



PIT SIGNALS



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

The 2021 season is flying by, the AGM is coming up on Sunday, Nov 14th and planning for 2022 is going on as we speak. Where did the season go? The Peter Jackson Races one-day event at Shannonville was a real success once again, well worth doing. The Late Summer Trophy Races were run in fabulous weather and will be covered in the next issue. Mt-Tremblant is upon us and Celebration is around the corner, see next issue. Meanwhile in this issue we have coverage of the AGM, Shannonville, Calabogie and more. Enjoy! J.S.



Bobby Vanguard Super Vee, 1966 - Doug Durrell
by Evan Gambin





2021 VARAC AGM!

This year the AGM will again be held by Zoom only, Sunday, November 14th, at 10:00 am. An official notice will be sent to members October 14th. If you have a topic for discussion or a motion I need that emailed to me by October 21st, in Word or text, and exactly as you want it to appear before members.

Then on October 28th I will send out the AGM Package, to include the agenda, motions and discussion topics, and minutes from the last AGM.

Finally, Ted will send everyone a Zoom invite prior to the meeting.

Please join in if you can, and we'll have a very useful meeting!

Gavin Ivory: gavin.j.ivory@gmail.com

VARAC Membership Fee Structure For 2022!

The Board of Directors has agreed to make the following change to the Club's membership fee structure for 2022. The annual membership fee ('dues') will be reduced to \$50 (it was \$75). An additional fee of \$25 over and above the membership fee will now be charged for issuance of a VMC license (this was a no-charge addendum). So the membership is \$50, membership plus VMC license is \$75.

The VARAC membership year runs from 1 November through 1 November each year.

Ed Luce: membership@varac.ca



News 'n' rumours around the paddock...

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

The exciting news as far as our esteemed bored of directors is concerned is that it appears that J.Hawkes, Esquire will run for president, Brian Thomas for V/H, Rob McCord for Classic, also Gavin Ivory needs more \$\$\$ for Porsche parts so is moving from secretary to treasurer...you already heard about Peter Lambrinos bravely taking on Varac Vintage Grand Prix chair, (good luck, dude!) Ivan Samila is going to be mis-conduct chair, all this of course assuming we don't have some agitator coming up with fake proxies and mounting a coup, like the old days...

Oh, and someone has floated the idea of removing a hard cut off in Classic, returning to a 20-year moving cut-off...so in 2022 cars up to 2002 will be eligible...egads! We really should change the name of the club....send your nomination in and win valuable prizes....(offer void in areas surrounded by water)...Oh yes, I confidently predict that at the AGM the 1275 thing will undoubtedly rear its head to annoy those of us who bought 948's, ...(aka the perennially impecunious editor...)

And finally Mini driver Jim Biscoe tells Pit Signals he is off to the excited States with Bob Beauchemin to participate in the Velocity Invitational. It's a special feature, "Mustangs versus Minis" Nov 11-14 at WeatherTech Raceway Laguna Seca on the Monterey Peninsula. The really cool part, it's a night race! Two drivers in the Friday Night Enduro. Good luck Jim!

The Ted Talk

"We had another successful one day event at Shannonville Aug 7th with 22 VH entries, 17 Classic and 18 Formula Classic members competing (not to mention a dozen lappers). Lots of track time, lots of good racing. This is now the second time we've done this format in the last three years and I think it has the potential to become an annual thing. If you enjoyed the day please make sure you let people know it. In the next few weeks the Board will be planning next year's schedule and if we want another 1 day event at SMP we'll need to book it soon.

The most impressive (as in the thing that made the greater impression on me) was the fact that we had five Bugeye Sprites running. We didn't have that many at the VGP this year! Don Hooton, Alistair Maclean, Harry and Jeremy Sale (recently returned to Spritedom), Craig deShane, and myself. Now that was fun. I don't think any of

us finished the final session, but that's more of a 948 engine issue... Just sayin'...



The Classic group ended the day with 14 still running. Russ Bond got a little over-excited and left via an emergency vehicle, but was ok after a bit of "hydration". Everyone (well not Blaise) had someone to race with and enjoyed the day.

Formula Classic had a great turnout. As I said at the track, if we can get these numbers on a

regular basis we can ask for a stand alone grid at regional races. If that happens then I bet even more cars would come out.

