



PIT SIGNALS



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

Classic Rush Hour at B.E.M.C.

Photo by Brian Graham.



A great field of VARAC Classic cars raced at the 68th Annual BEMC Late Summer Trophy Races in sunshine and in rain...



Photo by oneword Photography

Plus Drive Festival, Lime Rock, Watkins Glen, "What I Learned When I Was on Fire!", Calabogie, Pittsburgh, the Velo Stak advantage, and more...

Late Braking News...

From John Hawkes

"A big thank you to all of you for the commitment and work to make our first Drive Festival display a memorable and successful one. It is quite a commitment to donate three days plus, in the case of the drivers, load and unload time. It was very rewarding to see the amount of traffic we got and the interest shown by young and old. Many folks did not realize there was such a thing as historic racing or that the conduct rules were a bit different than modern classes. Many of the visitors at Drive Fest immediately went on social media and posted a pic of them with their favourite car under the tent and several asked about our own postings. It got several of us thinking about stepping that up so we could get the word out more to the next generation who we will soon be needing to replace the "retirees" More in the next Pit Signals!"

In case you haven't heard, don't plan to put your cars away yet-VARAC's got another one coming! Dave Good has all the news on the VARAC Pumpkin Sprints! See next page for all the details.

"In my day, the drivers were fat and the tires were skinny."

José Froilán González- Ferrari team driver in the early 1950's.

(Nothing's changed in Vintage..)





More Braking News...

From Dave Good

Announcing VARAC's Pumpkin Sprint Races-CTMP Driver Development Track-Oct 22nd

Don't plan to put your cars away yet-VARAC's got another one coming! The VARAC Pumpkin Sprints! The Pumpkin Sprints will be a fun intense one day event (like our Peter Jackson Trophy Races in Aug but without the heat) at CTMP Driver Development Track (DDT). This event will be October 22.

Entry fee is a low \$295 for practice, qualy and two races, all on the one day. You'll get basically the same run time here as a regional for 45% of the cost.

This is a new event at a different track. DDT is a fun, challenging 2.88 km technical track with some nice elevation change. Note--for those that may think that this is a "Mickey Mouse" track and not worth it, think again-it's been reconfigured with the shutdown of the oval and is very "raceable".

There will be grids for Vintage/Historic, Classic and Formula Classic-all Vintage!

There'll be a BBQ Friday night-everyone welcome!

We will have a track orientation.

The entry fee will be held at this low price until October 18th and registration will open soon-I'll advise. After October 18 we will bump it up to \$350. But we really want you to take advantage of the low price so we can plan our grids. Feedback for our Aug Peter Jackson one dayer was very positive--competitors loved it--this'll be just like it, but on an exciting new track (to us)..and an extra last race for '22-what's not to like?

Any comments or questions- let me know, Dave Good

varacracedirector@gmail.com

DRIVE FESTIVAL



Well done all who participated! Left to right: Stephen Di Cesare, '90 Miata, Steve Gidman, '63 Ginetta G4, Perry Mason, '90 Audi 80, Ted Michalos, '62 Lotus 23B, 55 Lotus 6, John Hawkes, '66 Lotus Cortina and Ed Luce, '68 Lotus 51. Not pictured: Doug Switzer, '70 TS Vee, Doug Beatty, '81 Crossle 45F, Nick Pratt, '65 Midget, Martino Beretta, '94 Porsche 968, 82 Porsche 911SC, Anselmo Beretta, '72 Porsche 911 RS, Neil Young, '90 Caterham Super Seven, David Strachan, '62 Ford Galaxie, Matt Gidman, '65 Mustang, Anthony Polito, '66 Shelby Mustang..



DRIVE FESTIVAL



John Hawkes: "Doug Switzer's car boards (above) were first class, if there are members who would like a VARAC description board for their car Doug is going to run another batch, so reach out to him directly. Perry Mason put about 1,000 kilometres on the Audi, entering just about every class he could, Ted Michalos didn't bust the gearbox on the Lotus 23 and I taught the Cortina how to pirouette in reverse corner 3. Thanks again on behalf of the club to all of you!"

Perry Mason: "Those signs really are amazing Doug, thank you! Quite a few folks commented on how nice they were and that it was great to see the info on each car. We should all use these at next year at GP in June so spectators can be enlightened."

Doug Switzer: "After an inauspicious start at Drive Festival (I forgot to properly inflate the tires on the FV!) I managed to get things sorted and put in five decent runs over the weekend along with doing a couple of thrilling drives in Neil Young's 911 GT3. Regarding the signs, I can also supply more of them for anyone who wants one—they'll run about \$100, tax inc, each with the wooden base. Drop me a line and let me know if you're interested. Well done to all who pitched in!"

Doug Switzer C: (416) 885-7949 <http://www.motoology.com>



DRIVE

FESTIVAL

Photos by John
Walker, oneword
Photography.



Lime Rock? Why not?

By Alain Raymond



The Fall Classic 2002, Mt-Tremblant. My first vintage race, exactly 20 years ago. Two years later, I ventured to Lime Rock Park for the Rolex Vintage Festival. I have been going ever since to what is now called the Lime Rock Historic Festival.

