



PIT SIGNALS

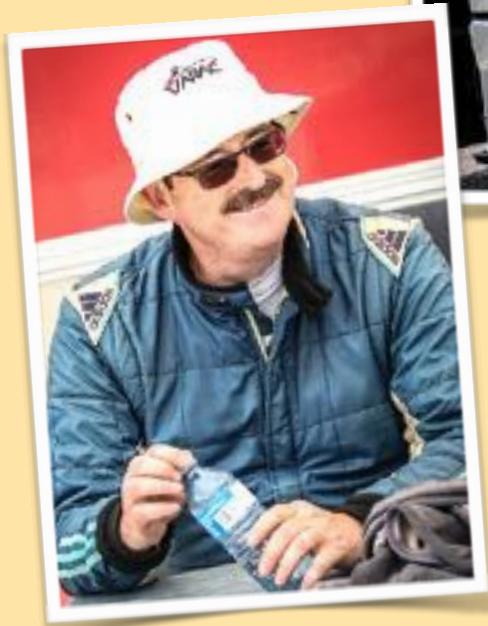


LATE BRAKING NEWS FOR VARAC VINTAGE RACERS July, 2019 - JEREMY SALE

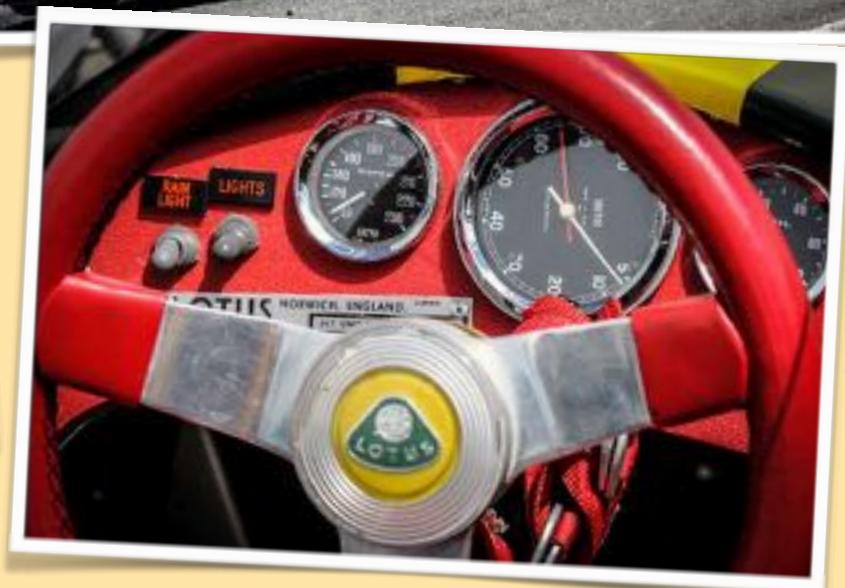


VVGP 2019!

Photos on this page by
oneword-Photography
[oneword](http://oneword.com)



One word Ted...
Congratulations!



2019 VARAC Vintage Grand Prix

Thanks to everyone that lent a hand at making the 2019 VARAC Vintage Grand Prix a success. I have to be honest - on Thursday the weather had us scrambling for a "Plan B" for the paddock tour, but in the end, things worked out quite well. For those keeping score, we had 233 drivers entered - down 40 from last year, but we knew that was going to happen. From a financial perspective the goal was to break even and we'll be pretty close once all the bills are in.

The new run groups seemed to work out quite well. The number of incidents was down significantly and that meant more time under green actually racing. We're going to stick with this format for 2020.

I want to congratulate the Volvos - they seemed to having fun and people were generally interested in their cars and story. I also want to thank them for hosting the sandwich station, although I am not sure where the extra chips and beer ended up...

The Toyos put on a great show - close, fast racing. Great to watch.

A curious stat came out of the weekend - we had more volunteers attend than were required. I wonder if it's the great show (or maybe just all the free beer).

Regardless, on behalf of the club and all of the entrants, heartfelt thanks for the time and effort. We greatly appreciate everything the officials, workers and volunteers do for us every year. Thanks guys!

A very special thank you to the staff in Registration. Long hours, low pay (no pay), and every once in a while a less than pleasant issue to deal with. I know I couldn't do it... Thanks very much.

Let's talk about next year. The date has been set: June 18-21 and the theme is "That 70's race". The flower power event was so popular a couple of years ago that we're going back to the well to try it again. The featured marque: LOTUS. We'd like to see if we can get a complete line-up of every model ever made, starting with my Lotus 6 (assuming it is finished) right up to an Evora. If you've got a unique or interesting Lotus please contact me.

This was the 40th running of the Vintage Festival. The first event the club organized, with the help of BARC, was held at Shannonville Motorsports Park August 18-19, 1979. To commemorate this event VARAC has booked Shannonville for Aug 17, 2019. Three run groups, with 4 - 20 minute sessions planned for each group: Vintage Historic, Classic, and Formula Classic. The entry fee is \$100 and includes lunch and a bit of a social at the end of the day. We're hoping for 60 - 70-cars so hurry up and enter.

Thanks again for attending our event - we hope to see you again next year! (Registration is already open - really) See you at the track.... *Ted Michalos.*

**REGISTRATION
NOW OPEN!**

SIGN UP BEFORE DECEMBER 31ST AND SAVE \$100*

That 70s Race

VINTAGE GRAND PRIX
CANADIAN TIRE MOTORSPORT PARK

JUNE 18-21, 2020

Celebrating Lotus



RACE GROUPS FOR:

- VINTAGE - PRE 1962 • HISTORIC - PRE 1973 • CLASSIC - PRE 1999
- MONOPOSTO - HISTORIC SINGLE SEAT RACE CARS



DON'T MISS IT!

