



PIT SIGNALS



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



Jeremy Hinchcliffe

VARAC lost a very special person recently. Everyone who knew Jeremy has a story of his warmth, support and friendship. James Therien has written some recollections of his friend "Hinch" for us.

We will miss him...

Ludwig Heimrath

An icon of Canadian motor racing died recently. Ludwig Heimrath lost his battle with cancer at the age of 86. George Webster writes about his career inside. Also see Norris McDonald's story here:

[Ludwig Heimrath](#)



"Hinch" and Ludwig at VARAC AGM.



Gary Allen: "Ludwig Heimrath is seen here, above left, with myself and Mike Gohn, right. Mike Gohn is a Porsche master technician who races his own 924. He had worked at Heimrath Porsche and on Heimrath's race cars. Ludwig was happy to see another Porsche race car join VARAC. This photo was in 2012 at the VARAC spring test day and Heimrath was on hand and helped Mike tune my car".

**Celebrating the 60th Anniversary of the Mosport
Grand Prix Track at Canadian Tire Motorsport Park**



**FEATURE
MARQUE
IS LOTUS**

JUNE 17-20, 2021
41st VARAC Vintage Grand Prix

Watch the '2021 Vintage Grand Prix' tab at VARAC.ca for details and updates

RACE GROUPS FOR: VINTAGE - PRE 1962 • HISTORIC - PRE 1973 •

• CLASSIC - PRE 1999 • FORMULA CLASSIC - HISTORIC SINGLE SEAT RACE CARS •



Jeremy Hinchcliffe



VARAC members were saddened recently when Jeremy Hinchcliffe's son James sent a Tweet with the pictures above, informing us that his dad had died. James Therien, who knew him well, wrote the following;

"Jeremy was born in 1949 in Leeds, UK. He was the son of the town doctor and had twin brothers. He attended Leeds University and spent his summers traveling the great cities of Europe in his Lotus 7. His best friend at the time was confined to a wheel chair so Jeremy would drive them on their adventures in the 7, with the folded wheel chair fitting nicely behind the front seats.

Jeremy immigrated to Canada in the early 70's where he began his oil career with Petro Canada. I recall him telling me about him meeting a gorgeous young lady in a coffee shop, Arlene. Later they would wed. Eventually he started his own fuel company before taking the reins as President and Part Owner of Noco Canada."

James Therien: "I met Jeremy in the summer of 1995 while working on my 1975 MBG at a local Markham British car shop. Simon Edlin was the owner of British Classics and was a fountain of knowledge and parts to all vehicles British. Jeremy had commissioned Simon to rebuild him a 1970 TVR Vixen for his debut on the VARAC scene. I volunteered my free time as Simon was also busy running his shop, and our race team was formed. Seeing as Simon and I had very little, to no experience building race cars, the progress was slow! Jeremy would pull up every Saturday in his Morgan +4 to supply the beer, polish the car, and check on our progress, while Simon and I tried to sort things out. The laughs and times we had putting that TVR together are unforgettable. Jeremy's eagerness to get on the track led to him purchasing an already "race sorted" TR4 from the US, so we could get our racetrack feet wet.



Photo by Bob Harrington

We campaigned the TR4 for one season while trying to figure out the challenges of keeping a 40-year-old car from blowing up. The following summer we debuted the TVR, only to quickly realize we needed help... enter AIM Autosport and the Willis brothers. Ian and Keith Willis quickly

sorted out the TVR and made it very competitive in its class. The hook was now firmly set and Jeremy wanted more. He decided to purchase a D9 Caldwell from VARAC star Phil Lamont. We campaigned the Caldwell throughout Ontario, Michigan and Ohio and brought along the TVR on occasion - I was lucky enough to take that seat at times until it was sold to another VARAC member. John Dodd was maintaining the Caldwell by this point so Simon and myself set our sites on building a 3 Litre Marcos.

(Shown below is the Marcos and the Caldwell with myself, left, with Jeremy).



Photo by Marni De Sadeleer

A few years into our VARAC journey Jeremy started the BOD committee along with Johnny G, Gord Lowe, Tony Burnett, myself and a few others. We used his boardroom at his office in Etobicoke to have our meetings and try to come up with ways to build and propel the club. I like to think that those efforts back then are some of the reasons VARAC is still going strong today. I never fully understood how involved Jeremy was in the Canadian Motorsports Hall of Fame but I believe he was a Member of the Board. I know he purchased at least one of Greg Moore's cars during that time, knowing he had already planted the racing seed in his son, James Hinchcliffe and doing everything he could to make more dreams come true as he was bitten by the racing bug very early in life....

.....Enter James Hinchcliffe...

James was a pain! From the ripe age of 9, you would find him sitting in one of his dad's race cars minutes before a race, only to leave muddy footprints on the seat as he got out. He, and my now wife, Marni spent hours together at races; polishing helmets, hoods, windows and tires between each race.

Jeremy and I would often stand there and then let them know they were doing a great job but had missed a spot! Marni would tell me how they would get on the scooter together and she would drive them to the best viewing vantage corner to cheer us on. They were our biggest fans trackside, and. We enjoyed having them as part of the team. It is my belief that James 's career began there, watching his dad do what he loved and see how he socialized between the races. James was already racing karts and it wasn't be long before he graduated to Formula Ford and various other series on his way to the Indy.