The attraction? Well, there are several. Being resident of the Eastern Townships of Quebec, the drive is roughly six hours (a little shorter than Mosport) and I get to enjoy scenic roads of New England and the beauty of the venue itself, nestled in the Berkshire Hills.

Border crossing? A piece of cake. The US dollar? Yes, more expensive, but gas (notably race gas) is cheaper, and beer is...a bargain. The event? Five days of festival atmosphere, starting Thursday afternoon with a 20-mile non-stop race car parade on public roads, with stop-over in Falls Village for live music and free beer. *Magnifique!*

Friday, Saturday and Labour Day Monday are race days around the seven turn 2.4 km historic track. This year, we had cars from the 1920s to the 1990s. Alfa, BMW, NSU, MG, Hillman, VW, Jag, Maserati, Lancia, Corvette, Stutz, Bugatti... A car fan's delight, only to be surpassed by the 800 or so collectible cars lining up the track for Sunday in the Park, culminating with the Concours d'Élégance.

And for morning complimentary cappuccino, head to the Drivers' Lounge (Phil Cooper, are you reading this?), while the Friday evening sit-down dinner has in the past seen guest speakers such as Stirling Moss, Carroll Shelby, Sam Posey, John Fitch, Peter Brock...

Do I get my money's worth? Yes, absolutely. Hope to see a larger Canadian contingent next year. For further convincing, ask Frank Mount, or Jack Boxstrom, or the Di Cesar Brothers who attended for the first time this year. Just read their comments on following pages!

Lime Rock



Perfect racing weather greeted more than 200 vintage race cars at Lime Rock Park for the Historic Festival 40 presented by Corvette. The Historic Festival Parade toured through the local Connecticut towns on Thursday with nearly 130 vintage cars in procession before stopping in Falls Village for a well attended street fair. Festivities continue through Labor Day, celebrating the 70th anniversary of the Chevrolet Corvette with a full schedule of racing on Saturday and Monday, along with Sunday in The Park and the Gathering of the Marques on Sunday. Jason Di Cesar, VW Bug (above) and David Di Cesar, MGA (below) tell us how they enjoyed the experience.



Lime Rock Notes and photos by David and Jason Di Cesar.



David Di Cesar: “We’ve always wanted to participate in the Lime Rock Historic Festival and we finally made it to the 40th anniversary, put together by VRG and VSCCA. Lime Rock Park is located in a forested area of Connecticut and is one of the oldest race tracks in the United States. It first opened in 1957 on the site of a gravel quarry. It is the only historic track in which the original layout has not been altered. The track is the shortest I've been on, it's 1.5 miles long and has only one left turn. The length and layout is deceiving - it's not an easy course to master. The lack of banking and elevation changes make it quite the challenge. It is a well known venue, boasting drivers such as Mario Andretti, Paul Newman and Tommy Kendall to name a few.

We were warmly welcomed with a highly organized staff who brought us to our designated paddock area. After unloading, we met with our good friends, Alain Raymond, Salvatore Montana and Carlo Lapointe. Alain drove his beautiful Fiat X1/9 in a police-escorted parade through the streets of Falls Village. At the end of the parade, the cars were displayed in the village for us to admire. The next day, we had our drivers meeting, given to us by none other than Skip Barber. I was first on the track and zipped around in about 1 minute and 16 seconds. We enjoyed the air-conditioned drivers' lounge where we could pick up our times as well as refreshments and drinks. “

Lime Rock Notes and photos by David and Jason Di Cesar.

“It was a gorgeous day with perfect conditions for learning a new track. That evening we were entertained with a full program hosted by Skip Barber, Mike Joy, Dorsey Schroeder and other historically important people in vintage racing. The entire event was well attended with more than a thousand spectators and participants. As Corvette was the major sponsor this year, they displayed one-of-a-kind prototypes from GM's museum as well as other rare units, including a cut-away of a 2022 Corvette turbo.

A local ordinance prohibits racing on Sunday. Instead, a car show was organized, lining both sides of the entire track with amazing cars from all over the world spanning multiple eras. We even spotted Bobby Rahal in the admiring crowd. Despite a rainy end on Monday, Lime Rock 2022 was by far one of our most favourite experiences to date.”

David Di Cesar, MGA #93



Lime Rock Notes and photos by David and Jason Di Cesar

Jason Di Cesar: "Nestled in the hills of Connecticut, this is a race track like no other. Its unassuming size of 1.5 miles, has challenged the 'greats' in motor sports. In a joint effort between Lime Rock Park, VSCCA and VRG, they attracted some great cars. The vintage Trans-AM series was there with, the late Mark Donohue's Camaros and Javelins, Sam Posey's Dodge Challenger and the Parnelli Jones Mustangs, just to name a few. It was like the '70s all over again, swamping positions back and forth making for exciting racing to watch. Corvette was sponsoring the event, and they brought out cars from their collection that usually can only be seen in their museum. The Revs Institute from Naples, Florida presented some cars from their collection, such as their '63 Corvette Grand Sport, (below) plus Lotus 23B and Ferrari 275 GTS.

This was also the 40th anniversary of the Lime Historic Festival. Part of this celebration was the re-naming of the famous, *No Name Straight*, to the Paul Newman Straight. It was a fitting tribute to Paul Newman for his racing success at Lime Rock, but also for his contribution to the Hole In the Wall Camp for sick kids, of which he was the co-founder."



