



PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS -April, 2019 -JEREMY SALE



A little snow on the ground didn't stop the Canadians at VRG's Turkey Bowl. Richard Navin, right, looks warmer at Sebring.



We had to admire the ad at right for Elkhart Lake Vintage Festival, showing a certain scientist explaining Formula Ford.



Dave Elcomb

We are saddened by the passing of Dave Elcomb, one of our club founders.

More inside...

PRE-SEASON ANNUAL TECH INSPECTIONS!



Dave King, the Regional Chief Scrutineer will be on site at the TM Motorsport Shop on Saturday, May 4th at 10:00 am until... performing Annual Tech Inspections for VARAC members. All we ask is that you tell us in advance that you are coming so we can plan the day.

We are booking in 15 minute intervals starting at 10:00 am. We'll start barbequing burgers and dogs at noon!

Send an e-mail to ted.michalos@varac.ca to arrange for your appointment time.

2019 VARAC Race Season Rules updates:

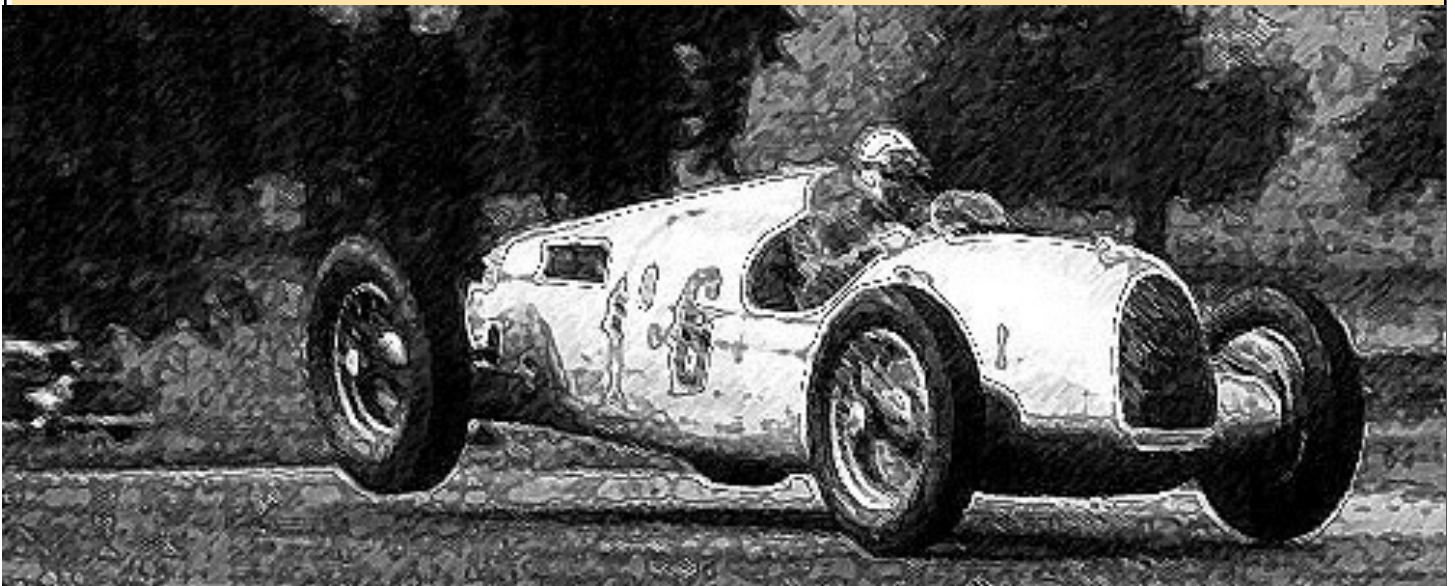
While the snow is melting and we are about to start up our race engines, allow me a few moments to review the 2019 rule that affect the VARAC grids this year.

At the 2018 AGM, we have voted in the following change specific to Vintage/Historic. The Toyo R888R, Kuhmo Ecstra V700 and Pirelli Trofeo R are the only non-symmetrical tire currently allowed. For 2018 we only allowed the Toyo R888R.

CASC has harmonized their ruleset to be in line with the VARAC rules regarding Window nets. Now both rulesets specify that G70/ G90 open top cars do not require window nets.

CASC has also instituted a penalty for competitors who drop oil in an excessive manner without pulling off the track in a reasonable fashion.

A reminder that while VARAC doesn't require stickers on your cars, CASC Race regulations do require class stickers on both the left and right hand sides.