GET THE INFO: VARAC.CA

VVGP 2019

And
the
winners
are....

Travis Engen's 1962
Lotus 23B won the
Group One feature.
*Photo by Richard
Coburn*

Mike Moore took the
Group 2&3 feature in
his 1962 Triumph
TR4
Photo by John Walker

Robert Offley's 1972
Porsche 911 came in
first in Group 4&5
Photo by John Walker



VVGP 2019

And the winners are....

Travis Engen's 1970 Chevron B17B won the Group Six feature. (right)

Olivier Bedard, 2018 Spectrum 015 Honda took the Toyo Tires F1600 (below)

Photos by John Walker



And the

Vintage Volvo Racing Association.

Competing at the VVGP this year was the wonderful Vintage Volvo Racing Association. This group picks one event in North America to support and they were a very welcome addition to the VVGP. Born from the Volvo Historic Series that ran from the 1990s through to the early 2000s, the Vintage Volvo Racers was resurrected in 2016 with the 'Volvo Nationals' run at Elkhart Lake's Road America. Following a 2018 visit to the Mid-Ohio Sports Car Course last year, Canadian Tire Motorsport Park was selected for the Nationals, courtesy of some persuasion from VARAC member (and Volvo racer) Peter Lambrinos. Jim Perry of VARA said "We all had a great time, the friendliness of all the Canadians makes one feel like family."



The much anticipated Volvo Challenge 2019 gave us a chance to see some great examples of the Swedish marque on track, with the winner being Ian Lok, 1968 Volvo122S followed by Robert Criss, 1967 122S, and Jim Perry, 1962 Volvo P1800.

Photos on
this page by
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Photography





Volvo Nationals at Canadian Tire Motorsports Park

Photo credit to P and B Motorsports

“All 14 Volvos were running in VARA’s Group 4 VH4 (cars running lap times over 1:45), along with about 15 other marque cars. A few of us missed the seminar on ‘bracket racing’ and learned that sometimes being fast can put you at the back of the pack for subsequent runs. “Breaking out? What’s that all about?”

There was a real contingent of street Volvo enthusiasts that come to Mosport. We felt appreciated because we could see their enthusiasm both with their paddock visits and presence in Turn 8.

Sunday morning, we ran the Volvo Nationals 2019. Some of us are still trying to figure out the Greek Gridding System that Peter Lambrinos conjured up. Leon Lok said it must have something to do with goat races. At the end of it all, Canadian Ian Lok did the country proud and put on a show of how to run Mosport taking the top podium place with his 1968 122S.

As a newbie to Mosport. I can offer this: The whole approach to vintage racing is the same as we experience in the USA except everything is said with a smile instead of ... well, the U.S. stewards seem to have a different way of letting drivers know who is in charge. If one only raced at Mosport, brake pads would last an eternity. As Ian showed us, if you are on the brakes much you are not driving Mosport right. The friendliness of all the Canadians makes one feel like family. Thanks to Volvo Canada, Castrol, DRD Distributing (that’s Dan and Bonnie Reynolds, BTW), Peter Lambrinos, Leon Lok, Ted Michalos and VARAC for a great race weekend.” *Jim Perry*



Volvos at VVGP!

*"The
Canadians
really know
how to throw
a party and
call it a racing
weekend!"*



Photos by John
R. Walker
oneword-
Photography.

[oneword](http://oneword.com)



The Tony Simms Challenge Cup

The Tony Simms Challenge Cup was designed as an award for the Ontario Sports Car Champion. This historic trophy was won in 1968 by Tony Simms in his MGB and is now awarded annually at the VARAC Vintage Grand Prix to a driver in the MG Feature Race “who is judged to have demonstrated superior driving skill in a car prepared to an outstanding level of race readiness while still maintaining its vintage character.”

The well deserved winner this year was **David Holmes**, who said in an exclusive interview with Pit Signals: “I raced the ex-Dick Baker Twin Cam in the in the exact state condition he raced it in. It almost didn’t happen... “

“I have struggled with motor problems for three years and this is the first weekend the car has finished a race weekend! I also was black flagged previously for an exhaust system that



Photo above by Giancarlo Pawelec

was dragging on the track. Garnet Thistlewaite, my Twin Cam mechanic was on hand and we busted our behinds to get it back on in time for the race. Not only did I finish but I placed third. My friend John Burgess stated it was the best weekend of racing he’s ever seen. I was thrilled to be awarded the Tony Simms Challenge Trophy.”

Toyo Tires F1600 Championship

The Toyo Tires F1600 Championship showed some of us older guys how the younger drivers do it, with nose to tail racing lap after lap. Very exciting to watch the stars of tomorrow climbing the ladder to who knows where.



Photos by Peter Vicary

Olivier Bedard won all three races in his well-driven 2018 Spectrum 015. Zachary Vanier finished second all three times with a gap to first ranging from 9 seconds in the first race, 2.61 seconds in the second race and .170 seconds in the final race! Amazing to watch these incredibly competitive youngsters.



Jamie Britnell and Brent McPhail, Hawke DL2s battled all weekend in Group 6

Formula Classic

By Paul Subject

The Formula Classis Group was made up of a total of 33 race cars - a fine collection Lotus's, Crossle's, Lola's, BRD's, Chevron's, Brabham's and others.

