Fall Classic...

" Once the static test was passed you were eligible to run the two test sessions. If you failed an active test on Friday you were allowed to make adjustments and try the test again.

I did have a small mechanical issue Friday morning. It was cold Thursday night – cold as in we saw snow on the mountain Friday morning. When I fired up the 23 the oil was so cold and thick it blew a line off the filter and oil went everywhere. Two hose clamps later and I was back in business, but what a mess. Word of warning for the Pumpkin Sprints – watch your oil pressure on start-up if it is cold outside!



Chris Rupnik

A word about the VH run group. There were 23 cars entered in VH – 6 were what we consider VH eligible. Five Mustangs, three Camaros, a Mercury Comet, a couple of late 70's cars we'd put in

Classic. Years ago we had enough of our members enter that the track would enforce our eligibility rules for VH. Now, given how few of our guys show up they use their own standard. Noting wrong with that as long as you know what to expect when you get there...

The 23 was fine on track Friday so I assumed I was good to go from the weekend. Nope!

On Friday the sky was overcast and the air was heavy. Saturday the sky was clear and it was bright and sunny (not warm, but sunny). On the last lap of the Qualifying session I was black flagged and told I blew 97 Db. The decibel table is a log curve. To go from 92 to 97 means my car was more than twice as loud as it was on Friday. I have my doubts. What I think happened was

Circuit Mont Tremblant Fall Classic

“either the sound echoed or I was with traffic and the cumulative effect caused me to go over. Regardless, black flag for the 23. The track gave me the option of modifying the car and trying again on Sunday, but I declined. I got three sessions in on the track so I called it a day and packed up.



The track is as I remember it – a great drive. The sound testing and the mixed run group are just the new owners trying to make the best of a bad situation. The Court imposed the sound test and economics the mixed grid. I think they'll get the sound thing sorted out. For the local cars it is an easy decision – if you want to run their three events, spend the time and effort to bring your car in line. For us out of towners, well, you know going into it what to expect...” *Ted Michalos*



Cool! You don't see too many Opels in vintage racing...

Circuit Mont Tremblant Fall Classic



Mustang #65 -
Emmanuel Moreira

MGB-GT #51
Michael Cosimano



"Another good weekend at Mt-Tremblant! My car ran great all three days, even after having to change muffler to meet the sound requirement of under 92db. And I lowered my best time by a full 2 sec. to 2:00.7 sec! "

Phil Cooper. MGB #62



Circuit Mont Tremblant Fall Classic



“This was the first weekend of racing with sound level restrictions at Tremblant. Demonstrating that weekend racing can occur within 92db is a critical path to long term harmony with track neighbours! What we view as perhaps overly severe and inflexible situations has a wider purpose and is in no way directed towards Ontario or any other racing group.

I’m lucky to be privy to behind the scene discussions and am proud to show that all of our contributions towards complying with the regulations goes a very long way to achieving the goal of continued racing long term. I know how much work we all put into this and it is not lost on me.” Chris Rupnik.

Teamo Bastardos at the Glen

Bert Dupuis and Russ Bond visit VRG at the Glen



Teamo Bastardo members Bert Dupuis, Christie Marks and Russ Bond ventured down to VRG at the Glen on Sept 23-25. The 3-day event offered a practice qualifying, 6 races, an 'all comers' race and a two hour enduro on Sunday, all for \$600 US. The team took the two RX3's but left the RX7 at home as they were unsure of the class structure there for an 'improved Rx7'.

The three classes, small bore, under 1.5L, mid bore, under 2.5L and big bore, over 2.5L all had fields of 50-ish cars.

The two RX3's got off to a good start with Dupuis qualifying 17th, and Bond 6th. Both moved up during the six races and Dupuis recorded a best finish of 8th, while Bond led several of the races before being passed by a Lotus Super 7 for the win.

Sunday, the team was to run the enduro in the Red and White RX3, but the rains came! With little runoff room at some areas of the track the team decided to load up and head home and not risk damaging the cars.

Next up the team hopes to drag all three cars to COTA for the SVRA event in November!