2019 VARAC Classes and Time Brackets

At last fall's AGM we announced new time brackets for all VARAC cars:

Class	CTMP	SMP-Pro	SMP - Long	CMP - East	CMP - Long	Le Circuit
A	UNDER 1.31	UNDER 1.14	UNDER 1.58	UNDER 1.16	UNDER 2.17	UNDER 1.50
1	UNDER 1.35	UNDER 1.16	UNDER 2.01	UNDER 1.19	UNDER 2.22	UNDER 1.55
2	UNDER 1.40	UNDER 1.18	UNDER 2.04	UNDER 1.21	UNDER 2.27	UNDER 2.00
3	UNDER 1.45	UNDER 1.20	UNDER 2.07	UNDER 1.23	UNDER 2.32	UNDER 2.03
4	UNDER 1.50	UNDER 1.22	UNDER 2.10	UNDER 1.25	UNDER 2.37	UNDER 2.07
5	UNDER 1.55	UNDER 1.24	UNDER 2.13	UNDER 1.27	UNDER 2.42	UNDER 2.11
6	OVER 1.55	OVER 1.24	OVER 2.13	OVER 1.27	OVER 2.42	OVER 2.11



Cars will be designated:

VH for Vintage Historic

CL for Classic

FC for Formula Classic

NEW Decals will be available at the track!

2019 CASC-OR Drivers' Meeting Report: Ted Michalos

On Saturday, March 30 at 10:00am the region held their annual pre-season Drivers' Meeting at Braidan Tire in Markham. VARAC was well represented by Brian Thomas, John Hawkes, and myself (all Board members). The meeting was chaired by Ray Arlauskas, the CASC-OR Race Director, supported by many of the CASC-OR Board. I have a copy of the Power Point presentation - if anyone would like to see it just send me an e-mail.

2019 Schedule: no changes were announced, click: [VARAC Events](#) to see the VARAC schedule, which includes all of the regional events this year.

TEST Days: CTMP has made it clear that they are "losing money" on regional test days and if car counts don't increase in 2019 the test days may be dropped in 2020.

Race Regs: For the 2019 race regs click here: [Race Regs](#). No major changes for 2019. A BIG word of thanks to Richard Muise for all the work he did in preparing the package.

2019 Sponsors: no impact for VARAC, they don't effect our grids.

Thanks to CTMP: public acknowledgement for all CTMP staff do for regional racing – thanks guys!

Annual Tech: just a reminder to be prepared and polite – scrutineers are VOLUNTEERS. Be nice!

More on 2019 CASC-OR Drivers' Meeting next page...

More on 2019 CASC-OR Drivers' Meeting Report: Ted Michalos

2019 Race Schools: Brack at SMP April 26-28 and BMW at CTMP same dates

Bob McCallum Scholarship: funds to help “new” racers of open-wheeled cars, under 23 years old running on F1200, F1600, Formula Libre.

Marshals and Volunteers: again, BE NICE. These are all volunteers and we can't turn a wheel with out them.



GT Challenge: final warning to Challenge teams – if car counts do not improve for 2019 then Challenge will be cancelled for 2020. It was agreed schedules will be posted much earlier in 2019 and a decision to cancel Challenge will be made a week before the event, not the day before, based on paid entries received.

The meeting ended around 11:45 – thanks to Ray for holding and Brad to hosting.

Ted Michalos
President/Race Director/VGP Chair
VARAC

Join VARAC at the Inaugural Grand Bend Festival of Speed

SAVE THE DATE – Sept 7 and 8



Grand Bend Festival of Speed
Celebration of Vintage and Classic Racing

Sept 7-8  70292 Grand Bend Line
Ontario N0M 1T0

Day Pass \$15
Weekend Pass \$25
Includes camping
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Grand Bend has decided to hold their very own Festival of Speed and have asked if VARAC's members might like to "put on a show" for the public as part of the weekend's activities.

Activities will be focused at the [Grand Bend Motorplex](#), many of our members may be familiar with this track as it is used by various car clubs and dealerships for track days.

We are limited to a maximum of 15 cars on track at any time – we have been promised 4 - 25 minutes sessions on Saturday and 4 on Sunday.

VARAC will be setting up the event in motorsportreg. You'll need to pre-register so that we have an idea of who and what is coming. The organizers have asked specifically for VH entries.

As more information becomes available, we'll forward it to our members. If you can't go to Glen, then why not join us in Grand Bend!



The 2018 TURKEY BOWL

Photos by Bill Stoller, Colleen Samila and Allan Weller

Some Canadian drivers can't get enough racing so a few of them headed down to the Vintage Racer Groups "Turkey Bowl" at Summit Point, West Virginia, November 23-25, 2018. Vintage Motorsport magazine gave VARAC racers good coverage at the Turkey Bowl, quoting Dave Good as driving a 10-hour 500-mile journey and choosing John Hawkes' 1964 Merlyn Mk 6A for their feature "Pick Of The Litter". (Yes, that's how they spell it in the U.S.) The weather wasn't the best, but the camaraderie overcame everything, well almost. The Turkey Bowl is being moved this year to the weekend before American Thanksgiving, which we hope will help. Anyway, the racing went on and our friend Bill Stoller sent us some photos to enjoy and Colleen and Ivan Samila, Allan Weller, Dave Good and John Hawkes helped out with photos and a report for Pit Signals. Enjoy.