Lime Rock Notes and photos by David and Jason Di Cesar.

“As many are aware, city ordinances prevents use of the track for racing on Sundays, so the track was used as a car show. On both sides of the track for the entire 1.5 miles, show cars, race cars and street cars were out on display. From Bird Cage Maseratis to Citroens all were out on exhibit.

As for the racing, it was fantastic. The VW Beetle and I were grouped in with *Professor* Alain Raymond and his beautifully prepared Fiat X1/9. After he showed me a couple of 'tricks' to the line at Lime Rock, we battled all week-end long with an Alfa Romeo Zagato and Alfa Romeo Giulietta Spiders. My brother David and his MGA were grouped in with the mid-50's sports cars and diced it out with several other MGAs, Turners, Elvas and Porsche 356s.

So if anyone is undecided on making the trek to Lime Rock for the Historic Festival, you won't be disappointed. It was one of the best events we've participate in!”





Mark Brown at Watkins Glen

“I always love racing at the Glen because its a track that really suits my TVR very well, the car can really stretch its legs with its high gearing on the fast straights and sweeping turns.

I was also helping Mike Zappa with his freshly built Vixen race car, for which we supplied a lot of upgraded parts and, of course because he is a good friend, we provided setup details, which in hindsight was probably not the best idea as he is now half a second quicker, or was I sand bagging? That my friends i'm afraid you will never know :)

As always I met some lovely people and helped some out with their cars, in particular helping my neighbour (Mark Padmore) all the way from Minnesota with his gold medallion Morgan 4/4 (above left). It needed some suspension setup help and also fabricating a makeshift gear selector saddle after his gear lever came off during the re-enactment. It was lost somewhere in the village!

The SVRA weekend also coincides with the annual TVR car club gathering and car show, so that made it all the more enjoyable. We took my wife's road car (1970 TVR Vixen) for the car show at where it garnered a lot of interest as a fresh nut and bolt restoration, especially with its Marquessa Light mauve metallic paint and custom interior.

Also at the TVR car show one of our recently delivered customer car restorations; a 380 HP Cosworth YB turbo Vixen, won best modified award from the TVR club! This made the many hundreds of hours invested and lack of time for racing this year all worth while! Note to self from now on I will not be working on customer cars, summer is for racing and specifically whupping Ted's sorry ass at Grattan, Lol! “ *Mark Brown.*

Peter Lambrinos at Watkins Glen

"The week started on Wednesday with the long drive from Pickering, Ontario to the Glen. Six and a half hours later, following the Garmin instructions on the shortest route, (I'll never do that again!) took us through a bit too much of rural upstate New York. Don't get me wrong, it is beautiful country if you're driving a car, not a 65 foot RV and trailer. The ups and down put a strain on the old girl, but we just made it with half an hour to spare before registration closed! After we checked in and got on the grounds we met up with Bob Eagleson, Bonnie and Dan Reynolds and all pitted together.

Thursday morning was damp and foggy but it didn't matter because the only thing on the plate in the morning was getting the Volvo teched and ready for afternoon practice. The sun came out, the weather was perfect, the racing began and the Volvo ran great! What more could I ask?

Friday was another perfect day of sun and racing; the highlight was the Watkins Glen re-enactment, where we get escorted from the race track and drive into town to show off our vintage cars to all the people.



The town swells from a population of 5,000 to 20,000 for the weekend, and what a party atmosphere it is! I met hundreds of people who told me stories of when their daddy owned a Volvo; I swear every family in the USA owned a Volvo at one point in their life!

After a couple of hours meeting people, talking about race cars and listening to great music, it was time to run the old course around the streets of Watkins Glen! Crowds of people line most of the course and they were obviously thrilled to see 165 vintage cars do two laps of the old course before heading back to the big track. There is no experience like it, and you also get to take a passenger, which was a thrill for them, too! If you ever get an opportunity to race the Glen this SVRA event in September is the one to go to.

Saturday was another great weather and race day and the Volvo performed flawlessly, finishing 25th out of 53 entries in 10 different classes. Nice! And I also got to race with Dan and Bob on the same grid. Saturday night was the SVRA banquet, which we all attended, featuring great food and a band to entertain us.



From left to right; Rick Everatt, Peter Lambrinos, standing is Bob Eagleson, Bonnie Reynolds, Dan Reynolds, Ed Jegg and Jim Devine.

Sunday turned pretty nasty, and having already enjoyed five track sessions and the trip into town, I decided to pack it in and head for home. It was a great weekend of racing and I ran into many Canadian VARAC members, there to enjoy some vintage racing. Until next year!
Peter Lambrinos

Vintage Historic Report BEMC Late Summer Trophy Races.

It was all about mechanicals and the weather at the BEMC Late Summer Trophy Races. On Thursday there were 14 preregistered for the event, but only 11 took to the track for Saturday morning's P/Q session. That's when the attrition started...