Remember, if you enjoyed the day and the format make sure you let Board members know so we can book it for next year!" Ted.



Gladiator Road Racing at the Peter Jackson Races

Story and photos by Peter Viccary



There was a stellar eighteen car field for Formula Classic...

The VARAC Peter Jackson Races at Shannonville made me think of what it must have been like to race at Edenvale or Harewood Acres in the fifties or sixties. Very laid back, very down scale, lots of camaraderie, very VARAC. It was like a true sixties club event. John Greenwood, you should be proud. You could soak in the atmosphere Friday evening as the sun set, there was a buzz in the air as teams unhurriedly set up for the next day. Ian Crerar and Emily Atkins' rock band serenaded us with hits of the eighties (yes, there were some hits in the eighties) and the fragrance of bar-b-ques titillated the nostrils.

Fun requires effort and if you were at Shannonville I'm sure your story is similar to ours. I rolled out of the driveway in Markham a little after 2pm Friday, Jeep Grand Cherokee pulling a 14 foot Haulmark trailer containing one Zink Z-16 FF. 2:30ish, on the 401 east bound at Liverpool Road, said Haulmark blew a tire (it has tandem axles, by the way). Pull off to side, have a very confusing phone call with CAA, a very pleasant rescue by a CAA roadside serviceman, and by 4:15ish I'm back on my way, into stationary rush hour traffic. Fortunately, the traffic let up after Oshawa I made Belleville and our hotel by about 6:30. Quick stop, off to the track and setup.

Registration was a breeze, chance to see some friendly faces. Unloading our stuff is hard work for an old guy, way too much for me. Thankfully, I had Doug Elcomb to help me roll the car off the trailer and Dave Good and Lino Baggio to help me put up our ridiculously heavy 10x20 foot canopy. Thanks guys.

I was in the trailer, just finishing organizing, when I turned back to the race car and there was a smallish bearded gentleman explaining the details of my car to two ladies. I knew in an instant that he was Gary Magwood. How cool, one of my heroes drooling over my car. Long story short, Ivan Samila and I spent about an hour listening to Gary regale us with stories about “back in the day” as we stood beside John Hawke’s Merlyn, one of which Gary raced in 1967. All the while sipping on a cold pop and listening to Ian & Emilys’ band in the background. Life doesn’t get much better than this, and it isn’t even race day yet.

Near 10pm fatigue started to set in, so I made my way back to Belleville and the glorious Travellers’ Inn. About 11:30pm my son Shane (the driver) and grandson Ayden (team strategist) arrived. Ayden had had a hockey game in Barrie at 7:30. Sleep. Woken repeatedly from about 4:15am on by noisy people in the hallway. Up at 7:00, shower, Starbucks, back to the track.

The engine hadn’t run since the VGP, so Shane started to take out the spark plugs to prime the engine and broke the first one. I couldn’t find the spares. (Still haven’t, now that I think of it.) “You better go scrounge some up.” So I did. Fortunately, I didn’t have to go too far, as I was able to borrow / buy a set from the aforementioned Doug Elcomb. Thanks again, Doug.

In order for a race day or race weekend to be a success, fortunately is a word you have to be able to insert frequently in your report. Fortunately, the car ran like a top all day. Shane was fasted in practice and qualifying. Around noon my son-in-law Joe caught up with us from his home in Oshawa. Our crew was ready for the races.



Brian Graham and Steve Wagland



Sid Nye & Barrett Kingsborough.

There was a stellar eighteen car field for Formula Classic. The battle for the outright win was likely to be between Shane, Stephen Adams (who had been slipping us a micky during qualifying) Steve Wagland, Brian Graham and Doug Beatty. Sadly, after setting a second fastest qualifying time, Doug had contact with another car and was through for the day. Eight F1200s were set for the secondary battle, led by Sid Nye and Barrett Kingsborough.

Shane and Stephen were on the front row for race one, followed by Steve Wagland and Brian. Shane held the lead until the dragstrip backstraight. Stephen got past down the straight, held it through the twisty bits for the rest of the lap and gradually pulled away. By the end the gap was ten seconds. In F1200, Barrett beat Sid by just over a second, but Sid had to work his way back to second after a small gaffe early in the race.



Shane Viccary and Steve Wagland are on the front row.