"Pick Of The Litter"! Congrats to John Hawkes and his Merlyn Mk 6A.



THE 2018 TURKEY BOWL

Ivan Samila: Definition of Turkey Bowl 2018.

Bloody cold-bloody wet-bloody slippery-bloody ice on the track-bloody ponds in the apexes-bloody good fun to be had by those that braved the elements!

As tradition has it, the Turkey Bowl is a fun race weekend, no timing or grid placement, just a last chance before the darkness of winter close in to go out and have some friendly on track competition. As a result, it is a low-key weekend for racers who either don't watch football, or need a break from turkey and in-laws.

The Canadian contingent consisted of Dave Good, John Hawkes and Colleen and myself. Unfortunately Dave Good had to call it quits early due to engine issues, but not before he put in some quick laps in the Friday sessions. John and his Merlyn performed well once starting issues were rectified. John came away winning prettiest car and driver of the weekend by the track workers and (right) received a hand knitted Turkey Bowl trophy hat. *Ivan.*



John Hawkes:

Arrived at the hotel about 6 p.m. to find Dave Good and his MG team who had put on a spread in the lobby for dinner. Between the six of them they seem to own about a full years worth of production of MGs. So lots of good chats about “which is the best year MG to buy and when did Nick Pratt put in that 1700 cc motor!” Practice and racing were marked by considerable amounts of rain and ice, which unfortunately dropped the number of attending entrants to about 50 and then further on Sunday to about 30. Lots of fun though, and probably on the calendar for the Jefferson, May 16 to 19. It’s their 50th anniversary.

Nice to get the driver of the event and prettiest car award, or was that the other way round! Also nice was Colleens new coffee machine in the Sprinter RV. Not so nice was the snow all the way from Washington to Buffalo on the highway coming back on Monday. Roll on 2019 season! *John.*

Colleen Samila: "In my head all I kept hearing on the drive down was John Denver's song, "*Country roads take me home...*" Both Ivan and I thought heading a little further south from Toronto would give some nice warm weather. But alas, we were wrong. The drive with our new little RV pulling the car trailer was, I must say, easier than pulling the trailer with our truck! As a maiden voyage goes, it was a great one! We went through sun, snow, ice, high winds and storms; if we had known about the conditions we would encounter before setting out, we may have thought twice about going.

Finally get to the track, all was good on Friday- a tad chilly by normal race standards, note that the Seven took possession of my warm blanket, (right) and thanks to Dave Good supplying a magnetic warmer (we have since purchased our own) she eventually started

up and Ivan was able to race. I sure felt bad for the open cars, so darn cold, and I'm sure some of the sedans, if not all, had their heaters going to keep warm!

Saturday was a bust with the torrential rainstorm all day, which brought to mind, not another song but the movie "*A River Runs Through It*" - as the paddock now featured a small river, flowing from the clubhouse down to the entrance gate, where the large grates in the road collected the water.

Fortunately Ivan and I have ditched sleeping in the trailer and upgraded to the RV, both for warmth, rain cover and a TV with DVDs. I do believe it was the first time in either of our lives we have ever sat on a couch as we binge watched 8 of 10 episodes of *The Pacific*.

Sunday morning we awoke to the most beautiful sunrise over Summit Point. The day was beautiful and back to seasonal temperatures. The race was on, although the track still had some excessive water on it, as did the roads on the way home. But all in all a wonderful experience, so happy with our new travel arrangements that I posted a new calendar in the garage laying out our travel plans and race schedule for 2019. *Colleen Samila*



2018 TURKEY BOWL



Above left to right: John Styduhar; VRG Triumph racer, Lino Baggio; VARAC MGA racer (crewing on 37) John Orrell; (crew on 37), Dave Good; Driver 37, (VARAC) Alan Weller; VARAC racer (crew on 37)

Brian McKie; SVRA racer, (crew on 37) John Hawkes; VARAC Merlyn racer. Missing from photo but always in our heart- John Burgess; Crew Chief 37.



Left:
Ivan Samilla



Dave Good. “VRG’s Turkey Bowl is a “can’t miss” for me and my “racing buddies/crew”. The weather is a bit of a “turkey shoot” but a great low key weekend to end the season. This year I knew I was on borrowed time with my engine—it was definitely on its last legs, already resurrected once by John ‘the Chief’ Burgess, to get me through Celebration! A “large” crew went along as can be seen from the group shot. Friday was cold, like -6 in AM! Lucky we had a “large crew” because we were all busy pushing cars and squirting starting fluid to get them going. With John Hawkes , Ivan and Colleen Samilla we had a good VARAC corner in the paddock. The A ran well through Friday, but oil pressure kept degrading. Friday was clear and cold with some good racing but Saturday AM we detected some ‘grit” in the oil so we “shut her down”. Saturday was freezing rain, so, with no car to run we packed it in and headed home. There was a rumour that between VRG and the track struggling with this event lately that it may be the last but VRG announced that it will run next season , one week earlier-Great News!” Dave Good.