Saturday started out quite cool at about 15°C, but the weather improved substantially over the course of the day. Race 1 featured a total of 32 cars, with the #77 Formula Mazda of yours truly setting the



Phil Lamont Lotus 18 FJ

fastest lap of 1:28.78 and winning the 13 lap race. Many pitched battles occurred throughout the race as everyone had someone to fight with.

Race 2 was a complete comedy of errors!! Four cars, including yours truly, were late to the grid as a result of a misunderstanding of our starting time. By the time, the group got to the grid the rest of the competitors were on track behind the pace car, about to take the green. Due to miscommunication at pit-out, the group was sent out just in front of the entire race group that had just taken the green flag!!! What a mess – it was very fortunate that no race cars were damage and that one injured. A hard fought battle took place around the race course – it started to rain during the last few laps of the race creating a bit of additional mayhem. Ironman driver Travis Engen (1970 Chevron B17B, above) took the checkered flag after 13 laps.

Photos on this page by oneword-Photography

Formula Classic...

...The weather on Sunday was simply stunning – perfect weather for racing – mid 20's and a bright blue sky. The feature race was a much better start with all 25 competitors on the grid on time – some of us were quite early (lesson learned!). Once again, the racing was close throughout the pack, as it seemed everyone had someone to dice with.

The winner Travis Engen, 1970 Chevron B17B, and Marc Giroux, 1969 Brabham BT29 battled it out at the front, followed home by Bill Tebbutt, 1979 Lola T492. (Right)



Race 4 was quite exciting with 24 race cars taking the green flag – once again Travis Engen and Marc Giroux battled it out at the front with Travis coming out on top as the winner at the checkered flag.

Photos on this page by oneword-Photography

Another successful VVGP in the books!! Lots of racing and excitement throughout the Formula Classic field of race cars.”

Paul Subject,
(#77 Formula Mazda, right)



Around the paddock with John Walker...



Photos by John
R. Walker
oneword-
Photography.

[oneword](http://oneword.com)



Congratulations to Walter Davies, raising important revenue for our club!

VARAC Lapping Day

By Walter Davies

“Every year, on the day before the start of the Festival - this year Thursday 13th June - we run a Street Car Lapping day for road cars. You might have wondered what is going on, and what it’s all about.

We’ve been running these Lapping Days for at least 10 years. Originally, we ran only Test Sessions for Open Wheel and Close Wheel race cars. These Test Sessions were invaluable for many visitors - lots of racers had Mosport on their “Bucket List” and were coming for their first visit. They had 2 challenges - first, to learn the track, and second, to set their car up for Mosport’s challenging corners.

But that took a fairly short time - and once they found their way around Mosport, and got an idea of what setup to use, they stopped for the day. After all, why pile on miles on a Thursday Test Day and you damaging your car so you can’t race the rest of the weekend.

So the Test Sessions usually had a reasonable number of cars out in the Morning sessions, but by the Afternoon Sessions, very few cars were still testing. Yet VARAC were renting the track for the whole day, and it wasn’t cheap!

We needed to get more revenue to cover the cost of the Test Day rental, so we came up with the plan of inviting local car clubs members to bring fast street cars along to join in on our Thursday Test Day - and the Lapping Sessions were born. “



Ok, it was a bit wet and you could get into a bit of bother...

“Over the years the number of Lappers has grown, and we’ve now “capped” entrants at 36 cars, which we reached this year. By interspersing the Street Car Lappers in between the Test Day race cars, we can offer 4 Lapping of 30 minutes each. In fact, these sessions are so popular they sell out very quickly, and over 80% of the cars who sign up have been before - this year we had 30 drivers who had been at our Lapping Sessions at least once before, and only 6 “newbies”. Of course, we don’t just send folks out until we are satisfied they are capable and safe to go out on their own, so all ‘Newbies’ are Mentored by experienced VARAC Racers who gladly give up their time on the Thursday Morning to help newcomers get to grips with driving the track for the first time.

And for those drivers who have been with us before, we offer them a Mentor if they want to improve their skills, or if they simply want to put in track time, we’ll send them solo - if they have performed well in earlier years.



The variety of cars we get is huge - this year we had everything from a Shelby Cobra 350 to an MG Midget! As you can imagine speed differences are potentially huge, so we pay particular attention to stressing the need for mirror checking, Signal/Point to Pass and no passing zones in corners.

But time and time again, the benefit listed as the top issue for the Lappers is the quality of advice and support that they get from their Mentors.

We are indeed fortunate as a club that we have such outstanding individuals willing to spend their time passing on their skills to beginner drivers. So please join me in offering thanks to our 2019 Mentors – Brian Thomas, Nick Pratt, Doug Kurtin (who also kindly provided coffee and donuts for breakfast), Richard Navin, Ivan Samila, Doug Switzer, John Hawkes, Richard Poxon, Ed Luce, Paul Subject, John Greenwood and Neil Young.

Without your commitment, gentlemen, the Street Car Lapping simply wouldn’t happen, and VARAC wouldn’t receive the \$12,000 or so we are able to contribute to the Club each year that helps directly to holding down our racing expenses.”

Walter Davies

Photos by Richard Coburn

Race Car Drivers Never Give Up!



Story and
photos by Peter
Viccary

Race car drivers tend to be very tenacious and resourceful. A case in point is this story about Shane Viccary's start to the VGP weekend.