So, nothing to do but do it again, and hope for a slightly better result. Shane left early for the mock grid. No Stephen. The cars assembled. No Stephen. Three minute board and still no Stephen. As the cars proceeded on their pace lap, there was Stephen, last, because he was late for the grid, even though his paddock was less than fifty yards away. Gee, thanks Stephen, we'll take that.

Shane was joined by Steve Wagland on the front row, but didn't hang around to play. He put his head down for sixteen laps and drove as hard as he (safely) could. Stephen worked up to second within a few laps and had a four tenths of a second faster fastest lap.



Top: The moment of truth: Doug Durrell runs away as Syd gets past Ed Luce, putting Ed between him and Barrett. Above: Pure cockup. Robert Sombach spins, Brian Graham has to go off the track to avoid him, Ed Luce and Sam Cross pass on the left, Sid Nye (almost losing it) and Barrett Kingsborough arrive on the scene...

...By the end Shane was still twelve seconds ahead. Steve Wagland ended third and Brian Graham fourth. In F1200, Sid beat Barrett to the line by 1.1 seconds. Somehow, Ed Luce was between them in his Lotus 51. It was slightly breath taking.



Team Gladiator Road Racing...

Left to right: Joe Conforti, Zink Z-16, Shane and Ayden Viccary.



Left to right: Stephen Adams, Shane Viccary and Brian Graham.

So, four track sessions, for an hour and fifteen minutes of track time, trophy presentation, a cold pop, and we were packed up and on the road again by 5:00pm. Not bad. It was Saturday, so traffic was pretty light on the 401. I was in the driveway, trailer disconnected and in the shower (because it was HOT, man) by 8:00. A whirlwind 30 hours. When can we do it again? *Peter Viccary.*

Shannonville Shenanigans...photos by Evan Gamblin.



ABOVE: Ivan and Colleen relaxing. (This is what things look like when everything is under control...
LEFT: What it looks like otherwise....)



“Thank you to VARAC and to Colleen for the cool trophies, despite my best effort to cut my day short..... we managed to get to the feature and were fortunate enough to collect one of Colleen's excellent trophies. Great day at Shannonville despite the heat and a big thank you to everyone who helped make it possible.”
 Brian Graham. (Brian's repair job below left.)





The Classic grid at Shannonville, Race 2, was led home by Blaise Csida, Ford Taurus, followed by Del Bruce, Corvette and Shaun Pascoe Acura Integra.





The Classic grid at Shannonville with Shawn Monette, Honda Prelude, above, and below, rush hour with Strelbiski, de Cesare and Girard in a hurry.



Below, De Bruce, Corvette.



1957 MGA Sebring Team Car-Lino

Baggio. "I've been running it since 2013. John Burgess, whom I got it from, found it in 2006 and spent a couple of years restoring it. It's not the fastest on the track, but it's a lot of fun to drive!"



Dan Reynold's Volvo P1800 (below) is not only a great looking car, it's more than likely the only VARAC car with this unusual feature; it was modified back in the day by the famous Holman Moody outfit in Charlotte, N.C. The 1800 was originally purchased new by Frank Dumproff in Long Island, N.Y. He raced the car in relatively stock form at Bridgehampton, and subsequently relocated to Lincolnton, N.C., campaigning the car, still in relatively stock form, at various Southern road courses, including taking a 1st place at Road Atlanta. Frank sold the 1800 to a local gas station owner, Bob Ramseur, who later sold it to his friend Bobby Ford who later commissioned Holman-Moody to completely re-engineer and rebuild the car to its current specifications, including two complete engines developed by Holman-Moody, along with three unique cam profiles to optimize different track requirements. Ford campaigned the highly modified 1800 with many first places and top 5 finishes through 1982 and then retired. The car passed through various hands being eventually acquired by Mitch Duncan who raced it extensively in 1998 and 1999 in the Volvo Historic Series. Dan Reynolds purchased the car in June of 2014 and brought it to Canada.



Miata Is Always the Answer... by Stephen Di Cesare

The experience of driving my 1990 Mazda Miata at a different track apart from Mosport / CTMP was awesome! I really enjoy Mosport but at Shannonville Motorsports Park, my Miata really came to life!