2019 SVRA Spring Vintage Classic at Sebring

By Richard Navin.



We had not planned on going to Florida this winter as Brenda had an operation last September that eliminated “reasonable cost” travel insurance. However, the relentless winter weather in January and February started

to wear us down, and a reminder from SVRA of \$100 entry fees for MG (as the feature marquee) at Sebring, proved it didn’t take much to change our mind and head south. Plus, since we retired, we normally spend part of winter in the Sebring area so have many friends there who were encouraging us to join them. to the track.

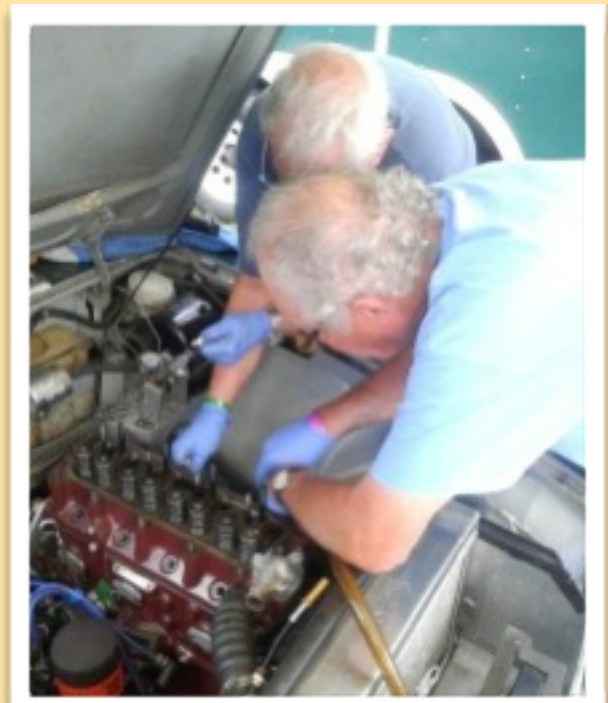
After the journey south, we took a couple of days rest at our usual address, Adelaide Shores RV Park near Sebring. On Thursday, we took motorhome and trailer to the Sebring track, allowing time to get the car teched and be ready for the 11am practice on Friday. During Practice, the track is much bumpier than I remember, but feeling good about being in the car again. Then on Lap 2 or 3 I was blasting down the front straight when everything went silent. Crap! After being towed back to my paddock, we immediately started checking things like ignition, spark, compression, etc. and found nothing wrong. Further examination showed that the fancy Longacre ignition switch had broken, as in, no positive click for on and off. Manually holding the switch toggle to ON, the engine fired back up. What I also learned in Practice was that the new adjusters

were not solving the brake issue, so ordered a new set of shoes from the local NAPA. The afternoon Qualifying #1 went relatively smoothly although my times were slow, as I was re-learning the track and double-pumping the brakes until the new brake shoes arrived.

Saturday morning we started the day by installing the new rear shoes from NAPA, and it really must be noted that here we are in the middle of Florida, order parts for a 50 year old import and they arrive at the store overnight. That is great service!

We go for Q2 and the car is going well, dropping 4 seconds from yesterday as we now have working brakes and the track is becoming more familiar though still confusing at times in the back twisty sections. The track was surprisingly slippery as there was a thick black rubber line around at least the back half of the circuit, I assume from all the practicing WEC cars preparing for the 12 Hour. This rubber line went from road surface to concrete "turtles" almost seamlessly, making the turtles hard to see until you become familiar with the track. I was beginning to feel more confident on the bumps, now most everywhere, but especially in T17 and T1. How the fast cars deal with this is quite amazing as even the relatively slow speeds of an MGB create a driving challenge. We completed the session, then on the cool down lap a misfire starts, and of course I know what it is....the damn head gasket!!

Back in the paddock, David Holmes, Tom and George (a couple of my US friends from Rochester NY) and I get to work, stripping everything down. This all went relatively smoothly as head gasket failure is common on our higher compression engines, but the hot engine and 80F air temperature made for hard work.



Somewhere during this process we discover that my new hi-torque starter starter was in 2 pieces. This also happened at Celebration with that (now my spare), and, dammit, the replacement had the same result. Luckily I was able to make one complete unit from 2 broken ones, put it in the car and it started right up. We had all worked hard for 3 hours, but the car was ready to go for Race #1.

Pretty tired from a non-stop day of work in this heat, I was excited to get changed and race the car. Too bad my race suit did not feel the same as the zipper failed and I could not close the suit. That was almost the last straw after all this work, but we cobbled up a solution, and my wife says you are getting a new suit from vendors here. Too bushed to argue, I got in the car with my repaired suit and headed to the grid just in time. How bad does it have to be when you start breaking everything including your driving suit!!!!