Lap 1 we lost Richard Paterson in his Alfa, lap 2 we lost John Hawkes and his Cortina, lap 4 we lost Doug Elcomb in a Mini Marcos and Del Bruce in his 914, lap 5 Brian Atkinson brought his Daimler in, lap 6 Brian Thomas parked his Lotus 23 and in lap 7 Gord White parked his MGB. Only Jeremy Sale in his Lotus 7 and Ted Michalos in his Lotus 23 ran the entire session.

For the first race we were down to 9 cars on track. We broke into two distinct groups, Jeremy, Brian and Ted running together in front and the rest of the field bunched together in a second cluster a few seconds back. Ted developed gearbox issues in lap 9 (sound familiar?) and Jeremy brought it home for the win in lap 12. He was so pleased with his result (some fine driving) that he decided it couldn't get any better so he loaded up and went home. I am sure the weather forecast for Sunday had nothing to do with his decision... *(Yes, ok, so I'm a wimp. J.)*



Second race Sunday morning, we were first out and the track was green. Seven took to the field and Ted Michalos won in his Lotus 23b.

The Feature race was wet, not actively raining, but wet. Ted spun in corner 1 on the first lap which

made for some excitement at the start of the race. None harm done and he returned to the track. Only six cars went out and they ended up pretty spread out. Every lap had a little "tail flick" for most of the cars somewhere during their lap. In lap 10 Ted's gearbox finally disintegrated and he retired. Brian Atkinson won in lap 11 with his Daimler.

Hopefully we get a lot more cars out for Celebration...

More From BEMC Late Summer Trophy Races.

Brian Atkinson: "In Saturday's race I started third behind Jeremy and Ted. Although it was fun watching the two of them "play", I was soon driving around by myself, not much fun at all. So, on Sunday I thought I would start at the back (with the low car count it wasn't all that far back) just so I could "play" with some cars. Finished second behind Ted. It was raining for the final race. Started at the back again. On the start, Ted went off in corner one, didn't see what happened to him but eventually, I got to the front to win it. If you have to run around by yourself, it's a lot more "interesting" in the rain!"



Photos courtesy Brian Graham.



Above: Is Brian Thomas (a) reading the manual or (b) searching for gears?

Photos courtesy Brian Graham.



Above: John Hawkes in his lovely Lotus Cortina.

John Hawkes: “The Lotus Cortina got its first full event under its belt at BEMC. It has been a long road sorting out suspension, gearing, vibration and engine .. how unusual for a car that sat in a barn for about ten years before re-emerging. While the VH grid was smallish for the weekend there was some good racing in all classes. John Kinnear, Del and I diced nicely on the Saturday and Sunday morning races and apart from the painfully loud side exhaust the car pulled strong. I don’t think it dances around quite as much as the Goodwood Revival cars on Dunlops, but that also could be because I am not a 35 year old BTCC driver. The very generous Mr Michalos shared his 944 with me in the Enduro and I got used to being lapped by the lead Radicals every four laps for 90 minutes.. a whole different experience!”

John Kinnear: “BEMC’s Late Summer Trophy Races featured beautiful weather for racing (or most anything else) on Saturday. Not so much on Sunday! The damp track gave the MGB a rare opportunity to move up a little in the pack and nip at the heels of the Viking (Volvo). Perhaps this is due to the MG being British? Or even that the drivers grandparents came from County Cavan? As usual, it was great to get out with fellow VARAC members for chatting and racing.”

Below: John Kinnear, MGB, chases Dan Reynolds, Volvo.



The British Empire Motor Club's 68th Annual Late Summer Trophy Race this year featured quite a swing in the weather, ranging from a really nice day on Saturday to, well, the photo below tells the story of Sunday, as Tammy Moore leads the way to the ark. Photos courtesy Brian Graham.



(Above) They also serve who stand in the rain...Meanwhile Stephen Di Cesar (right) takes advantage of some sunshine to polish up his Miata. He managed a class win in the Sunday Feature after overcoming a throttle body issue, a gearbox problem that "solved itself, and of course the pouring rain on Sunday.

A Classic Rush Hour!

Although the V/H grid was skinny (the grid, not most of the drivers) the Classic grid was pretty healthy, with 25 entries. Have to hand it to everyone who braved the rain, including the Formula 1600 drivers, (below).

Photos by Brian Graham.



Below: A shout out to inspirational Robert Long in his F4, who at the age of 85 was still cranking out Saturday lap times in the 1:27's....



Peter Vicary photo

A Classic Classic Weekend!

"Whoops, I almost broke out!"

By Emily Atkins



"What a great weekend! Two class wins and a third.

Saturday saw an epic battle for the win on brand new slicks, chasing down and finally catching the last Classic 2 car (Bruno Venditelli) in front of me at Turn 8 just as the last lap sign was shown.

Turned my fastest laps ever in the BMW chasing him, and narrowly missed an unwelcome upgrade (breakout) to CL1 with a 1:35.189 lap. Later Bruno said that it's much preferable to be the cat than the mouse in these situations. I couldn't agree more!

Drama on Sunday with a downpour on the mock grid at 2 minutes to go, and all of us on slicks. Most bailed down to the paddock to put rains on, and joined the race late. A huge thanks to Tony Corcoran who was there to help me swap in the pouring rain. I was soaked through my race suit by the time I got back in.