I purchased my Miata in the Fall of 2019, from West Virginia, driving down with my dad and trailing the car home. During the winter of 2020, I worked on restoring the body which had many racing dings and repainting the car with a new racing livery.

Then came COVID, and the start of my first race season, 2020, was delayed and limited to Mosport's GP track and a lapping session at the DDT.

For 2021, my goal was to try as many new tracks beyond Mosport as possible, considering COVID restrictions still in place.

There should be more one-day events like the Peter Jackson Event at Shannonville on the VARAC calendar, it provided a complete on-track weekend experience compressed into one day, at a fraction of the cost!

On track; the Miata really adapted well to the tight corners of Shannonville. During the morning practice session, I knew I was quicker than some competitors but was held up behind them, so my strategy for qualifying was to find open clear track and put down a flying lap. My goal was to bring my lap times down by 1 second to 1:19 to match one of the faster CL-3 cars.

I was very surprised and pleased in the car to see a 1:18.3 on my lap timer! I cooled the tires and tried another flying lap but didn't go faster. I cooled the tires again and my last attempt was spoiled by overtaking a slower car out of the final corner.

Seeing I could not improve I came in early.

Pole Position in CL-3! Race 1; it appeared it might rain and the weather became overcast. I set the tire pressures a couple of PSI higher than normal, which proved to be a mistake as the race went on.



At the start I was overtaken on the back straight by two fast Honda's. From then on the tires got too hot and felt like they were bouncing over corners so I was just hanging on to 3rd place. Much to my surprise, the other two cars broke-out to CL-2 so I was the winner of CL-3!

The Feature Race – Trying to stay hydrated was key pre-race. It was really hot!

I set the tire pressure lower, but it was really hot (can't emphasize this enough). The track felt greasy with very little grip. I was overtaken at the start down the back-straight but was in close battle throughout the race. I

just couldn't find a safe place to pass in the corners or under braking. With two laps to go, something broke causing the car to pull dramatically to the right under hard braking. I was able to finish the race in a solid 3rd position!

Overall, an amazing race day at Shannonville with my Miata, so much fun, along with excellent results that I was not expecting!



Stephen Di Cesare / 1990 Mazda Miata #35

Calabogie Summer Classic, Ted Michalos

16 VH and FC cars took the field at the start of the weekend. The BIG story – 10 were FC cars. What a great turn out. On the other end of the other end of the spectrum, we had 8 preregistered for the Classic grid, but only 6 made it to the starting line, and that quickly dropped to 4. We few, we happy few, we band of brothers... The organizers left us with a stand alone grid which was much appreciated, but due to the weather, we collectively agreed to cancel the final Sunday afternoon race (no one wanted to hang around to 5:00 pm to run it – Well Bob Patterson would have, but we talked him out of it).

We do have to have a serious discussion about running Classic at Calabogie in the future. Unfortunately, we can't seem to break the 10 cars on track barrier and we really need at least 15 to justify a stand alone run group. Something to discuss at the AGM in November...



Some of the usual suspects at Calabogie. Photo by Dorothy Agnew.

Calabogie Capers!

By Robert Sombach

Heading into Temptation, or Turn 8, at Calabogie, everything I had read was that each driver seems to have their own line in this turn. This was my first time at Calabogie...my very first lap. Screeeeech!!!



I have had many people tell me about Calabogie, but never visited the track. So before heading there I did my homework. I reviewed Scott Maxwell's notes and watched James Bergeron's video multiple times. These are great links from Calabogie's website to guide first timers on the best approach and lines through the turns. What I discovered was the video and notes are helpful, but do not really do the track justice. They cannot replace the real-life experience. Watching the video and reading the notes, I knew Temptation was something you needed to experience first-hand.

Even veteran racers admit they are still trying to find the best line through turn 8

and play with it every lap. My first

experience was following a Formula 1600 into the turn. When that car blew past me after turn 7 I was wondering if I was just too new to be aggressive here?...but after the screech and rounding the bend, I saw he was safely planted into the tire wall. At that point I was so glad I followed the recommendations to take the first lap at Calabogie slowly. By the end of the weekend, I was comfortably navigating Turn 8 and many of the other exciting turns on this great track. Calabogie is a great track to experience and help develop as a racer. I look forward to another chance to race there. The track and location are wonderful. I was also supported by a small but loyal fan base encouraging me through the weekend. For people who have not run at Calabogie, it is definitely a track you want to visit! Thanks VARAC for setting up such an exciting race venue and schedule. Robert

Formula Classic at Calabogie.