Once on the track again, Race#1 went well, dropped 2 more seconds per lap, and am now quicker than when I was last here in 2006. It feels good to be in the car.

Saturday night there was an SVRA banquet at the hotel (\$20), providing an excellent meal, and the guest speaker was Derek Bell. Derek entertained with great stories of LeMans, Steve McQueen and the movie. Tony Parella also outlined his vision for SVRA which was very interesting as well.

Over the weekend, I saw a number of VARAC members at the track including David Holmes with his Austin in the car show, as well as Doug Kurtin with his P-car, Dave Margolese, Brian Thomas, Brian Thomas and John Greenwood.



Finally Sunday arrives, another beautiful Florida day and two race finals to go. And driving in a nice shiny new drivers suit. Of course, I expected a lot of good natured teasing about the suit, and I was right. All in good fun.

Race#2, the final race of the weekend for Group 1,3,4, was showing the results of weekend attrition , but still almost 30 cars on the grid.

After so much work, it was thoroughly enjoyable to have a good session, competitive, fast and with clean vintage driving. Still improving, I

dropped another 2 seconds off my time and ended up 3rd in my group, earning a podium position and the bronze medal. That felt good.

Last Race for us, The MG Feature started with a Fan Walk and driver comments in the Hot Pits. This lasted about 30 minutes, was both well attended and quite enjoyable. SVRA also designed and provided "Hero Cards" for each MG entry to hand out to interested spectators. As promised Tony Parella came around and handed all the starters a \$100 cheque returning the entry fee. How great is that!!

On time, the marshals cleared the grid of spectators, when we all got in the cars and followed the pace car to the track. Only 12 of the original 22 MG's started the race. I was gridded 5th based on qualifying time. I had a good start after the green flag, holding my own, and eventually passing one of the very quick MGA's. I held that for about a lap when he inevitably got by. Shortly after, a fast car ahead of me pulled off so now ran 3rd overall, and 1st MGB for most of the race. Running a second slower than my previous times, eventually I got passed by a pesky Midget, but finished 1st MGB getting top step on the podium and winning the Gold medal for that class. Hooray!

After all the issues and all the work it was extremely satisfying to podium and medal in both the classes that I competed in at Sebring. I have to say that thanks to my wife and our friends who all worked so hard to get the car out for every session, it turned out to be a great weekend, two out two podiums, and I drove the car into the trailer!

Richard Navin.





Targa Sixty Six was back for the 26th time at Palm Beach International Raceway. The event was started in 1991 by Brian Redman for “owners of vintage and modern high performance and collector cars that do not necessarily wish to race them, but who like to drive at speed under controlled conditions, in the company of others with like interests.” Paul Madder was there this year and kindly sent some photos.

Top: Brian Redman in the Ferrari 312B

Left: Brian Redman, 81 years young and still enjoying racing. (*There's hope for us yet!*)

Below: Greg Galdi drives his Emmerson Fittipaldi M23 McLaren 1976



Dave Elcomb, a fond remembrance by Scooter, Doug and Kedre...



Born in 1930 in Brantford, Dave honed his skills at the Ford Trade School in Windsor, graduating with a ticket in tool & die in 1952. While he was standing out in front of his boardinghouse with his pedal bike, a Model A sputtered to a stop on the street. The driver jumped out and offered the registration for the A in exchange for Dave's bike. Done! Dave went to a junkyard and got the repair part. It was his first car, but he bought and traded various Model Ts on the side after that. After graduation Dave worked at General Motors but decided shift work wasn't for him.

He entered General Motors Institute, GM's private university in Flint, Michigan, and earned a double degree in Electrical and Mechanical Engineering (known in those days as "M.E. Suicide") in 1957. He also went to Sebring as a mechanic with the works Morgan team in 1956 and 1957. Dave often told the story of driving the cars from the dealership in Windsor to central Florida for the race.