All went well, and I stayed on track with great grip. The problem was I was driving by braille because my windshield was opaque except for the tiny swath I could clear by hand. A dangerous situation in Turn 5, where I was counting the turtles on the left side to time my right turn into 5B! Almost missed the apex a couple times... if there had been more cars on track I would have had to retire.

Big Brother Andrew and Curtis Smith got my windshield blower fan going in time for the next race, and of course I didn't need it, but next time it rains, I'm ready!

A Classic Classic weekend!



Alan Morris first, Bruno Venditelli, second, and Emily Atkins, third in CL2

PS it was awesome to see Vic Henderson, Jr. back on the grid where he loves to be! “*Emily Atkins.*”

“The unusual conditions in that race made for a bit of a chaotic start in the last (dry) race, with the normal order (fast to slow) all topsy turvy. I hesitated a bit too long on the start and got dropped from the front pack and my two main CL2 competitors, but had fun playing with Andrew for a good part of the race. He would let me pass and lead a couple laps then roar past on the back straight again...

Thanks to everyone who helped out (Andrew, Tony, Ian Crerar, John Gamache, Eric Vlasic, Carl, Curtis and Patti Atkins!), and to my Classic 2 nemesis and friend Al Morris, (below on slicks in the rain) getting back on track at last and proving he's still damn fast!



Brian Graham photo

Things I learned-quickly-while I was on fire...

By Russ Bond

The 'joke' goes something like this. There are only two kinds of Mazda rotary powered drivers: Those that are *going* to catch on fire, and those that have. I have now joined the second group.

To set the scene for some very valuable lessons, here is the situation in a nutshell. Fahren, my grey RX3 and I are at the first ever Group 133 race at the DDT. I've done practice...all good. I didn't add fuel for qualifying and off I go. Six laps in it starts to gurgle on right hand turns and at high revs. I can hear Christie's words in my head, "don't forget to add gas."

Anyhow, it gets worse, so I decide to come in, but I'm on the front straight so I'll just limp it around and get back to pits. It doesn't make it and comes to a stop on the short straight. I leave the fuel pump on hoping it will get enough for me to limp back. I hit ignition and start.... BOOM! As in BOOM! I look right and it's a wall of fire. It wasn't out of fuel, it stuck the needle wide open and it was Niagara Falls out the top of my 55idf....which is right above the header....So that's the stage set.



I got out okay, and the crack fire crew showed up and had it out in 15 seconds max. I should also point out that DriveTeq's Rick Morelli who organized the day ensured we had the proper safety crews – thanks Rick. The smouldered beast was dragged back. Christie chopped the windows, redid the wiring, changed the needle and seat and it was back out at 4pm. Thanks Christie.

redid the wiring, changed the needle and seat and it was back out at 4pm.
Thanks Christie.

So, now having time to reflect, here is what I learned that might be of some value to other racers.

1-First and foremost, know how many 'pins' are in your fire system. If you all guess 1, about 50% are right. That means the others are wrong. I fell into the others group. Mine had two pins. One on the dash by handle, one at the top of the bottle. Now, I can't see the bottle, I had no idea it had another pin?? – how many keys do you need to start a car? The next few days I asked other racers how many pins they had. Most said 1. The best was a GT1 driver I know. "We have one and it's on our checklist to make sure its out" Really, I said. You should check. He came back a few minutes later, it has 2.... we never knew. So, please, check your system, before you need it and end up like me with the cable in your hand after being pulled but no extinguisher activated.

2-If you're going to pull the cable to activate the fire system, please think about this first. In my case, the fire was beside me, not 'technically' on me. But I did make the decision instantly to pull the suppression system. Had it worked, I could have been in even more trouble. Why? Well, when I stopped, I put my visor up. Then the fire came. If the system had worked, guess where the driver nozzle is pointed? Exactly, at me. So, there was a real chance I would have taken the extinguisher fluid to the face. Then I couldn't see....this is getting worse quickly.

So, my point to all this is this; If you aren't in immediate danger of burning, get out THEN lean in and pull the system. If you are burning, pull it right away.

3-Make sure your hood opens very easily. We all use hood pins for the most part. They are great until you need to pull them to get the hood open for fire fighters. Do I have an answer to this? No, but I am going to develop a pull strap so in the event of an emergency, the pins can be quickly pulled.

Finally, thanks to all that sent me messages about the car and the fire. Thank you. Fahren will return, be stronger than ever and hopefully that's the last time it will be on fire....but it is a rotary!

Calabogie 2022

By Ed Luce, photos by Phil Cooper and Ed Luce

Again a small field at this year's Calabogie event. A mere eight cars made the trip to participate in the VARAC Sportsman's grid. In the end, no 'Classic' cars registered, so it was a return to V/H grids of a few years ago, with two open-wheeled cars (FF, FV) joining four historic coupes and a sports racer (Lotus 23B). The F1200 cars that have been bolstering our numbers recently had made a decision to join the more populous Formula Libre grid.

Saturday was dry, and as hot and humid as we have come to expect at this event. The best we could manage to say about the weather was that it "wasn't as hot as last year", which wasn't saying much! (Having been tempered by the heat at Shannonville just two weeks earlier, perhaps our perceptions of what constituted 'not as hot' had been changed.)