Wolf Schonborn visits Canada

Russ Bond: “If you were around regional racing in the early to mid 70’s and have some hearing difficulties, chances are you watched the Delisle Mazda Rx3 (bottom) of Wolf Schonborn. Schonborn was one of the first rotary racers in Canada and the first to race a RX# in Canada. During those years a youthful Russ Bond served as crew on the Delisle car. Wolf, now a resident of Miami, Florida, was in Toronto recently for business and he stopped by his old crew man’s place (right) to see the RX3’s of today. It was quite the reunion and Schonborn says he will do his best to attend the 2023 VARAC GP where Mazda is the featured marque!”



A Technical Note regarding Coolant.

Following an incident at Celebration please note the following. Our rules are very clear. From the CASC race regulation:

Appendix N – Car Preparation

29 ANTIFREEZE

The use of antifreeze (glycol) is prohibited.

Mike Nilson: The product in question was Evans NPG, which is propylene glycol and is therefore illegal. There are no road racing sanctioning bodies that I know of that allow the use of any Glycol based products. The key reason is if there is a spill it is very slippery stuff! I'm sure there are a few drivers that can attest to this first hand on the Celebration weekend. We were very lucky that it did not cause a major incident. This stuff is also very hard to clean up. It took the cleanup crew 25 minutes to deal with the coolant leak. If it was water with water wetter, there would be no clean up.





PIT SIGNALS CLASSIFIED



1961 Nash Metropolitan. \$25,000

Immaculate condition!
Vintage plates included.
Contact Colleen or Ivan
Samila.
905-640-4085 or
416-452-3981.

Colleensamila@gmail.com



1959 Fiat 600 – Abarth 750 Derivazione

Unique opportunity to own this classic Italian racing car,
REDUCED TO \$29,900!



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

Package includes: 1 fully prepared vintage race car (Corbeau seat, RaceQuip harness, Scuderia Topolino transmission, upgraded rear axles and CV joints, no rust, many fine details), 1 Fiat 100-based racing engine (requires rebuild), 2 spare Fiat 100-based engines (original Abarth 750cc tuned to 770cc, 850cc), 2 spare gearboxes, spare set of new Toyo Proxes R888 tires on rims, numerous parts. Sale price: \$29,900 CDN. For more information, please contact Rob McRae in Kingston, Ontario, Canada: 613-876-7512 or robcbvmcrae@hotmail.com.



PIT SIGNALS

CLASSIFIED



MGB For Sale!

Caged to VARAC specs in July 2022.

Installed fuel cell at same time.

Fresh engine also.

It needs to be completed.

Need it gone before snow fall to make room for another project!



\$5,000

Contact Pat Cyr. pcrrally@gmail.com or 613 888 6023



PIT SIGNALS CLASSIFIED



Kastner Tribute Triumph GT6

This is a very reliable well sorted car. 1972 Triumph GT6 MK3 Signed and approved by Kas himself. Has an Ontario Registration / SCCA # and CASC tag. Modified 2L inline 6, car has many, many upgrades. Build sheet is available via email.

\$20,000.00 Cdn

Please contact Andrew MacLaurin 613 293 6590

Email amaclaurin123@gmail.com



1972 Full Race MGB GT \$19,000 Includes 16 foot tandem trailer!

Back in 1995 this car started as a street car restoration project but turned out to be a Vintage racer. After 26 years of racing this trouble free car with no DNF's I have to sell it. Car has a full cage per CASC, VARAC, VSCCA, etc. Car meets full criteria to race in the U.S. and Canada. Engine is a 1840c.c. Big valve cylinder head by (Classic Motor Works Manitoba) 12.5:1 compression ratio, Cosworth flat top racing pistons, Carrillo rods, Nitrated balanced crankshaft, Kent variable timing gear, H.D. Oil pump, Kent 718SP camshaft, Kent super duty cam followers, Kent high ratio roller rockers, ARP performance fasteners, Weber 45 DCOE carb, Manifold exhaust manifold, Pertronix ignition system, 16 row oil cooler, electric fan, Canton accusump. Close-ratio gear box, Fidenza aluminum flywheel, Borg-Beck competition clutch, rear Banjo axle with Quaife (3 different diff. Ratios) front 1" sway bar, competition front shocks, Spax rear adjustable tube shocks, rear panard rod, Target front competition coil springs, ATL fuel cell 2017, OMP on board fire system, OMP racing seat. Set of brand new Falken RT-660 tires purchased this year 1 Race old, on Miniator wheels. Price includes spares. Optional 1 complete stock engine could be negotiated.