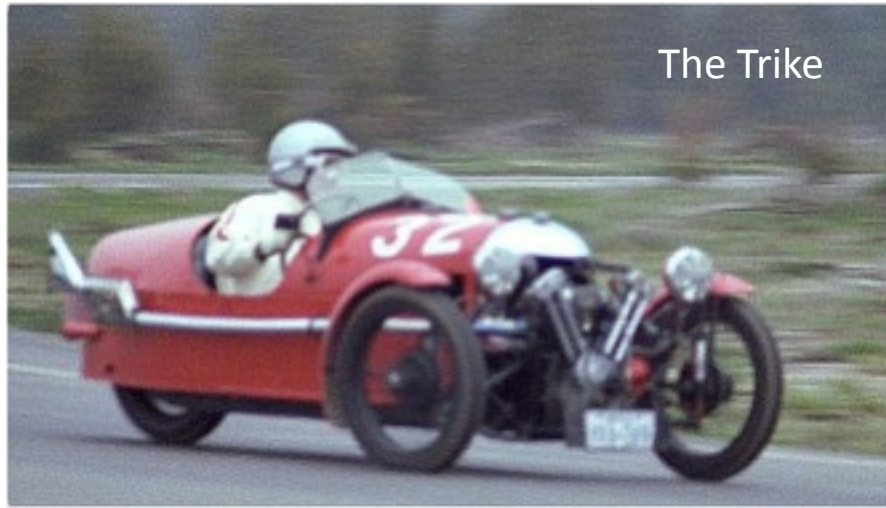
Avis Anne, better known as Scooter, met Dave in 1956 at Harewood when he was crewing with her brother on an MGTD. Their first date was an all-night car rally from Windsor into Michigan in a Sunbeam Talbot 90. In the middle of the night, the car died in the boonies. Dave investigated; it was the coil and he "just happened to have a spare with him." And away they went. Scooter says, "I thought. 'Oh, he's a keeper!' As befits a true car family, Dave and Scooter honeymooned in a Morgan +4. (The same car later showed up with its new owners at a VARAC Vintage Festival in the early 1990s.)

A couple of years later Dave said he'd like to race a smaller Morgan, the 4/4 with a 105E engine. He had seen someone throw a Formula Junior camshaft into a garbage can and retrieved it, measured the lobes and used it as a template to grind the standard cams on the 4/4 to allow him to race in Improved Production. Dave also made his own carburetors: he called them SuMals because they were Amals with SU float bowls. They were so efficient they would leave a sheen of frost on the edge of the hood and fender. The rear end was from a Triumph Mayflower for quicker starts. Scooter says, "I thought that 4/4s always growled like that, back there!" Racing at Waterford, he was bumped a class, so was lumped in with twin-cam MGAs, Sunbeam Tigers, and Porsches. He said he only won when it rained, as no one had two sets of tires in those days. Dave used Michelins, which were better in the wet, and everyone else had Pirellis!

The Trike



Getting bored with regrinding a cam every three races, Dave built a G Modified sports racer with Renault parts, because the local Morgan dealer also sold Renaults. He designed and built a twin cam head for it based on a Gordini casting, and a sequential gearbox with a barrel cam.



In 1967, Dave imported a barn find 1932 Morgan Supersports three-wheeler with Brooklyn silencers and JAP engine as a family Centennial restoration project.

Dave made sure his three kids came by their racing genes honestly. "I was in high school

before I realized that not everyone had racing cars in the garage, and went to the track every weekend in the summer," Dave's daughter Kedre says. Kedre became a marshal in 1979, allowing Dave to vicariously enjoy sports car and single seater racing all over the world with her until his final days. Son Doug's famous Canada Class Dreossi came along in '83, and to this day carries the family's Ecurie Shoestring logo.

Dave was, of course, one of the founding members of VARAC. Being a great machinist, he often made uprights and halfshafts for VARAC members. Scooter says, "Dave became the pre-war rep on the board because he didn't want the board to mandate a roll bar on the trike." He didn't, however, get them to agree that he should be able to race the Morgan with a sidecar monkey, as they were often raced in England!

Scooter remembers, "Those were interesting years, with VARAC being supporting races at the regionals. Early VARAC fields might be made up of a Healey, a Sprite, a Jaguar, a Ferrari from North Bay, and Dave's 1100cc three-wheeled Morgan. Just like the good old days at Stayner, Green Acres or Harewood. At Mosport, if he saw a glimpse of red out of 5, he went waaaay over, as the Ferrari was coming!"



Photo by Bob Harrington

Over the years, Dave and the trike raced at Shannonville, Mosport, Bryar/Loudon, Grattan, Waterford and Pittsburgh, (*above with Doug*). But finally he had to hang up his helmet. He just couldn't get out of the car anymore, as it had no doors. Scooter says, "We offered to build a big chain fall in the driveway with a sling but he declined!" The car now resides in Langley, BC, with an old Trade School buddy of Dave's who already had a 4/4 and a Drop Head but wanted a trio. Dave bought a 1954 Morgan +4 transition model four-seater but it seemed less responsive and not as much fun, even if it did have doors.

One of his side projects was making a gearbox for the restoration of Miss Canada III, an unlimited hydroplane from the late 1930s. Requirements were that it must have concentric input/output shafts, opposite rotation and a 1:2 speed-up ratio, and be no thicker than 16" for a 2000 hp Rolls Royce Merlin engine. Dave decided to use a combination of Merlin airscrew reduction gears, but where to find them?

He was told to talk to the heavy tractor pull guys, who use Merlins often. He and Doug ended up climbing up into the haymow of a farm, fighting off the barn cats and chickens, to find the pieces. The restored boat is now in the Marine Museum in Clayton, NY with E³ of Canada stamped on the gearbox.