In Friday qualifying, Shane set fastest FF time & third overall (but "broke out" doing it). One of competitors came over to chat and looking at the car asked "What's up with your brakes?" The right rear brake disc was just dangling there. It was like someone had taken a saw to it and cut the hat from the disc. (photo next page) We had no spare, naturally. So, what to do. It could not be repaired. Even if it could be welded perfectly straight, no one would risk it coming apart again.

So, Shane started to scour the paddock, looking for a replacement part. He soon began to realize that this was proprietary item and would not be found at the track. As I prepared for the Open Wheel Challenge, Shane pondered his fate.

Here's where he started thinking outside the box. The builder of our car, an '81 Zink Z16, Steve Lathrop, was a VW guy. When we needed a half shaft, it was modified from an '80 VW Dasher. So, Shane started phoning local retailers to see if he could get a brake disc for a 1980 VW Dasher. He phoned Canadian Tire in Bowmanville. "Hi, any chance you might have a brake disc from a 1980 Dasher?" "Just a minute please, I'll check... Yes, \$25.00. How many would you like?" You could have knocked me over with a feather. I went to race, Shane went to Bowmanville. He returned with two new brake discs.

End of story, right? Hardly; the disc was so thick, it wouldn't fit in the caliper. Try to find some one to machine a brake disc at 6:30 on a Saturday evening. At CTMP, there were lots of potential machinists, but no machine.

While we attended the excellent Friday paddock party, and Shane had a couple of beers, his mind began loosen up. He went to university at University of Ontario

Institute of Technology in Oshawa and was a Captain of the Formula SAE team there. The team had a machine shop mentor, Durmach, on Russett Road in Oshawa. They could machine the



brake, but would they be open, and would they have the time?

Shane dropped me off at the track at 7:30 Saturday morning and left on the twenty minute trip to

Oshawa. The phone listing said Durmach opened at 8:30. As Shane got close, he tried phoning, hoping that some one might be there early. Some one was, he got Mark Randall, the shop owner. He remembered Shane, and yes, it could be done, and no, it would not cost anything.

Meanwhile, back at the track, I attended the drivers' meeting. I intimated to a few of our competitors that Shane might race, very circumspect fully, with just front brakes. This was our plan B. Plan C was to go home. No one seemed to object.

When Shane still hadn't arrived back at the track by 8:30, I took that as a good sign. At 8:45 I called him and he was already half way back to the track. By 9:30 the brake was installed and at 10:00 he was out racing (although he started 15th due to the qualifying breakout).



Sometimes things just work out, if you are tenacious and resourceful. I'm sure you all have a similar racing story. *Peter Viccary*

MG-Triumph Challenge



The Saturday MG-Triumph Challenge is always competitive with the usual banter between the two British marques as to which is better. Overall winner was Peter Bulkowski Triumph TR8, (at left) followed by Henry Frye, 1968 Triumph TR250, and

Mark Wheatley 1962 Triumph TR4. Joe Lightfoot, 1966 MGB (below) won the Fast MG Trophy. Joe said; "I was hoping that my victory was due to my awesome driving skills but a look at my lap times showed that that was not the case. I couldn't believe that no other MGs caught me. I don't know why but I do know that several of the really fast MGs like Nick Pratt and Gary Allen didn't participate. This race was our third race of the day and the last one before supper. Regardless of the reason why I won the MG Trophy I certainly felt good and I celebrated in fine style. I'm not sure how many white wines I drank that night, but I can tell you that it was enough to allow me to dance like a fool to the "The Mud Men"!"

Photo above by Giancarlo Pawelec and below by Richard Coburn



Field of Dreams!

Neil DeShane: "The 2019 Field of Dreams Car Show went off without a hitch, with fantastic weather for Father's Day, a great turnout of nearly 100 classic



European Sports Cars, and North American Muscle Cars. I would like to thank VARAC President Ted Michalos for allowing me to put the show on, and the use of his golf cart, also my good friends Rob Holtby, and Dave Wilson for helping greet and sell Parade Lap tickets, and my brother

Bob for help acquiring the generator needed to power up the incredible sound system of our mutual friends Bill and Cheryl Locke, better known as "Wild Willy". Thanks to Aileen and the ladies at registration for getting us all onto the grounds." *Neil DeShane*



Photos by
oneward Photography



Father's Day Weekend...

Jeremy Sale: Watching Dean Baker and his son Sam (right) racing together at the VVGP started me thinking about fathers and sons racing. Dean Baker's son Sam is just 18 years old, "He never raced go carts or anything" Dean says "...did some testing last year with Britain West and this year we are running a pair of Spectrums together with the help of Stephen and Penni Adams. Basically, I am not a very good spectator so we decided to run together, which has been a huge amount of fun for both of us! He has been coming racing with me for many years – he just finally decided it was time to give it a go and he loved it. I am teaching him the way my dad taught me.....you want to race – then it starts in the shop, not at the track. I would be thrilled to do a father son IMSA drive in LMP3 someday..... but we are not there yet!" *Dean Baker.*



Jeremy Sale: Hanging over the fence at Turn Two, waving my cap like a madman as I watched my son Harry win his first race in Ted's Bugeye Sprite on Father's Day weekend was the best Father's Day ever. It meant more to me than any race I ever won. There is a bond between fathers and sons, especially when it comes to racing. By the way, yes, I know VARAC has uncles and nephews racing, we have husbands and and wives racing, we have brothers racing, brothers and sisters racing, dads who help their sons race, aw jeez, who knows how many other combinations, but hey, this is about something very special, it's about Father's Day! In my case, *Best Father's Day ever!*



Father's Day Weekend...