Price includes 16 foot tandem trailer, with equipment box, winch, electric brakes, spent \$2,000.00 last year for new brakes, bearings, wiring, hubs, etc. For more details please contact me. Dan Di Cesar. Cell/text 514-754-2643 e-mail cesarracingteam@gmail.com



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.

1970 TSR TS Vee

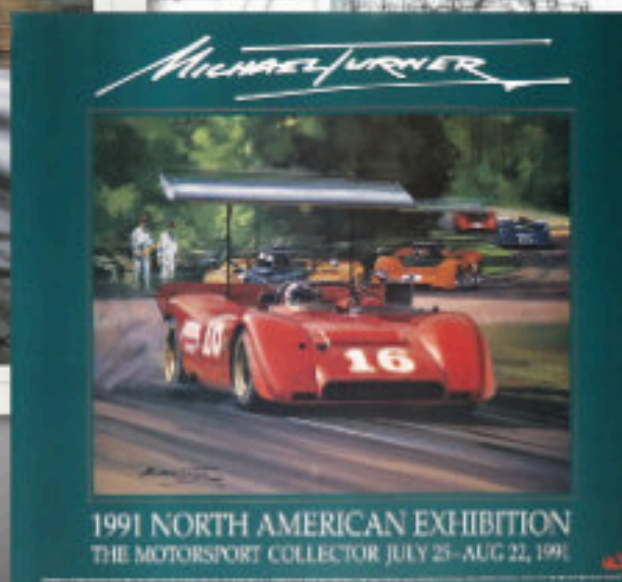
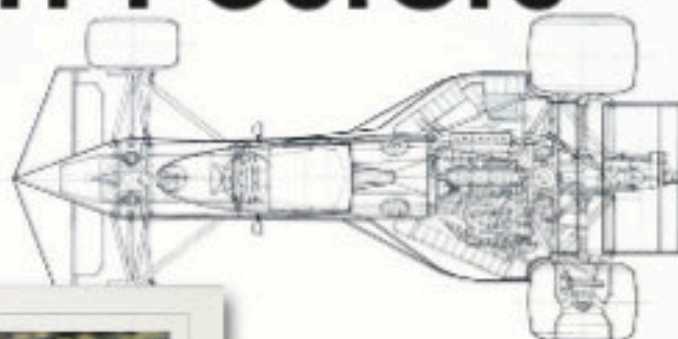
Beautiful Vintage FV- One of Approx.
7 built by Alan Taylor & Brian Stewart,
Vallis Engine, New vintage Dunlop
tires & chrome rims. Monoposto
Eligible. Well-known VARAC car.
Available with trailer, 3 sets of tires,
special tools, spares, etc. Needs little
to be race-ready and is available for
viewing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



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



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.



**Formula Ford (Weber
32/36) extension kit.**

christopher@custompolycast.com

519-949-7889



PIT SIGNALS CLASSIFIED



1 pair of F2000 (I think!) front wings/canard fins; never installed, still have the protective coating on them. \$50

Framed, signed Jacques Villeneuve photo from 1994 Vancouver Indy 26"X 21"
\$200

1998 Canada Sterling Silver 50 Cent Coin - Canadian Sports Firsts: Gilles Villeneuve Victory, 1978 Canadian GP \$25

If interested, you could pick these items up from my cabin in Plainfield
(352 Hoskin Road, K0K 2V0). Or I can quote for shipping.

Gary Magwood Plainfield, Ontario 613 849 1976





PIT SIGNALS CLASSIFIED



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

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



John Hawkes
416 890 3992 Johnhawkes@rogers.com