We had a combined practice/qualifying session in the morning, and an afternoon race that was only 20 minutes long, but felt like a half-hour. I had put the Lotus 51A FF on pole but, as expected, Andre Gagne (Lotus 23B) powered past me by turn 1 at the start. I chased him hard for one whole lap and got past in turn 3 when he misjudged the corner and went a bit wide. After that it was a case of pulling out enough of a lead that he could not re-catch me. In years past, I've had a hard time catching Andre at Calabogie, but this year I have been finding a few seconds a lap at every track, I think primarily due to my new engine. I built it myself, but for the first time had Britain West put it on a dynamometer and adjusted the carburetion properly. Money well spent, and I am kicking myself for not having this relatively inexpensive work done years ago.

Sunday was cooler, but wet. Really wet. Four of our number did the brave thing and went racing - Phil Cooper led Joe Lightfoot, Dugald Reid, and Ted Dobie though a damp session. As it turned out, the rain had almost completely stopped by the time the green flag dropped, so those who did not attend looked particularly bad, but the track never actually dried. Ted struggled with a slipping clutch through the race, but hung in there.



The 23B is a pretty car, even if the view is from the rear. Andre Gagne's Lotus 23B.

By the afternoon, we had seen torrential rains, a thunder storm, and it just kept raining and raining. However, by the time our delayed afternoon race was about to start the precipitation had almost stopped. The track was wet (and never really dried), but at least the standing water was limited. Having embarrassed ourselves in the morning, all of the VARAC cars went out (save Andre, who had decided that he would rather pack up in the dry and had left Saturday evening).

Phil was on pole and, with Joe on his tail, pulled away handily at the start. Even Doug Durrell (Bobsy FV) bravely charged past as I tip-toed carefully through the first lap. Eventually I did manage to catch and pass the leaders, and we all managed to complete the wet race without incident. Ted's Lotus Elan had to pull off mid-race, due to an electrical failure and not the clutch. Ah well, with a Lotus it is frequently one thing or another. (Say what you will about English electrical systems, but five of the six British cars present did manage to race in the rain and not stop running!)



Dugald Reid (Lotus 7) leads Claude Gagne (Triumph Spitfire) through turn 2 at Calabogie.

At The Kastner Cup, July 16-17.



The 2022 Kastner Cup was contested during the Pittsburgh Vintage Grand Prix's Historics at Pittsburgh International Race Complex in Beaver, PA, on the July 16-17 weekend, culminating with the Kastner Cup, a Triumph-only feature race on Saturday after lunch, and the Kastner Reunion Race at 8:30 am Sunday morning. Mike Deweerd, top left, was there with his Triumph TR6.



Dan Reynolds (left and middle) took his Volvo P1800 and enjoyed both the racing and the parade downtown. Dan said "It's always a special race and great fun connecting and chatting with the fans downtown!"

More from the Kastner Cup, as Claude Gagne gets by with a little help from his (new) friends...

Claude Gagne: "I kept losing power after a few laps at Mt-Tremblant, I could not figure out why. I replaced everything on the ignition side and cleaned the carbs. It was running fine in my garage but the next race was in Pittsburgh and I was concerned the problem might recur again. Some Triumph friends from the US recommended that I make the trip, and said that there would be enough Triumph guys there to fix the problem if it was not already solved! So I went and sure enough, the issue came back. There were up to 10 guys around trying to help, (left) including three professional mechanics! We started from scratch, ignition, compression, valve train, fuel delivery, etc. to no avail. Then one guy suggested to check fuel delivery again. We knew that fuel was flowing from the fuel hoses, but he took the fuel banjos out, and sure enough, one was blocked. So there was enough fuel going through to run on idle and get going on to the track, but fuel starvation was just around the corner! Problem solved!Until I lost the oil cap on the track and had to block the hole with duct tape! Great week-end, with the help of great friends!"



Velo Stak...

A local success story for
VARAC member Chris
Creighton!



Chris Chreighton 1972 Alfa GTV.

Seven years ago, my associate Bob and I combined our skills and experience and applied them to making parts for vintage race cars. Bob had designed, built and raced his own Alfa-based race cars in Australia, and I had many years experience with custom moulding, casting and racing my own vintage Alfa Romeo. The result-- after a lot of development and testing-- is Velo Stak.



We chose to tackle velocity stacks because we found that although most vintage racers have them, few really know how they work or which stacks to put on their cars.

We also found that most existing velocity stacks had some pretty basic design flaws that adversely affected air flow. The two major culprits were the smooth finish of the stack and the design of the lip at the opening. We now know that mirror-like finishes prevent efficient air flow and that rolled lips on metal stacks cause a great deal of turbulence.

Above: Formula Ford-Weber DGV with Velo Stak and filter support structure.



Formula Vee with Velo Stak

To increase air flow our Velo Stak design incorporates dimples, like those found on golf balls because dimples create a thin, turbulent, boundary layer of air allowing the air above it to flow more smoothly. As well, we have developed a fully transitioned lip. By eliminating the roll, we create an unimpeded flow of air from around and below the opening since up to 40% of the air entering a velocity stack does not originate above the stack. On our website, you can watch a video of a smoke test which demonstrates this.