Peter Viccary: “I started racing in 2006 in a vintage Kelly Vee which I still own. Shane was 21 at the time, and a university student. We shared the Vee for several years, until Shane and two of his mates started an F1200 arrive and drive program called AVR Motorsports, with my financial assistance. That was an artistic success, but didn’t generate enough money to be a career and was too time consuming to be part time. After the dissolution of AVR, Shane and I carried on, pretty much as we had started. Eventually we added a not quite ready for prime time Club FF. Four years of hard work later, it is starting to pay dividends. The plan was to share this car, but in all honesty, he is so much better at it than I would be, I’ll just let him have at it. Motor racing bonds Shane and I, and pretty soon his sons Ayden and Wyatt will be involved. I wouldn’t do it without them.”

Father's Day Weekend...

Geoff and Rob McCord: Family racing for over 15 years

Geoff McCord: To me, there is no greater way to enjoy vintage racing than with my teammate and son, Rob. We have attended every Vintage Grand Prix (aka CHGP, Festival) since 1994 and have raced together since 2003, and then really got serious in 2005 when Rob acquired his Datsun 240Z, which were then comparatively inexpensive race cars for what they were. It was a perfect set-up; Rob in his G70 Datsun and me in a V/H Porsche 356, we helped one another wrenching and generally getting ready for each weekend session. Having cars on different grids definitely reduces the stress levels as the weekend wears on.



I remember when we first started racing together. That moment when you realize he hasn't come around; where is he, yellow flags, full course caution...oh, oh (actually more like OH S@#t!!). After a few adventures, Dads come to realize their kids are ok and they're handling this sport just fine, and in some cases, much better than the old guys!

The past five years have been more interesting and competitive with our race cars now on the same grid, (Rob, #95, 1972 Porsche 914-6, Geoff, #94 Porsche 911)

and even worse, in the same class. There is something very special lining up

behind the pace car, a few rows back, right beside your son, who, by the way, out qualified you again. Gone are the days of coaching him to be faster and showing him how to fix the things that constantly need attention both on and off the track.

I wouldn't trade our father/son weekends for anything.



Father's Day Weekend...

Neil Young's dad had a passion for cars. He always owned the lowest, longest, widest and heaviest(!) cars of the day, highlights being a black and gold '57 Merc

Turnpike Cruiser, a white with red leather 59 Caddy convertible and an impossible immense '66 Chrysler Imperial LeBaron. He would take young Neil to the CNE and then Pinecrest for the stock car races and eventually to

Mosport in the 60's



for events like the Players 200. Neil continued spectate at Mosport and began to participate in autosport at a club level in the early 70's starting with club rallies, driving skill tests, regularity runs and eventually slaloms. He started racing in 1976, and Kevin, at age 1, attended Neil's pinnacle motorsport achievement when he "peaked early" and became, mostly through attrition, Canadian G Production champion in his Midget at Tremblant that year.

From there Neil went on, less successfully, to stage rallying, Solo 2 and then Solo 1. At age 16 Kevin attended CASC Solo 1 School at Shannonville, but only after having a life changing experience in the family 944T. Kevin insists that spinning off the Waterford Hills track, with his father driving and showing him the coarser methods of car control, at a fairly high rate of speed, ruined his ability to be a complacent passenger with any driver. Neil had risen once again to his valuable social role of being an excellent bad example. Kevin did manage good lap times in the 944 at Waterford without incident, despite his father's invaluable assistance.

Kevin's grad present in 2003 was a Jim Russell FF course at Tremblant. That was

the historical founding of the iconic and much revered “Loose Tools Motorsports” team, brand and culture!

Targa was a supreme test of many things and the Loose Tools team was very satisfied about garnering six “finishes” and several “second in class” awards. The second visit saw the resurrection of Neil’s Datsun 240Z, something he bought new in ‘71 and saw regular family service until Derek’s “great fire” of ‘93, after which it was bought back from the insurance company as “salvage”. After a complete restoration and a fairly incomplete preparation, Kevin piloted the Datsun to a very arduous “finish” at Targa in 2005. In 2006 the Datsun was reimagined as a vintage race car and the Youngs joined VARAC, sharing their ride. A ‘71 Crosslé 20F Formula Ford was acquired in 2014 to afford both drivers more “seat time” and to improve the chances of one team member finishing a weekend with a car still running.

Brother/son Derek has joined Kevin and Neil to drive the Datsun at Road Atlanta and both Kevin and Neil have co-driven Derek’s “24 Hours of Lemons” racers in California, all enjoying these experiences immensely.

Grandsons are nearing the age of reason, (and go-carting) where they will be more help and less distraction, so it looks like the Loose Tools Motorsports legacy might thrive and live on! Vintage Racing! What a great family sport! *Neil Young*

Fred Samson: When Randy first drove the car on a track, it scared the hell out of me- I waited every lap to see him come around and when he didn't, I always thought the worst. That's a normal reaction, I'm sure. Now, many years later, I still watch trackside but focus on whether he is making ground on those in front of him . Switching drivers means that we usually start at the back of each grid (and that has led to a lot of confusion). We tend to focus on lap times and in the last few years, Randy has consistently been faster. I'm proud when, occasionally, Randy reaches the podium. As long as my doctor keeps signing my medical, we'll continue to share the car. After that I plan to wrench the Lotus and cheer from the sidelines!



Horseless Carriage Club of America



On Saturday the Horseless Carriage Club of America arrived. This fascinating club is dedicated to the preservation and restoration of pre-1916 automobiles and they showed off stunning examples in the paddock and parade laps. Somewhat slower than the cars we were used to seeing on track, but the spectators seemed to like it!