As the seasons continued, Jeremy was heavily focused on getting on track together with James, as co-pilots. James was then a very successful Indy Light driver so it was amazing to see the two of them co-piloting Jeremy's Lotus 7, acquired from the Dick Baker family, at the Mosport VARAC Enduro. As I recollect, Jeremy drove a fine first stint leaving James to run the second stint but with the car was firmly stuck in 4th gear! James swept the field regardless.

There was a most memorable day outside of our VARAC track time, where, through my association with a friend in the Starlight Foundation, we were able to make a kids car wish come true. Nigel was a quadruple amputee. Startlight rented a Ferrari - a convertible Testarossa. Jeremy was to drive him around. I was able to get Mosport on board for some free track time (hot laps permitted) and the stars aligned with another friend lending their Porsche so I could follow and film from the chase car. We made it happen, but Jeremy made it special and memorable. As the time drew nearer to get on track we got Nigel all suited up in a full race kit - suit, helmet, boots over his prosthetic lower limbs. Jeremy promptly walked up to Nigel and took hold of his empty sleeve to give it a hearty handshake and say how delighted he was to meet Nigel. Nigel was beaming before he even got in the car. I still get choked up when I recall that special day.

"I knew I met someone special the day that I met Jeremy Hinchcliffe. A quintessential gentleman, with a twinkle in his eye and his ability to make you feel special no matter who you were. He held a genuine interest in everyone he met and would always go out of his way to help one and all. I remember being handed several sponsorship cheques and being told to present them to various Canadian drivers in the paddock at the Toronto Indy support races. There are very few Motorsport series in Canada that haven't been sponsored or touched by Jeremy Hinchcliffe in one way or another.

Jeremy recognized the best in everyone and pointed it out to others around you; he was a lifter of spirits, a man of character, generous in every way. I like to think he knew about his effect of people – why else would so many gravitate to him? He had a pull that is rare. I hope you were one of the lucky ones, like me, who got pulled in at some time in your life.

It's a spirit I know his children have all inherited." **James Therien.**



Photo by Marni De Sadeleer

Above: Jeremy Hinchcliffe in his Caldwell Formula Ford with James Therien.

Jeremy Sale: "I first met Jeremy Hinchcliffe when the VARAC board meetings were held at NOCO Canada, where Hinch was president and part owner, then later through John Dodd, who was looking after my Bugeye Sprite at the time. Tucked away in John's shop were a number of cars including this beautiful 1962 Lotus Seven. I wanted something faster than the Sprite and JD suggested a Mallock, which I told him was far too ugly. As a teenager the Lotus Seven was what we all lusted after. My friend Gord Lowe had one and suggested it would make up for my lack of talent. So I asked Hinch about buying his Seven. He had stepped back from racing to concentrate on son James' career. It took a couple of times; he eventually agreed to sell it to me. I'm sure it was because John Dodd would be looking after the car, and it would stay in the club.

The car had previously been owned by the Baker family and was then an orange colour. It had been crashed by Duncan Baker and then rebuilt by John Dodd.

Whenever I saw Jeremy he always loved to hear about the latest VARAC

race and how "his" car was going. He and James had driven the Lotus in a VARAC Enduro in 2005, finishing second.

In 2014 my son Harry decided we should go to see James drive in the Indy 500. I'm so glad we did. Now some of us can remember when the grandparents of these drivers were racing, you know, various Foyts, Andrettis, Unsers, etc. Yes, ok, I'm old! But the modern Indy 500 is still a great experience I won't forget. On the plane down it so happened that we met some friends of James Hinchcliffe's. When I told them about the Lotus connection they invited us to a pre-race bash they were going to with James and insisted we come along...



#67 Dean Baker, '63 Lotus 7

When we arrived at the restaurant the place was absolutely jammed. At this point I said to Harry that we would be lucky to say a quick hi to Jeremy, as there were clearly a lot of people there who were much more important than us. But, being Jeremy, he saw us and came right over and spent half an hour or so chatting about VARAC, the Lotus etc, By the way, I should mention that Jeremy had semi-jokingly suggested putting a VARAC sticker on James' Indy car. Can you imagine!



Jeremy Hinchcliffe

It was typical of him that Hinch would take the time to chat with us. I'm sure that there were lots of high profile people there; sponsors, plus his family and friends, etc. But that was the kind of guy he was, he made us feel that we were the only ones in the room.

I wish I had known Hinch better. He was a super guy, the perfect VARAC racer. He was knowledgeable, helpful, friendly, funny, and a real race enthusiast. He received a VARAC Lifetime Membership Award in 2012 for his contributions to vintage racing and as a member, director and former driver.

Gone way too soon. We will all miss him. J.S.

Ludwig Heimrath



Some of the “senior” VARAC members might have seen Ludwig Heimrath at Harewood Acres, in his Porsche RS60. Some will remember the last race we saw him in, at the BARC Canadian Touring Trophy Races and Celebration of Motorsports in 2020. Ludwig also ran in the VVGP in 2018. Naturally of course, that was, shall we say, an “interesting” outing. But that’s Ludwig. He was an unforgettable guy, one of Canada’s very best racers, who did it all *his way*. He raced over six decades in everything from VW, Porsche, Trans-Am, Indy cars, F1, McLarens, King Cobras, many more. In the end, battling cancer, he decided it would end his way; not in a hospital, but at his cottage. *His way*.