Along the way, we've been testing and refining anti-reverberation devices to deal with the stream of air that encounters a closed valve and reverberates back into the smoothed stream of air entering the stack, causing a loss of pressure and massive turbulence. We're also working on an active air filtering system that will allow for the use of much less restrictive filter material, while providing a very high degree of engine protection.

Many racers may not consider the role and consequence of air filtering. Traditionally, a filter that is very good at catching dirt particles works well because it forces the air through a matrix that is so fine that it traps most harmful particles. While this is good for your engine and reduces your need for costly rebuilds, it has a detrimental effect on performance because restricting the volume of air entering your engine restricts your engine's ability to breathe freely and produce power. Our filters, while providing a good level of protection, are relatively non-restricting due to the material we use. We are in a perpetual cycle of research, development testing and production in order to produce the perfect active filtering system.



Velo Stak on a Lotus Eleven with Webers.

We currently make Velo Staks for Weber (and derivatives) in 40, 45 and 48mm intake sizes and Velo Staks for 1.25, 1.5, 1.75 and 2 inch SU carburetors. We also make air filters for the SU carbs. We have Velo Staks and bespoke filters for Formula Ford and Formula 2000 race cars as well as Velo Staks for Formula Vees in 3 different lengths plus 2 extensions as well as filters. We have just recently added stacks for Solex P40 carbs (as fitted to Porsche 356, 912, 914 and other 4 cylinder models) and a racing Velo Stak for 5", 4-barrel Holley (and derivative) carbs. The Weber, SU and Solex P40 Velo Staks are able to be shortened from their stock length for tuning or fitment purposes.



If you have access to an engine dyno, we offer 'Tuning Packages'. These consist of a standard order (stacks, mounts and mounting hardware) plus an extra set of stacks. The reason for the extras is so one set can be progressively shortened as it is dyno tested, and once you have determined the optimum length for your requirements, the second set can be trimmed to that length for installation on your carbs.

There are many factors affecting how a velocity stack will work on any given engine-- cams, valves, porting, timing and jets will all play a role in how your velocity stacks will work, but it's generally accepted that a well designed velocity stack--like Velo Stak-- should give a 1% - 3% increase in power over a carb not fitted with a

stack. This is a significant boost for any engine, and many racers who use Velo Stak report that they have experienced a noticeable increase in throttle response, indicating that the Velo Staks increased torque-- which is welcomed by any racer!

With Velo Stak, we make everything in house, and we've streamlined the process for maximum efficiency. Velo Staks are made from urethane resin for design fidelity, optimum strength and high temperature performance. Our proprietary tooling allows us to be flexible and proactive. In a pinch, we can go from design concept to working model in a week, a great advantage for custom design and fabrication.

If you have any suggestions for products that you would like to see, please let us know. We're always open to new ideas! Please take a moment to view our website at: www.custompolycast.com I can be reached at christopher@custompolycast.com or 519-949-7889.
Christopher Creighton

(This article formerly printed in Victory Lane)



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VARAC Classified Ad Terms Explained.

"98% Restored" (Basket case, missing 2% completely unobtainable.)

"Rare Original" (Unique one off, all parts must be made from scratch.)

"Perfect first car" (So bloody slow no qualified driver would go near it.)

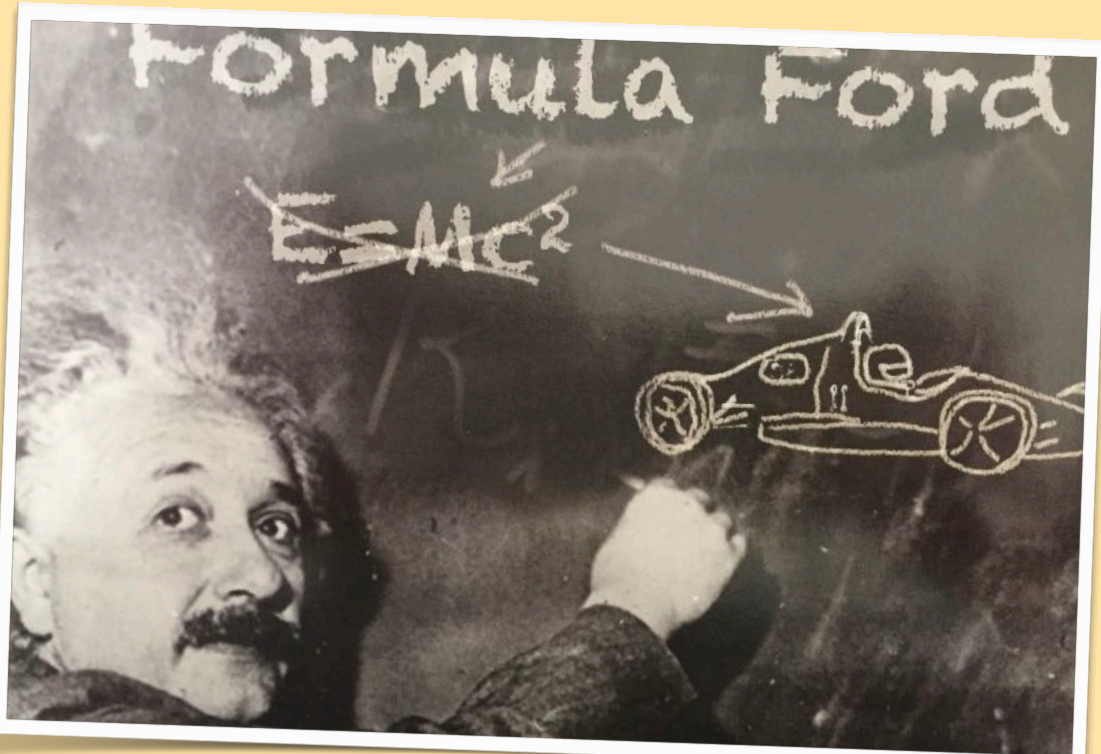
"Unique" (Butt ugly Canada Class experiment, hidden for years but unfortunately someone just re-discovered it accidentally.)