By Ed Luce

How hot was it at Calabogie this year?

On the way home from picking up my Lotus 51A in Dallas, TX, we stopped at the annual Lotus Owners Gathering, held that July in Birmingham, AL. At the end of the afternoon the thermometer in my tow vehicle registered 113°F (51°C). Well, Calabogie felt hotter!



Saturday afternoon's race I started third on the grid and I seemed to be down on power, couldn't heel-and-toe very well at all, lap times down from my usual despite feeling like I was driving fairly well. But it made for a nice race, as I was fairly well matched with Phil Wang's front running F1200. I did use my (slight) horsepower advantage to get past Phil eventually, but could not pull out a meaningful lead. As the 25 minute race wore on I started making small errors, traffic became a bit of a factor, and sure enough Phil got past me just before last lap. Confusingly, the last lap indicator was apparently a waved white flag. Eventually a chequered flag appeared. Weird...

I didn't feel the heat at all while I was in the car but I was beet red after getting out of the car on Saturday afternoon, and still felt rather poorly the next morning as the temperature didn't fall very far overnight. At least one of our racers left for home on Sunday morning, as he had had enough of the heat. I was told that one of the test day participants had to get medical attention on the Friday test day after suffering heat prostration. Did I mention that it was hot?

...Formula Classic at Calabogie.

Sometime during Saturday evening, it occurred to me that I ought to check the throttle response in the Lotus. The throttle cable has given me trouble before - usually by losing a cable end or breaking - but this was new. It had either stretched or slipped about a half- inch in length, so I had a large amount of slack in the accelerator pedal (makes it hard to heel-and-toe!) and the carburetor secondary wasn't opening at all. Well, guess what. If you open both of those flappy thingies in the carb, the car goes faster! Who knew?

The first race on Sunday afternoon was a whole different affair. Lots of acceleration, making max. revs at the end of the long straight. I could heel-and-toe again, so a lot less unsettling when downshifting. It made for less interesting racing, as I zipped past Phil the first time up the back straight and pulled out a substantial lead on the rest of the field. Except that over the course of the 15 -20 laps we had done on Saturday I had pretty well dialled in where I needed to brake and turn in and the addition of about 30-40 horsepower resulted in rather higher speeds at a couple of points on the track, so I scared myself silly a couple of times when I found myself going a little faster than expected and had to lift mid-corner with predictable consequence.

The weather had been threatening for a while before the 20-minute race started and sure enough, about three laps before the end I noted rain droplets while coming through the quarry complex. I slowed quite a bit, as the Lotus gets quite squirrely in the wet. The F1200 guys don't seem to slow down nearly as much in the rain, so I thought my lead would evaporate fairly quickly. But by the other side of the track (turn 1) there was no evidence of precipitation, so I went back to full throttle. Same scenario for the last two laps - little bit of rain in the quarry, but nowhere else. And sure enough, the darned white flag for last lap again, but I wasn't fooled this time! Finished first with a substantial lead.

The rain really did begin in earnest a few minutes after our race was over, and I just wandered around in it getting soaked and enjoying the cool. Usually it's a nuisance when the canopy dumps its collected rainwater down your front, but this time it was an absolute delight! The feature race later Sunday afternoon was pretty much a repeat of the earlier race. I led start to finish, had a lot of fun slithering around Calabogie. And I did note that somebody must have said something about the misleading use of the white flag - there was a proper 'LL' sign used for last lap. Still stinking hot though!

Ed Luce.

Tire Trouble...

My son Harry and I were on our way to Shannonville when the trailer tire blew out. We had just exited the 401 and were at Carrying Place when I heard that dreaded rumbling noise and caught a glimpse in my mirror of shreds of rubber scattering down the road. Dang it! I pulled over and was opening the car door when a pick up truck and trailer pulled in behind me and two guys jumped out. "Don't worry" one said, "I have an impact gun and a jack!" Huh? For a split second I just heard the words "gun" and "jack". (Just kidding)

Seriously, this was way better than CAA! To make a long story short 45 minutes and a new tire later we were on our way again! My good samaritan was named Mark, he is known in Prince Edward County as the Scrap Man; making his living stripping cars and so on and selling off the bits and pieces. A super guy and how lucky was I? I could have been still on the 401, I could have been a minute or two behind him, instead of right in front. Luckeee!