On the next few pages is an article George Webster (prnmag.com) sent us, based on a longer version, which was originally published in PRN Magazine (<https://www.prnmag.com/features/832-the-legend-of-ludwig-heimrath>)

Ludwig Heimrath: A Legendary Canadian race driver



by George Webster (prnmag.com) **Originally published on June 8, 2014**

In the annals of the history of racing in Canada, there may be some with a longer list of important race wins, but Toronto's Ludwig Heimrath, with his larger-than-life persona and his audacious driving style holds a special place. He raced competitively in every year from 1958 to 2000, winning two Canadian driving championships and one Trans-Am championship along the way. This racing icon still drives his Porsche GT2 on the street and on the track for lapping days. He will be a featured guest at this weekend's Canadian Historic Grand Prix at the Canadian Tire Motorsports Park.

Heimrath emigrated from Germany in 1956 and before long he was racing a VW. He quickly progressed to a Porsche Super 90. He won an audition to co-drive with Francis Bradley the Eglington-Caledonia Porsche RS60 – a proper race car – in the 1960 six-hour Sundown Grand Prix at Harewood. In the race he built a substantial lead over the similar Peter Ryan/Roger Penske RS60 but – thanks to a back marker – he spun into the hay bales. Two stops for repairs meant that the rival team took home the trophy but Heimrath's prowess was obvious. This race was the making of the Heimrath legend.

The next year he replaced Bradley in that RS60 and he won the Canadian driving championship despite competition from Ryan's new, more powerful Lotus 19 and the V-8-engined Sadlers run by Comstock Racing. That championship led to a one-off guest ride in a Formula One Porsche in Europe. Many believed that he was destined to become a full-time driver for the Porsche F1 team but it was not to be.

He continued to impress in the RS60 the next couple of years narrowly losing out to that newer, more-powerful Lotus 19. He signed on with the Comstock team for 1964 to drive one their two new V-8 Coopers (aka 'King Cobras') promised to be the fastest cars of the year. His teammate Eppie Wietzes crashed one in practice for the first race of the season, destroying the car and leaving Heimrath to contest the championship on his own. He won it handily.

Heimrath moved on to run his own McLaren Can-Am type car and an Indy car for the next few years without major success.

Things turned around in 1972 when he bought a race-ready Porsche 911S from the factory. Heimrath said that this was one of the best cars he ever owned . He ran many Trans-Am races and he won the Sundown Grand Prix – now at Mosport – with Fritz Hochreuter in that car in 1973. He was to team with Craig Hill to win this race in each of the next two years. He came second to Peter Gregg in the Trans-Am championship in a new Porsche RSR in 1974. He got another new RSR for 1975 which he ran with sponsorship from the Canadian branch of the Henninger brewery. That car is currently on exhibit in the Porsche museum in Stuttgart, Germany.



Heimrath won the Trans-Am title in 1977 but it's almost a secret. He bought a new 934-1/2 which he knew was legal for the SCCA series but his nemesis Gregg had a similar car with some additional modifications. After being rebuffed by SCCA officials when he brought this up early in the season, he waited until the Mosport round of the series which would have CASC-appointed stewards. However the SCCA officials, who ran the Trans-Am series ignored the CASC people and Gregg was allowed to start on the front row and he won the race.

Heimrath persisted and eventually the case went to the FIA in Paris and he won the day – he was the champion. However, the SCCA still went ahead and declared Gregg the champion and awarded him the trophy. Eventually, long after anyone was paying any attention, the SCCA conceded the point that Heimrath was indeed the 1977 champion.

Heimrath continued with 911 variants until 1981 when he switched to a Porsche 924 Turbo. He ran variants of this car – the 944 and then the three-litre 968. This last car, with its genuine Porsche engine, was the best of the bunch.