"Race-prepped" (Seat belts installed. Tires inflated. No log book. Good luck, the scrutineers are laughing already.)

"Recent restoration" (Armor All on tires. Roman numerals on seat belts)

"Numerous spares" (Tons of useless junk included because owner's wife getting testy about "all that crap in the garage".)

"Celebrity owner" (Raced by some guy only John Greenwood knows.)





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1963 Volvo P1800S \$64,500

This 1963 Volvo P1800S was purchased from its second owner in San Antonio Texas in 1994 and driven from Texas to Canada. This car has never seen a snowflake in its 58 years. A complete nut and bolt professional restoration was completed to bring this beautiful car to its current condition. Titled under V.I.N. No. 7596 Chassis No. 18345 VB Engine 1778 cc., 4 cylinder, 108 HP, dual SU carburetors 4 speed manual transmission OD Odometer 20,123 miles (documentation of original mileage n/a) Exterior colour crimson metallic (non original) Interior custom tan leather (non original, Exterior all factory standard and all re-chromed. Interior all factory standard with exception of leather work Wheels standard factory Michelin radials. All body gaps are clean, consistent and well within factory specifications. Underside of car is as new. While this is a near perfect vehicle it is not a numbers matching car. It has been meticulously restored to a near concours level. All restoration was done to original factory specifications except for colour, interior and audio as noted. This car is rarely driven but starts and runs beautifully. It is constantly cared for to maintain its level of fit, finish and function. A history and the documentation for the restoration and maintenance of the vehicle will be included with the purchase.

Michael Bedrosian Phone: 519-760-5526 ext 111 Email: mike@ftpackaging.ca



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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





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

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

Call Ernie at 905-583-5154 or ernie@mantisracing.com
Check in-car video from Mosport <https://youtu.be/pRudNuZjK8w>



1959 Fiat 600 – Abarth 750 Derivazione

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



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

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



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Drivers Needed for G90 ASA Stock Car!

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

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

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

Please contact Blaise Csida at BC Race Cars.

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



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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



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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

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

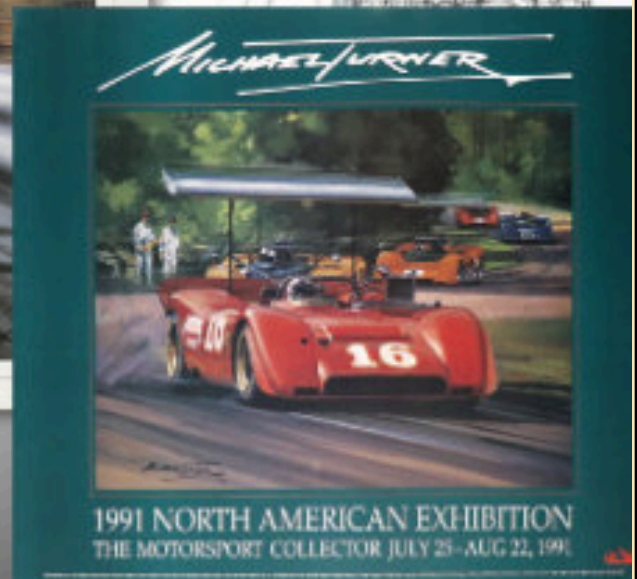
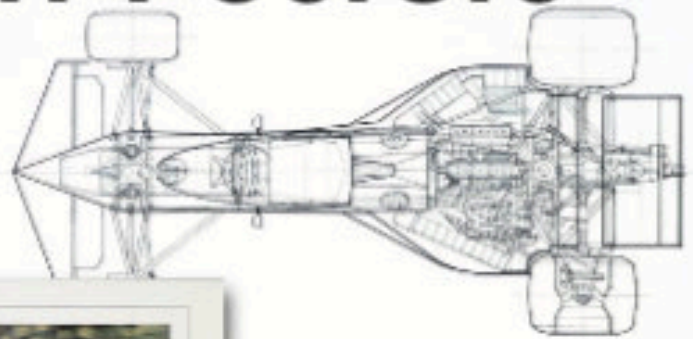
Beautiful Vintage FV- One of Approx.
7 built by Alan Taylor & Brian Stewart,
Vallis Engine, New vintage Dunlop
tires & chrome rims. Monoposto
Eligible. Well-known VARAC car.
Available with trailer, 3 sets of tires,
special tools, spares, etc. Needs little
to be race-ready and is available for
viewing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

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COMING SOON FROM VELO STAK...

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



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

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

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



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