Photos by Paul Madder





By Peter Viccary

The inaugural Can-Am Formula Ford Challenge kicked off at the VVGP weekend with an excellent field of Formula Fords running within the Monoposto group at VARAC's 40th Vintage Grand Prix.

CTMP was the first half of a two-part series. The second is to be at VRG's Watkins Glen event in October. The Can-Am Challenge will be a subset of VRG's Formula Ford Challenge Series event at the Glen. Last year six Canadian teams made the trip to upstate New York and ran at or near the lead in all three Formula Ford classes. The hope that that many of those running at VVGP would carry the challenge to the Glen in October. To that end, VARAC was to give a \$100.00 towing allowance to any Canadian VARAC member who races at the VRG Watkins Glen event.

The idea to have a national and three individual competitions. There are three recognized Formula Ford classes: Vintage FF (as defined by Monoposto), Club Ford (as defined by Monoposto) and Post Club Ford (as defined by VRG). National points will be scored in class for top six 9-6-4-3-2-1. Only the top car from each country will score. The two Saturday races and Sunday morning's race were to count for points. Sunday morning's was to be the feature race and the first place Formula Ford overall was awarded the VARAC Can-Am trophy.

There will be a perpetual Can-Am trophy which will be awarded to the top point scorer of the winning nation at Watkins Glen. This is basically a VARAC versus VRG challenge. Game on! Individual class champions will be awarded more on participation than competition: 5 points for starting a race, 5 points for qualifying as a finisher, plus 3 for first, 2 for second, 1 for third. Plaques were awarded for first, second and third in class in the Sunday morning feature race. The two Saturday races and Sunday morning counted for points. We hope to significantly expand the Can-Am FF Challenge in 2020, possibly to 4 events. If you attend a FF event this season, please carry the message to other competitors. Wear your t-shirt, put the decals on your car. Help us to make Formula Ford the place to be.

Points awarded at VVGP on next page. See you at the Glen! Good luck to everyone.

Rob Bork (716) 912-9715 rlbork@gmail.com

Peter Viccary (647) 861-5327 pdsrs@rogers.com

2019 Can-Am Formula Ford Challenge Cup!

Round One. CTMP, June 14-16					
	Race 1	Race 2	Race 3	Total	
Historic					
1. Daniel Burkett	13	13	13	39	
2. James Britnell	12	12	11	35	
3. Brent McPhail	10	10	12	32	
3. Kevin Young	11	11	10	32	
5. Murray Burkett	10	10	10	30	
5. Ed Luce	10	10	10	30	
7. Rob McClelland	10	5	10	25	
7. Ross Smith	5	10	10	25	
Club Ford					
1. Shane Viccary	13	12	12	37	
2. Michael Adams	5	13	13	31	
3. Mark Clark	12	11	5	28	
4. Michael McGregor	11	5	11	27	
Post Club Ford					
1. Robby Bork	12	13	11	36	
2. Noel Castell	13	5	12	30	
3. Steve Wagland	11	5	13	29	
4. Russ Bond	0	0	0	0	
Can-Am Challenge					
Canada	27	24	27	78	
USA	12	13	7	32	



Éric LeFrancois brought his Lancia out for the first time at the VVGP. He tells us how it went...

“I think the Lancia Beta Scorpion is a very beautiful racing car. And some fans in the paddock told me that it was the nicest race car that they ever seen, with its elegant lines and wonderful green/white/red livery. But the Lancia didn't make much of an impression on the track,

“apart from being surprisingly reliable for an Italian car” as a fellow competitor said with a smile. Fortunately it really was pretty reliable, apart from some very minor glitches (wrong dipstick, fuse broken). This was corrected with lots of help of Team Russ Bond (Vladimir, Bill, Tony, Scott) and Andrew Celovsky. Thank you

again, guys, for your knowledge and your friendship!

The objectives for this first event (for the driver, as well as the car) was to perform a proper shakedown, making sure that everything was functioning well and within the right temperature ranges, because the engine was brand new. The initial task was to get as much data as possible in order to give us an idea of the reliability of the car. The project started six years ago and we encountered numerous obstacles along the way, needless to say! We wanted to make all the adjustments necessary to enjoy the rest of the season. For me, the number of laps done was more significant as the lap times set, since I was also learning the track. And, speaking of lap times, they didn't really matter during the weekend, but I was happy to make gains in every session. The important thing was to get the balance of the car right, run without any major issues and get the driver up to speed after all those years of inactivity. I also was grateful to the track marshals who gently reminded me “When the checkered flag is waving, that mean it's over!” Part of the learning curve I guess. Thank you for your understanding!



Photo by Richard Coburn

Mt-Tremblant Spring Classic

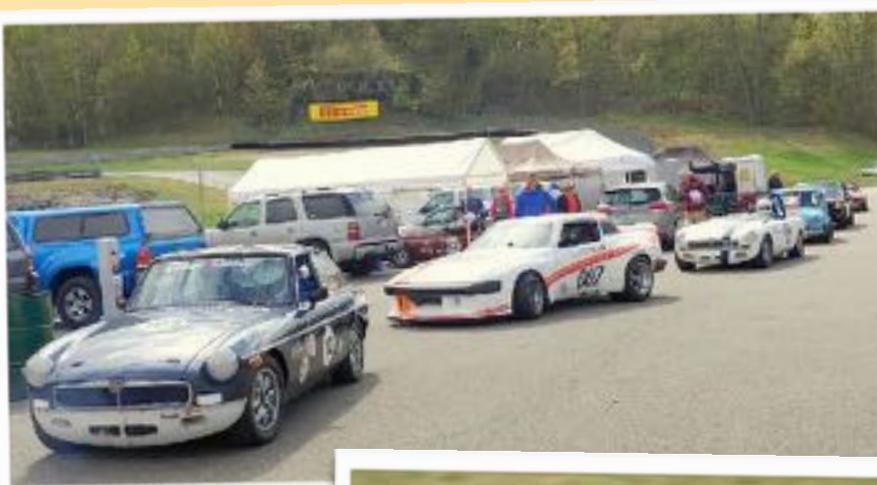
Photos by Steve Bedford, Chris Rupnik, Thomas Worldwide Photography