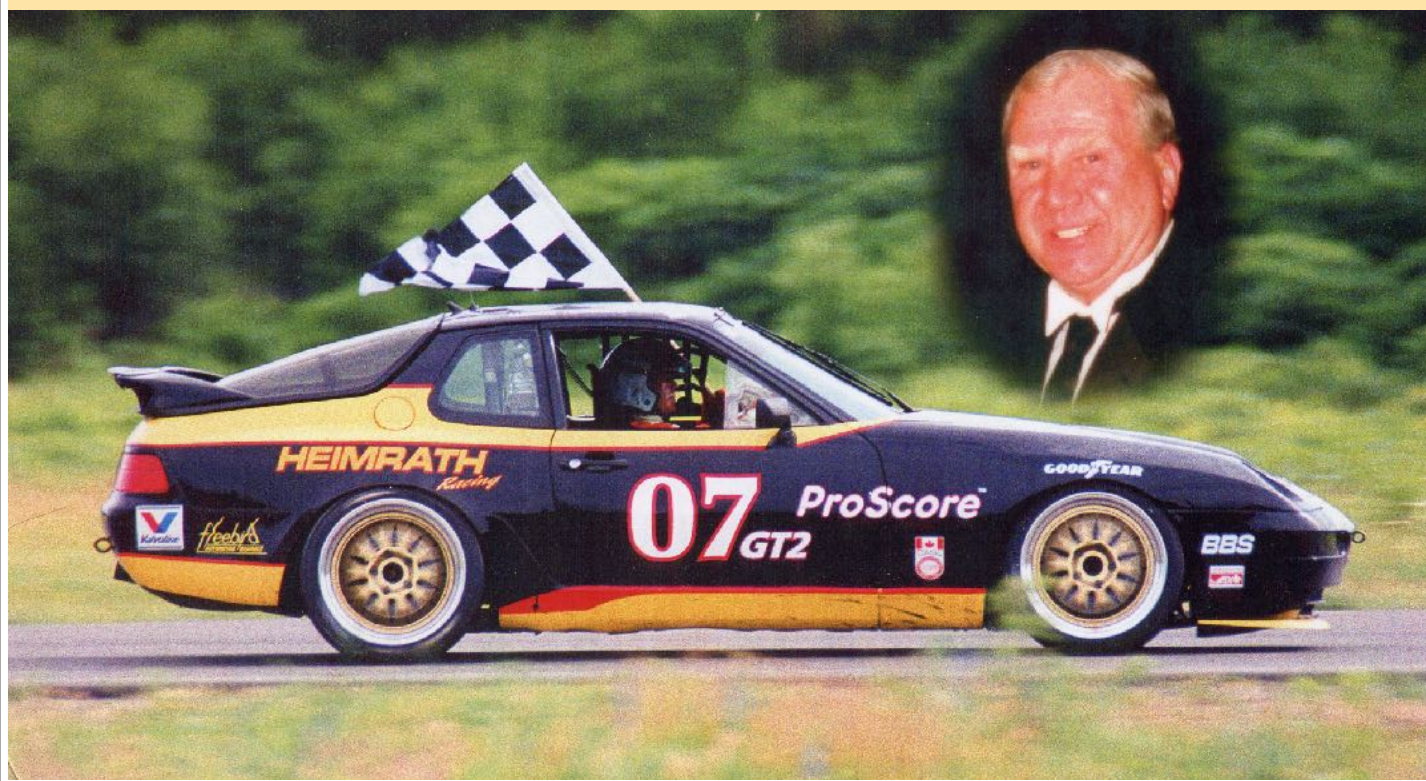
In 1994, driving in a CASC Ontario Region series championship he was beaten by a single point by Rick Bye in similar car. He continued to race with occasional race wins up to 2000 when he made nine starts in the series' 11 races.



How many races did he win? That would be hard to document now, but several years ago he told a reporter that he had 483 trophies in his home. Today his trophy collection fills the walls of his cottage to overflowing.

Heimrath's legend is based on his notable results, often in the face of seemingly insurmountable opposition – and

his amazing longevity as a championship-calibre racing driver. For sure there is an element of mythology that surrounds such an unforgettable person and such a remarkable, pugnacious driver – but there's no denying that Heimrath is one of the great drivers in Canadian motorsports history.



Conduct Committee Corner by Chris Rupnik.

“Don’t be like Sebastian Vettel...”



Our VARAC foreign correspondent was invited to Maranello Ferrari HQ, and was provided unfettered access to the archives. It turns out the real reason for Sebastian's firing from Ferrari was his failure to complete the VARAC Conduct reports for on track incidents immediately after the race completed. Each of the photographs document cases when reporting was

necessary. Our journalist would like to publish these so that VARAC racers who join the Tifosi won't suffer the same fate.



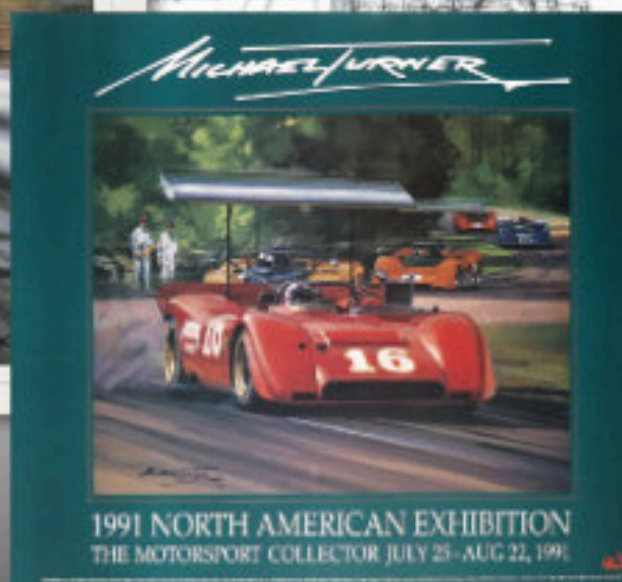
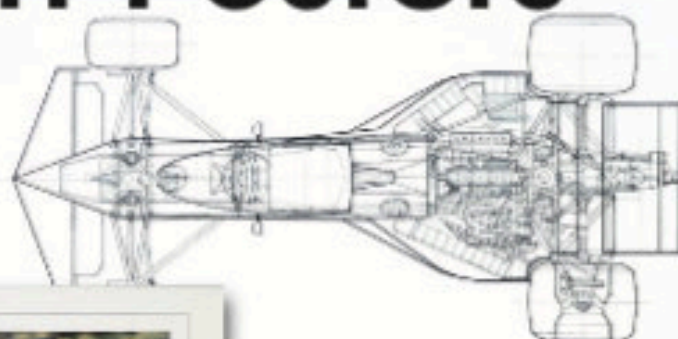
“Each photo documents a case when reporting was necessary.”

Ice Racing back in the day...