When Dave retired from racing, he didn't stop tinkering. Latterly he enjoyed O gauge model trains in his enclosed front porch, setting them up to go full steam on Halloween night so any parents of the trick or treaters would come in too. He enjoyed going to the races to help Douglas with the Dreossi until his mobility declined, but still enjoyed watching and talking racing right to the very end. He was one of a kind and will be missed.



Above, happy days at Waterford 1982, with Dave in the Trike, Scooter in the Berkeley, and Doug standing between.

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PIT SIGNALS CLASSIFIED



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- Crankshaft (original) magnafluxed, shot peened, 0.010 under rods and mains, Vandervel bearings, reconditioned rods shot peened with new bushings, 12pt ARP heavy duty rod bolts, Ivey prepped pistons with rings, toothed belt pulley, rotating mass balanced.
- Also Motorcraft distributor, used four-port Webster dry sump pump, camshaft verified, toothed water pump pulley.
- Flywheel included if you want it, but it needs to be lightened and balanced.
- Engine stand can be included.



Engine in Ottawa, I can ship at buyer's cost or deliver at Tremblant in May or Mosport in June.

Claude Gagné, 613-443-0998 or lotusgagne@rogers.com

1963 MGB For Sale!



Immaculate MGB with John Dodd built engine. The gearbox is brand new, custom built in England, a 4-speed synchro with close ratio straight cut gears (not installed). The car was in perfect running order and raced last year 'till the old box lost its teeth, so the only thing that has to be done is changing the gearbox (which cost me \$5000) plus the new aluminum adapter plate. Also with the car are two extra diffs. The car comes with three sets of wheels; a set of Panasports with old tires, a set of VTOs with little used Hoosiers and a set of VTOs with Toyo rains that have never been mounted on the car. The fuel cell was new last year.



The car is in great shape and reasonably priced at \$19,000.

Contact Philip Soden at 705 277 1134 or ultra.precision@sympatico.ca



GOLDRUSH TRAILER

1993 "GOLDRUSH" 33' dual axle, all-aluminum enclosed trailer. (The best money can buy). Interior alloy-removable ramps, folding work bench/vice, 20' awning. Recent new Michelin 10-ply 16" tires (5), brakes and wheel brgs, Holds two smaller cars - i.e. Lotus and Sadler or one large car and a golf cart, A-1 condition.

Cost \$ 30,000 USD. BO over \$ 12,000.
(613) 476-5000 or JBoxstrom@rmsothebys.com

Shell 4000 Prototype Rambler American For Sale

Very unique factory built test mule for the 1968 Shell 4000 Rally that ran from Calgary to Halifax. The factory planned to enter 3 cars in the rally but before building them, they wanted to be sure they would be competitive, so they built this blue car to torture. The test period was extensive, and the results were very positive. The 3 rally cars built with what was learned on the blue car, finished 2nd, 3rd and 5th, taking the team award and just missed winning overall. The options include a special blueprinted 290 V8, T-10 4 speed, TwinGrip rear end, 390 (AMX) intake, 4 piston calipers, bigger rear drums, custom f & r springs, 16:1 steering box, electric wipers and improved lighting. All mods were done during assembly by



enthusiastic factory employees. I spent a year documenting the history of this car, that included receiving many factory printed materials on all 4 cars from Ernie Regehr (team manager). I then spent 2 years rebuilding the entire original drivetrain. The only mechanical change from original was to go to headers and duals, not permitted by the rulebook in '68. I obtained a rust free unibody from Florida to help with the restoration.

All the original unused body parts

are included in the sale, in a somewhat unique package. Since the rebuild, I've logged 6000 trouble free miles. This car is turnkey ready for fun rallies or with some more serious prep could be vintage raced. The car has a roll bar that Sid Crump installed so he could compete at Harewood, but it's not something you'd want to be upside down with these days. Not many cars can claim 1 of 1 status when it comes to production numbers. Over the last 10 years I have rescued, documented, restored, shared and enjoyed this special Canadian car. We celebrated the Rally's 50th anniversary this past summer at a couple of club races. At VARAC we were joined by 4 original team members. There is one more 50th coming up in 2019 if someone wants to take the car to Kelowna for the Knox Mountain Hillclimb. Dave Mackenzie bought the car from Sid, put a trailer hitch on it and used it to tow his Lotus and Bobsy around the country. That makes me the 3rd owner in 50 years...who wants to be the 4th? RM Auction estimate \$50-\$75,000.