Story by Chris Rupnik



“While driving up to Tremblant, many of the ski hills still had active runs open! I had never seen this before and knowing that the Spring Racing school had been cancelled due to the snow on the track meant that I had packed heavy clothes. And the weather was supposed to be rainy all weekend.

Friday weather was lovely - much to everyone’s surprise. Again the micro climate right around the track chased the rain away....



Top, Brian Thomas is ready to roll out...middle Dan Di Cesar’s MGB, right, Phil Cooper, MGB.





Del Bruce-Corvette

The blue and white Fiat 124 Spider #418 (at right) was my steed this weekend, and ran both 30 minute practice sessions offered on Friday. I used the time to gauge the performance improvements that my peers had made to their cars. I finished the session worrying that I was to become the Williams F1 of the Vintage weekend. Yikes!!!



Chris Rupnik Fiat 124



Terry Milnes Austin Cooper S

There were 24 participants on the vintage grid - and Del joining the G90 grid. Our friends from the CVQ Quebec Vintage Club filled the rest of our well attended grids. As the first race weekend of the season - there was a lot of repairin' going on! Russ Bond had driven the majestic "RussBuss" and centrally located in the paddock and was a busy hub of activity the whole weekend.

A very efficient drivers meeting started the Saturday early - 9am - and our vintage qualifying session was right before lunch. At the right time - I donned my race gear and prepared to head out only to have a "no start" situation. Figuring it was the battery, i jumped out of the car and changed it to the spare, but the same no start (no cranking at all!). I changed out of me suit to my mechanics gear and went to work. Figuring the starter died - I prepped the necessary tools to change it to the spare i had brought along. I took everything apart and just for kicks cleaned the contacts and put it all back together and gave it a whirl, and wouldn't you know it - started fine. I would be starting last for the race.

As the start time got closer and closer, the rain that had stayed away all weekend started in earnest. This was good news for little Fiats as many of the vintage larger cars decided not to venture out. We were 9 on the start grid as the last afternoon

session - and the Fiat did make up one spot, but was unable to get closer to the others with the older tires that I had. After the session there was a strange noise from the rear of the car, but as it was time to park it for the evening. Russ Bond (right) won the wet race outright - which from his in-car video was truly a workout of rapid reaction time and corrections!



The Saturday Wine and Cheese was served in Paul Giroux trailer - again the rain was really coming down. Paul was serving genuine "Quebec Steamé" hot dogs combined with fine wine; no one can say that vintage racers aren't all class. We have standards after all :)

Sunday weather was perfect, but that noise only grew in the morning light. Stewart Brown and Robert Searle worked most of the afternoon on trying to determine the issue - but ultimately the fiat DNS'ed both the morning and afternoon race. However, the upside was that i was able to really watch the races. Russ fought all he could to keep off the large v-8s and finished 4th in Race 2. The DiCesar family raced the entire weekend - the Beetle the fan favourite, The band was already looking forward to the VVGP - with first timers Jody LeClaire (#212 right) and Jon Nichols (#27 below) coming in their beautifully prepared MGBs. *Chris Rupnik.*



Please allow me to introduce myself...



Phil Cooper and crew...

Waiting on the false grid for the feature race at the Mt-Tremblant Spring Classic is driver Phil Cooper with his crew Bill Yarnell and Rick Kisil. Pit Signals asked Phil for some background. Turns out Phil started racing with a Mini in 1983 in the Quebec production car series. He had just started teaching High School Auto Mechanics and since that meant he had summers off he decided to take up road racing.

Previously Phil had been doing a lot of solo events and wanted a bigger challenge. He raced the Mini for six years then switched to a RX3 for two years and then a RX7 for about 16 years. Then in 2009 Phil built and started racing his MGB with VARAC. Phil says he "Enjoys how friendly VARAC people are, plus they're very helpful if you have car troubles. Also, most of the drivers are as old as me!"

We want to do more introductions like this so we get to know members better...

Just email jeremy.sale@varac.ca. Thanks!

Mt-Tremblant Spring Classic

By Brian Thomas

As often happens at Mt-Tremblant we had a mix of weather. Rain was present but fortunately not dominating the weekend. VARAC was represented by two Classic and about a metric dozen in VH. The VH grid was composed of about four Camaro's, four Mustangs, one TR8, one Mazda, MGB's, a Lotus / Mallock, one Rupnik Fiat, and Herbie the VW Bug # 53.

All played well together and I'm happy to report that there were zero incidents. The Mazda of Russ Bond led the VARAC VH contingent, taking it to the "loud" cars in the Saturday race. The Saturday evening wine / beer and hot dog event was well warmed with great racing stories and fellowship.