'Nor ice or snow' shall deter an avid racer from his rounds (laps?). When the ice and snow of winter call a halt to auto-racing on the road courses, the enthusiasts turn to ice racing. Above (top photo) Ken Graham creates his own snowstorm with his Riley. Jack Boxtrom in the Corvair (centre) leads Bob Griffith, Vanguard and Don Innes Volvo through a thawing but still greasy turn - some nice tail-hanging a la dirt track racing! Les Rice in the DKW (bottom photo) 'hangs it out' while Eppie Wietzes (94) and Ken Graham use the 'drive it around' style.

Motorsport Posters & Prints For Sale



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

Please check out the entire collection at:
<http://www.gladiatorroadracing.ca/posters--prints.html>

GLADIATOR
ROAD RACING



VARAC's FORMULA CLASSIC CLASSIFICATIONS

by Peter Viccary

It is VARAC's goal to develop an open wheel, Formula Classic, division which is strong enough to support its own grid at any VARAC attended racing event. To get the green flag flying, there will be VARAC only Formula Classic grids in 2021 at these events:

June 17-20. VARAC Vintage Grand Prix @ Canadian Tire Motorsport Park

August 7. VARAC's one day event, the Peter Jackson Races @ Shannonville

October 2-3. Celebration of Motorsports @ CTMP

September 18-19. If enough interest is developed at the first two events to warrant it, a fourth FC grid will be added to the Late Summer Trophy @ CTMP.

Formula Classic cars are welcome to join the Formula Libre grid at other CASC-OR events and specific FC classes (detailed below) can race on the VARAC Vintage/Historic mixed grid.



Formula Classic grid at VARAC's 40th Anniversary races at Shannonville, 2019

VARAC has three basic open wheel classifications which are aligned to reflect the Club's sports car classes.

They are: Formula Historic, Formula 70 and Formula 90.

FORMULA HISTORIC: All Formula cars built before January 1, 1973. These are generally cars built before the evolution of slick tires and aerodynamic appendages. They include everything from Vintage Formula Juniors and 500cc Formula Threes to Formula 5000 cars. The most likely cars of this era (besides those described below) are Formula Bs, the most popular of these being the Brabham BT29.

FORMULA 70: All Formula cars built from 1973 to 1989.

FORMULA 90: All Formula cars built from January 1, 1990 to December 31, 1999.

Many F70 and F90 cars are frequently referred to as "wings and slicks" cars,

for obvious reasons. During the '70s and '80s, treadless tires and aerodynamic devices appeared on many Formula cars. Not all Formula car classes were permitted to use slick tires and/or wings, however, for example, Formula Vee and Formula Ford. Usually cost saving was the motive for restricting slicks and/or wings. In VARAC, for now at least, Formula cars are separated into the three general classifications. There are five exceptions to this rule, which are outlined below.

Obviously, there are a myriad of Formula car classes and amateur and professional series which raced prior to 2000. The differences between cars are staggering. It would be possible, for example, for a FJr. and a F5000 to be classified as Historic, a FV and a Formula Atlantic as F70, or a Formula Ford and an Indy Car as F90. The VARAC Board of Directors reserves the privilege, with advice from the Formula Classic Eligibility Committee, to determine the compatibility of any Formula Classic entrant to the Formula Classic grid.

There are specific classes which are permitted to run on VARAC's mixed Vintage/Historic grid at CASC-OR regional events. Those classes are: Formula Junior, Historic Formula Vee, Historic Formula Ford, Club Formula Ford and Formula 1200.

FORMULA JUNIOR: 1958-1963. FJr. was created to be a cost affordable driver development class. The class originated in Italy and was quickly adopted world wide. The early Juniors were classic Vintage cars; low volume production, beautifully sculpted, front engine. By 1963 they had evolved into rear engine, monocoque chassis, scaled down F1 cars and the cost became unsustainable.

HISTORIC FORMULA VEE: FV became an official class of the SCCA in 1963 and has continued in essentially the same format to today. Historic FVs may have been manufactured up to January 1, 1976 but must comply to the rules of 1969. The Vintage Sports Car Drivers Association has a very successful HFV series, attracting 20+ FVs per event. Check them out at www.vscda.org

HISTORIC FORMULA FORD: In 2019 Formula Ford celebrated its 50th anniversary of the first FF SCCA championship, at Road America, with approximately 200 cars in attendance. Historic FFs must have been manufactured before January 1, 1973.

CLUB FORMULA FORD: Formula Ford has arguably been the most popular form of motor racing world wide. Some years ago, SCCA realized that many older Fords had left the track, too old to compete with current Fords and not old enough to be eligible for Vintage racing. So, they created Club Ford, for cars built through 1981. Club, because they were never raised to National racing status. Club Fords are now accepted by nearly all Vintage racing clubs. The Formula Ford Challenge Series, a very successful series, usually attracting 40+ cars, and run under the auspices of the Vintage Racers Group, have a third FF classification; Post Club Ford, for specific FFs through 1986. There are suspension regulations, so check out their rules at www.ffchallengeseries.com . The FFCS is scheduled to take part at our VGP in 2021, and hopefully on an annual basis thereafter.

FORMULA 1200: In 2019, VARAC welcomed the Formula 1200 Drivers Assoc. (FTDA) to participate with VARAC. The class was in some peril and the cars were not generally suitable for the Formula Libre grids at CASC-OR events. F1200s are of similar size and power to many of VARAC's V/H cars, and of similar technology.