We were not so lucky at the track, unfortunately. The car just wouldn't run right; hopefully all will be well by the next race.* But all in all, I have to say that once again Shannonville was a good event. Fun times! *Jeremy.*

**(The Sprite ran much better at Late Summer Trophy Races)*



Hot Enough For You, Mr. Bond?

Russ Bond: "Pit Signals just informed me that I held things up for a while at the Peter Jackson Memorial at Shannonville. Please accept my sincere apologies. You're probably all due an explanation. Here's the short version.



Fahren, my problem child -grey RX3- (left) was in rare form, pulling the third link out of the frame while backing out of the trailer. I should have shoved it back in then and gone home! But my girlfriend Christie insisted on fixing it with some dramatic welding and assorted bits of metal from Ian

Crerar. She spent hours-then it had a stuck float, so we missed qualifying. So I started at the back for first race and it flew! Made my way up to second overall and I then began to notice it getting insanely hot inside the car. For reference I couldn't hold the gearshift with the Nomex glove on, it was too hot! We have a 20" rad fan behind the bulkhead in the cabin to suck heat out but the switch that controls that fan had shorted out on the dash, so no fan-but lots of heat!

I tried to keep going to pay Christie and Mike back for all their hard work to get the car running, but the shorted switch finally got to the ignition box on the last lap and the car died in the back straight. It was only then that I realized what trouble I was in. Severely overheating and dehydrated; I was close to passing out as they towed me back to the paddock. Once there, a blood pressure reading of 90/50 meant I was going to the hospital.

Well, obviously I recovered, but in retrospect I was foolish. I should have stopped earlier when I knew there was a problem. For that which led to the day being held up I sincerely apologize to all that were affected! Sorry, Russ Bond.



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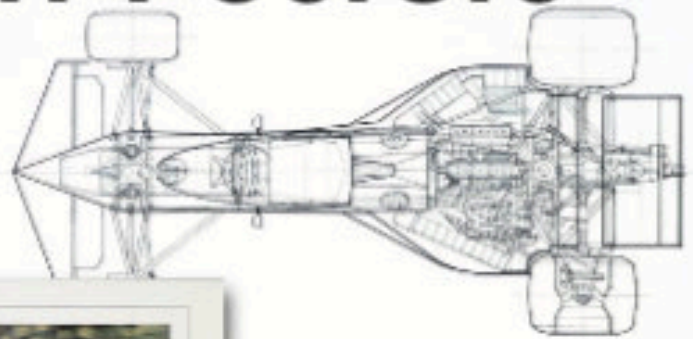


1958-59 Bugeye Sprite

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.

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

Motorsport Posters & Prints For Sale



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

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1959 Fiat 600 – Abarth 750 Derivazione

A unique opportunity to own a classic Italian racing car

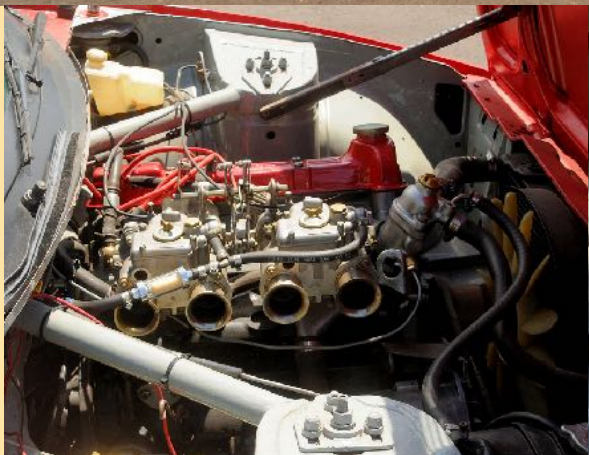


Beautifully restored and in good condition. Three cars were imported by Fiat Canada in 1959 for the Canadian Winter Rally – this is the only one remaining. One owner since 1961. Recent VARAC Vintage/Historic and Lime Rock Park competitor. We seek a new owner to care for this rare car.

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



PIT SIGNALS CLASSIFIED



1974 Triumph TR7

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

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

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

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