\$50,000 firm Cdn includes all original documentation, historic rally material, restoration photos and the 900 lb "garage art" table. Seann Burgess

seann-signcraft@bmts.com

[519-986-1323](tel:519-986-1323)

1958 Bugeye Sprite for Sale!

This car has run with VARAC since 1985 when my father, Colin Gibson, first built and raced it as #123. Has CASC logbook. It was sold to Brian Hunt and raced very successfully by him, looked after by John DeMaria from 1988 to 2017. I bought the car back in December 2017 as we had some "unfinished business" with it. It was totally mechanically rebuilt over the past winter, cosmetically left alone to preserve its "been raced patina". Car went to 4



events this year, the engine was rebuilt before Festival . Ran 147.5 @ Mosport and 124.1 @ Waterford. With some more seat time those numbers could be better. Over the winter it got new single hoop roll bar, new Kirkey seat, new belts, new Longacre wide view mirror, built collapsible steering column, with up and down, side to side adjustability at driver. Wheel is removable and adapter made to use stock wheel. New clutch master and slave, braided line, new rotors, drums, wheel cyls, rebuilt masters, dual bias set up, new front and rear wheel bearings and seals, wheel studs, new diff input seal, 1500 cc midget 1/2 shafts, close ratio gearbox, new output seal, upgraded rubber lip input seal, new u-joints, new front suspension bushes top and bottom, new aluminum rear suspension links and heim joints, Speedwell style Panhard rod, new fuel tank bladder, custom cell in factory location, completely rewired new gauges, new tail light lenses, CASC rain light, fresh re-cored 3 row rad, all new rubber hoses, oil and fuel, set of Hoosiers on Minators, at least 3 more weekends left in them or more, set of Toyo R888's for rain, scrubbed in, brand new on aluminum wheels, set of street tires on Vega steel wheels for storage (when it's not on stands) Everything that goes up and down or round and round has been replaced, rebuilt or improved! This is a proven car and the combination of the parts used and the way it's built makes it is as reliable as a BMC A series can be. (Steel crank). My father's and my "business" with it is finished, LOL. I know you have all read it before but... it IS ready for the track just add 100 octane AV gas and go racing. Truly push the button and go. Asking \$15,000, much more into it than that, but we all know how that goes with any car, let alone a "Vintage Race Car"...

Call me at 519 277 3010. Sean Gibson



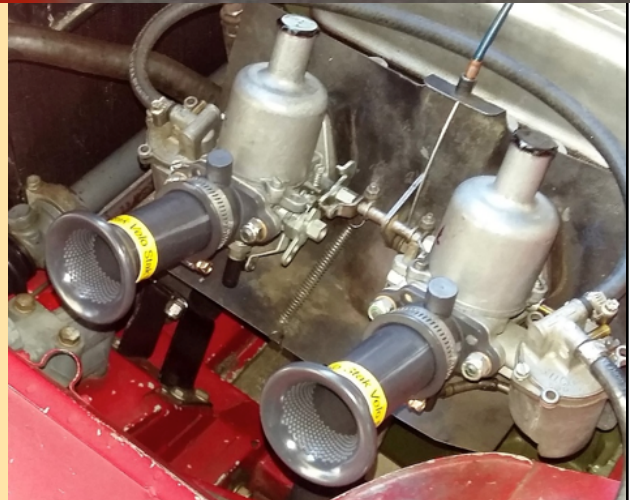
Hayman SR2 CanAm

History : 1966 Hayman SR2 Can-Am, USRRC. Built by Canadian Roy Hayman. Hand formed Aluminum body, Chrome Moly Spaceframe. Rare TRACO-OLDS aluminum V8 with 4X Webers. ZF-DS25- GT40 gearbox, Aluminum Girling brakes, magnesium wheels, Hayman Race Components, On. Canada , Roy was designer and engineer for AVRO aircraft and designed the AvroCF-105 Arrow delta-wing fighter. The SR2 was built for Russell Murray of Montreal, The car ran Mosport, St. Jovite, Mont Tremblant. Later raced by Hugh Dixon as " Miss Contessa Cigarette" sponsor. Best finish LeCircuit Mont Tremblant. Car was bought back by Roy and he held onto it until 2008. Car has not been raced since 1969, Never wrecked Hidden Treasure. Fresh Motor, Suspension, Trans, Etc. Valued at \$150-175K, Sale \$120K or interesting street trades. Let's take her back to Canada.

Call Walt at 720 883 7874 EVGELK@AOL.COM

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1962 Lotus 22



1962 Lotus 22 for sale, older FIA papers. Freshened for Mosport round of Formula Junior World Tour 2017. Winner of both Saturday and Sunday races. 1 weekend on Britain West built 1098cc all steel engine. Head updated and seats installed January 2017 by Mark

Balinski. 1 weekend on Dunlop L section tires.

6 weekends on new Koni Dampers. 5 speed Hewland Mk6 gearbox, with recent CWP. Spare set of Lotus Wobbly Web wheels with older Dunlop L section tires. Includes most of a full set of suspension spares including dampers. New uninstalled Peter Denty Roll Hoop included. Same ownership for the past 31 years, with numerous race wins and Monoposto Series Championships in that time. Spare Mk8 Hewland Gearbox fresh, tail mold and all parts for upright engine installation available by separate negotiation.

David Clubine

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