ELIGIBILITY:

Formula Classics race heads up within their own class, there are no brackets. As with all VARAC classes, the onus is on the car owner to declare the ruleset to which his car is being prepared. He/she must declare a series and class and year and provide documentation that the car conforms. The car cannot be a little bit of one ruleset and a little bit of another.

Wherever possible, VARAC complies to the rule sets established by Monoposto Racing. Their web site is www.monoposto.com They cover:

Formula Junior, Historic Formula Vee, Historic Formula Ford, Club Formula Ford, Formula B / 2, January 1, 1966 – January 1, 1970. Formula C / 3

Formula Super Vee, Series 1, air cooled pre wings '70 – '74 & air cooled '75 – '77, Formula Atlantic 1971 – '79, Formula 5000 and Indy Lites.

Formula 1200 rules are contained in the CASC-OR Road Racing Rules / Bulletins 2020 Appendix O, Section A – FV1200. May 21, 2020 They can be found on the VARAC web site at www.varac.ca or the CASC-OR web site at www.casc.on.ca. Any participating VARAC member is required to submit an eligibility form.



Formula Classic FB Titan MK3



Post Club Ford, '82 Van Diemen RF82



Club Formula Ford, '81 Crossle 45F

The FORMULA CLASSIC ELIGIBILITY FORM is available on the VARAC web site.

Also available on the VARAC web site is the Driver's Annual Technical Inspection, OPEN WHEEL REVIEW SHEET. It will give you an idea of what to expect when you take your race car for its annual inspection. Hopefully, you will only have to get one inspection done per season.

Be sure to review and be familiar with both the CASC-ON and (more importantly) the VARAC rules and regulations, pertaining to car preparation, race procedures and DRIVER CONDUCT. Not knowing the rules is no excuse for breaking them.



Formula Junior, '61 Dreossi Canada Class

VARAC makes every effort to be inclusive, while maintaining historic authenticity. Peter Viccary.



Historic Formula Vee, '66 Bobsy Vanguard

George's Race Fan TV Listings!

Race fans will be happy to know that the TV listings provided by George Webster are back for another season! Thank you, George!

"If you are like most race fans, on the weekends you watch a number of live broadcasts of car races – or you tape them to watch them later. Here in Canada, it can be something of a struggle to find out when and where all these races will be aired.

There is a special kind of 'TV Guide' just for race fans like you; it's called 'George's Race Fan TV Listings' and it comes in two versions: 'Highlights' which has all the major race broadcasts, and 'Complete' which, as the name says, is more complete – the difference being mainly that "Complete" includes listings of reruns of previous live broadcasts.

I have been putting together a version of this TV listings guide for about 20 years and it's available to you free of charge.

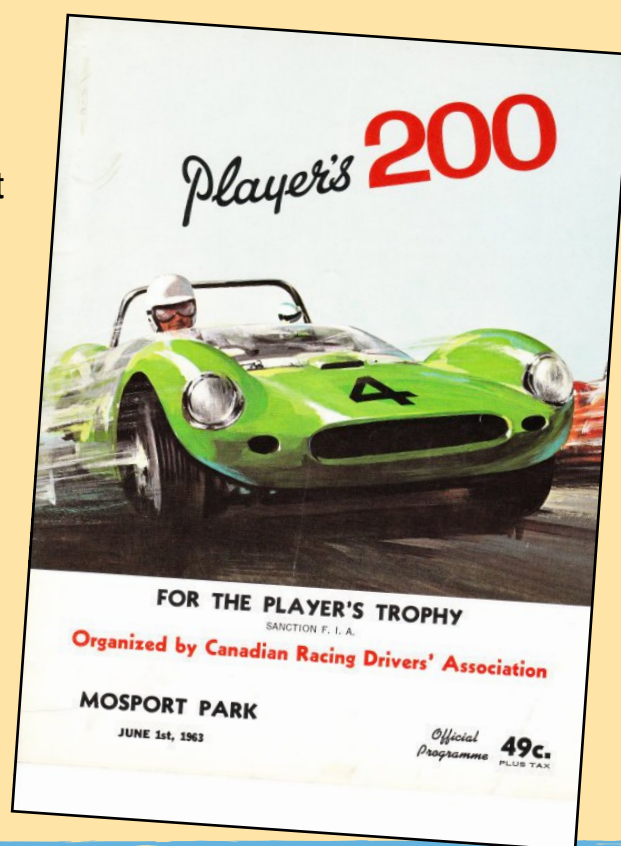
Just click on

<http://www.pnrmag.com/tv-listings> and it will take you to these listings. The listings are in PDF format, which makes them easy to print out.

I am able to easily update these listings if there are last-minute changes – for example, when a race is rain-delayed to the next day. So, don't forget to check back close to the day of the race you want to watch.

I hope you enjoy checking out the Race Fan TV Listings and that you find them helpful."

George Webster



A note from your VARAC Driver Conduct Committee

Before the season starts why not take a few moments and review the VARAC conduct procedures!

All incidents are reportable to the Driver Conduct Committee:

On track incidents are basically divided into two categories.

A) a spin or four wheels off where another car or barrier are not involved.

B) contact with anything moveable or immovable.

VARAC as a VMC affiliated organization takes driver / worker safety as a top priority.