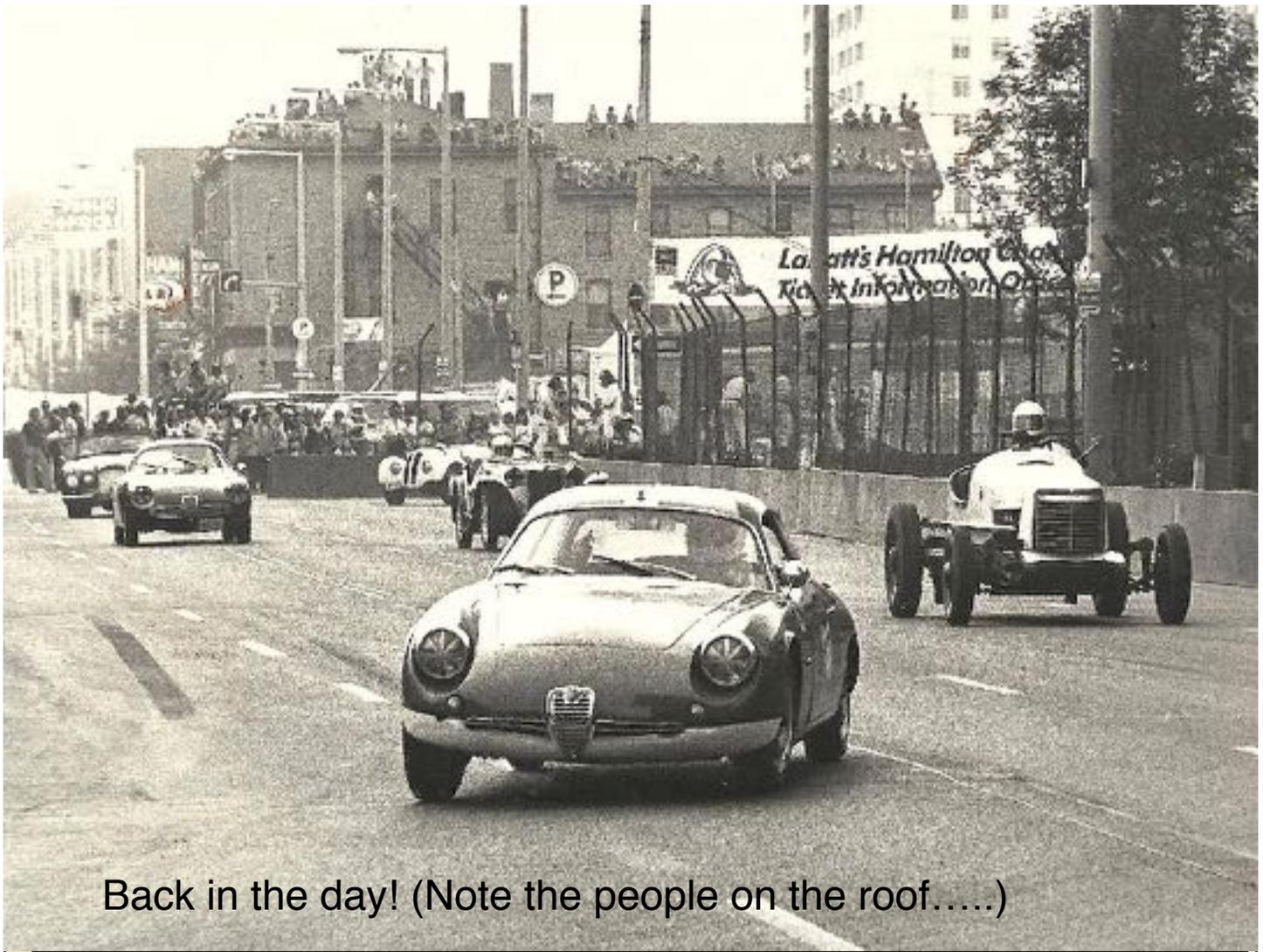
The Sunday feature was dry and most "loud" cars saved a set of sticker tires for this race. Mustang #21 came out on top.

It should be noted the Rupnik Racing had to retire their car prior to Sunday's feature. The driver was so proud of his P8 grid position that he came to the Mock Grid and occupied that spot personally, sans car! (Below!)



Chris made various "car" sounds, waved to the crowd, signed an autograph or two, but had to give the spot back when the engines were fired up!

A good weekend! Brian Thomas.



Back in the day! (Note the people on the roof.....)

Dear Editor,

In my opinion the most prestigious and exciting race VARAC participated in in the old days was a support race for the Formula Atlantic Labatt Championship Series in downtown Hamilton, Ontario in August 1978. It only ran one year, the cost of closing off most of downtown Hamilton for the weekend proved to be too costly and the race lost money. An almost unknown Keke Rosberg won the main event, he of course went on to be a Formula One World Champion in 1982. His son Nico won the same title in 2016.

VARAC had a large member turn out for that event; everyone tried their very best to be racing there, it was the closest we got to the big time before we became the support race for the Canadian Formula One Grand Prix in Montreal some years later. Unfortunately I forget who won our race on Sunday, I am pretty sure it wasn't me but from the attached photo you might get the idea that it was. The car on the right is an ex Indianapolis 500 racing Hudson. This is my favorite photograph from that VARAC era. *John Winter*

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The poster features a checkered background with images of a red vintage open-wheel car, a vintage motorcycle with a sidecar, and a modern motorcycle. The text is arranged in a clear, organized manner, providing essential details about the event, including dates, location, ticket prices, and contact information.

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!

[Grand Bend Festival of Speed](#)

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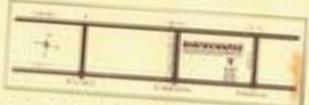
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