The purpose of the Conduct Committee is to monitor participant conduct at designated VARAC supported events and where appropriate, to issue warnings and/or suspensions of entry privileges to such events in the future. As a member of the Vintage Motor Council (VMC), VARAC endorses and follows the concept of the “spirit of vintage racing”. The primary directive of the club is to promote the preservation of these great old cars in a racing format which emphasizes the fun factor, camaraderie, driver safety and etiquette. The sport is intended to provide a format for friendly wheel-to-wheel competition with vehicles faithfully prepared to their original era. All motorsport is dangerous and only the proper attitude of the driver and the careful preparation of the cars will diminish the danger and enhance our appreciation for this sport. In addition to the “spirit of vintage racing”, all VARAC on track activities are based on a strict application of the “no contact” rule. Disciplinary action, if required follows the 13/13 format.

A note from your VARAC Driver Conduct Committee...

All competitors involved in a reportable incident are required to report to the Event Conduct Committee Chair (EC) immediately following the completion of the session, and in all cases no later than the end of the day on which the incident occurred, unless unable to report for medical reasons. Under no circumstances may the car or driver participate in another on-track session until the driver has reported to the Conduct Committee. Failure to report as required may result in a 13-month probation

When sanctions are imposed by VARAC, the affected driver has the right to appeal the decision to the VARAC Board of Directors by requesting an interview at the next regularly scheduled meeting of the Board. Any such request must be made within 48 hours of receiving notification of the sanction by the Conduct Committee.

In closing, the penalty for NOT reporting an incident can be far greater than that handed out for the incident.

Be safe! VARAC Driver Conduct Committee



2021 Time Brackets: Vintage Historic and Classic

| | 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 | Over 1.50 | Over 1.22 | Over 2.10 | Over 1.25 | Over 2.37 | Over 2.07 |

2021 Car Classes: Formula Classic

Formula Juniors

Historic Formula Fords

Club Fords

Post Club Formula Fords

Historic Formula Vees

F1200

F70

F90

POINTS

Participation points:

5 points for starting the race – Saturday race and Sunday afternoon feature race

5 points for finishing the race – Saturday race and Sunday afternoon feature race

Podium points:

3 points for class win – Saturday race and Sunday afternoon feature race

2 points for 2nd in class – Saturday race and Sunday afternoon feature race

1 points for 3rd in class – Saturday race and Sunday afternoon feature race

Points are accumulated on a unique Driver, Car, and Class combination

Competitors re-classified during the season will keep participation points only (no podium) earned to date. Podium points will not be carried forward to the new class.



PIT SIGNALS CLASSIFIED



1967 MGB for Sale!



My '67 MGB Vintage Race Car is now for sale!

I have owned this car for 10 years and raced it with VARAC, SVRA and VRG. It's a nice, competitive MGB just waiting for another driver to continue racing, a very reliable vintage race car. Details and some photos available upon request.

Asking \$16,000

1978 Trailex open car trailer also available as a package with the car!

Please contact Jeff Devine for details at:

jeffbracer@hotmail.com

Safety Fast !



PIT SIGNALS CLASSIFIED



1970 TSR TSVee

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.



\$8100.00 US OBRO

FOR SALE

Call or text Doug Switzer, Cell: (416) 885-7949

Spridget Parts For Sale:

2 x 1275 12G1321 cranks all are STD/STD EN16T, may need polishing,
very little to no use, \$250 per crank.

1x SCCR rib case with clutch slave and bearing, shifter and driveshaft,
used behind LP 1275 in SCCA, very clean, \$1500

1x used 1275 complete, condition unknown, turns freely, \$300

1x +20 1275 midget block with 12G1321 cranks all are STD/STD EN16T,
may need polishing, very little to no use, \$300

1x Aluminum backing plate \$100

Cell 905-330-3036 email gnc_field@cogeco.ca



PIT SIGNALS CLASSIFIED



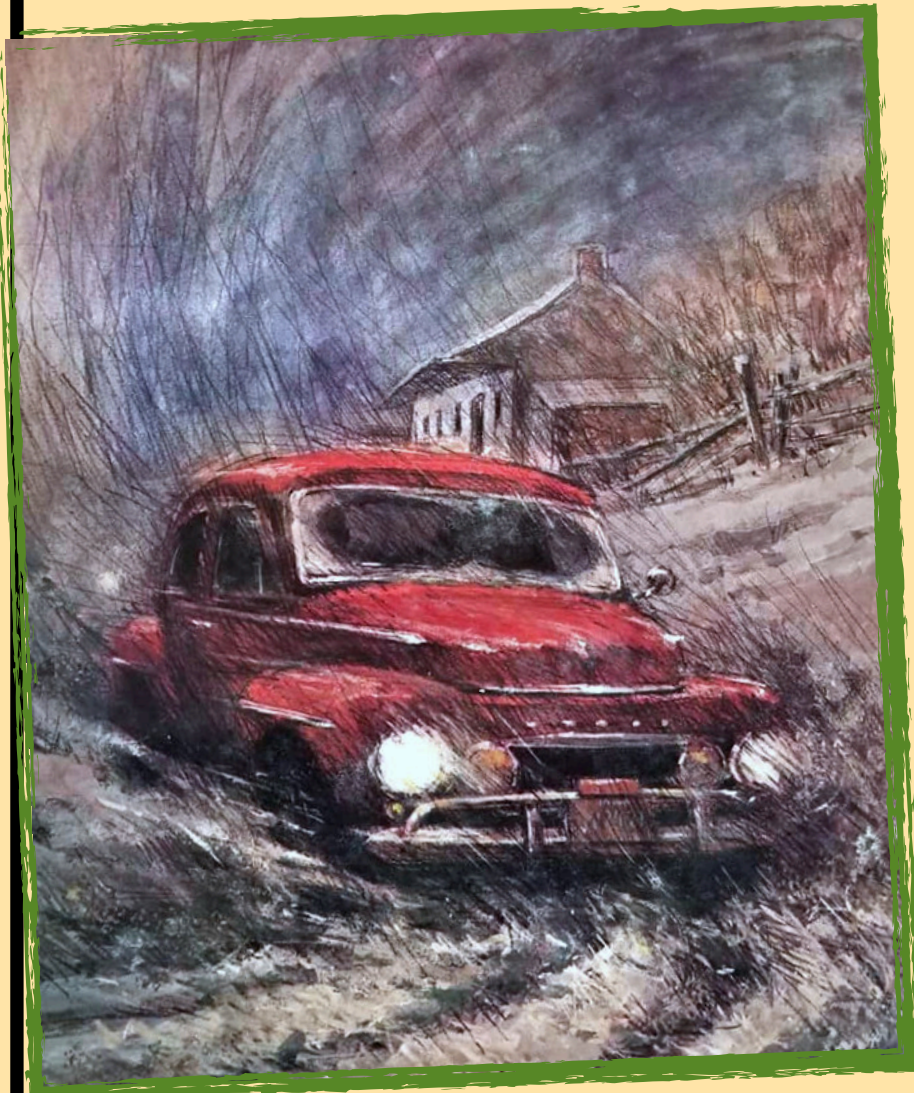
VOLVOS WANTED!

"Old" Swedish Volvo fan looking to purchase the following cars:

1959-1965 Volvo P544 Sedan

Circa 1972 Volvo "ES" "Sportswagon"

Volvo "Duett" 544 Wagon



CRITERIA: Must be located in Canada, original or close Factory Specs, No Projects, 100 % Restored or Original.

Contact Jack Boxstrom:
Telephone:

(613) 476-5000

(818) 703-2816

email: jboxstrom@rmsothebys.com



PIT SIGNALS

CLASSIFIED



Three Racing Minis For Sale!

Lifetime member Pete Christensen wishes to sell his three VARAC racing Minis to another VARAC member, if possible. His girls are finished racing - they raced from 1996 to 2012.

1963 Mini Cooper S with Longman engine (car 03) -1997 overall
VARAC points champion

1964 Mini Cooper S with Longman engine (303)

1967 Mini Cooper S with Longman engine (30)

Make an offer!

Trailer and many spare parts included.

Cars are stored in heated building in St. Catharines.

Contact Pete Christensen 905-834-7548.



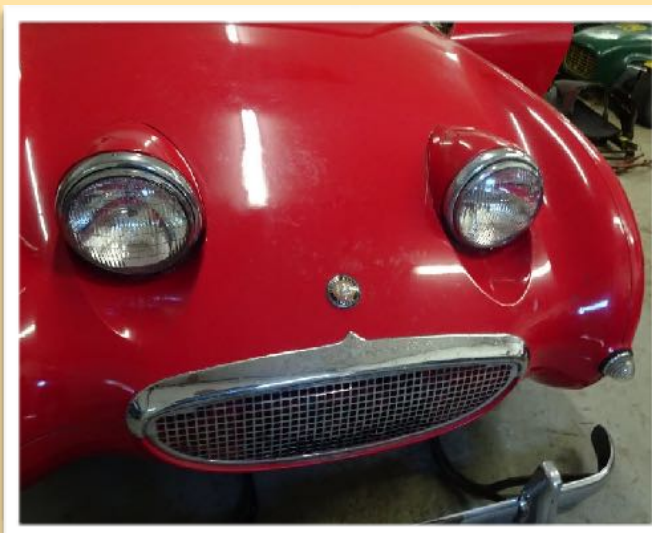
PIT SIGNALS CLASSIFIED



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).

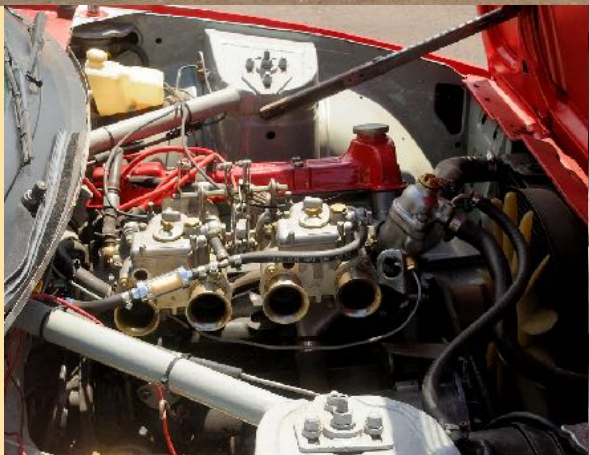


I can make this car available for sale as a race car candidate at \$9999.00 or I can refinish interior as a really neat little fun car, price on request. Or I have a nice REBUILT 1275 Midget motor with rib case trans available if needed, price on request.

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



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

Greg Kerr gregsk@bell.net