



# PIT SIGNALS



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



In this edition: John Hawkes reports from Silverstone (above) plus notes from a chilly B.E.M.C. event from drivers AND fans! And John DeMaria sends a note on the Canadian Endurance Racing events.



VARAC races with F1200. A report by Peter Viccary...



## 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
<b>A</b>	UNDER 1.31	UNDER 1.14	UNDER 1.58	UNDER 1.16	UNDER 2.17	UNDER 1.50
<b>1</b>	UNDER 1.35	UNDER 1.16	UNDER 2.01	UNDER 1.19	UNDER 2.22	UNDER 1.55
<b>2</b>	UNDER 1.40	UNDER 1.18	UNDER 2.04	UNDER 1.21	UNDER 2.27	UNDER 2.00
<b>3</b>	UNDER 1.45	UNDER 1.20	UNDER 2.07	UNDER 1.23	UNDER 2.32	UNDER 2.03
<b>4</b>	UNDER 1.50	UNDER 1.22	UNDER 2.10	UNDER 1.25	UNDER 2.37	UNDER 2.07
<b>5</b>	UNDER 1.55	UNDER 1.24	UNDER 2.13	UNDER 1.27	UNDER 2.42	UNDER 2.11
<b>6</b>	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!**

# John Hawkes reports from Silverstone...

Lucky me, I happened to be in the UK visiting with my brother in April and was cleverly able to time it so I could get up to Silverstone to see the Vintage Sports Car Club event! Although I grew up in the UK I had never been to this track before. I stayed overnight in Buckingham, right next to Stowe public school, which has the most royal entry and archway (right).



Getting to the track is an extremely bucolic drive...arriving however is quite a transformation; the outskirts of the track are surrounded by light racing-oriented industrial parks and the track itself is well fenced off and not as spectator friendly as CTMP or the Glen.

The event was a two-day deal, with mainly pre-war on the Saturday and V/H type cars on the Sunday, which was the day I went.

At the hotel I had bumped into Martin Stretton and his crew who were there with various Fraser Nashes, Coopers and ex F2 and F3 Lotus. This class at the track was attended by a coterie of serious mechanics, some of whom were very interested in opportunities in Canada... (Brexit is a cloud of gloom over the island and in fact several German and Belgian cars were pulled from the event as their owners had shipped them back rapidly to Europe to avoid import tariffs if Brexit had happened.)

The day is structured with one practice, one qualify and one race session, except for the Historic Racing Drivers Club (60's saloon) event, which has a two-driver, 45-minute additional event at the end of the day. There were classes for Morgan, single-seaters pre-60s, sports racers of the 50s, 500 cc Juniors, 1300 Midget and Sprite event with lots of Lenham GTs, and finally the saloon event, which had a real nice mix of Alfa , BMC, Ford Anglia, Cortina and US iron... Mustangs and Galaxys. Some great racing throughout the field with the Lotus Cortina of the Jordans showing the way home to all the rest...it looked totally effortless; and they are all on Dunlop race tires, so lots of nice sliding.

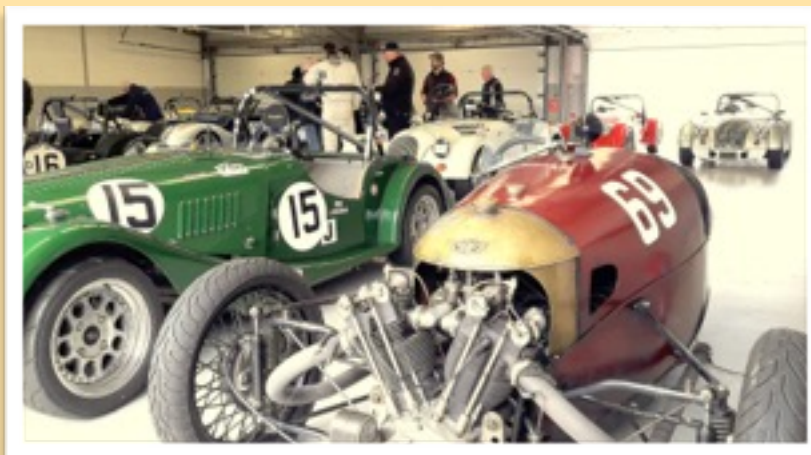
## Silverstone...

The atmosphere in the pits is friendly but a little more serious than we sometimes experience this side of the pond. Many of the cars arrive with a prep shop, not so many race-and-fix drivers it seemed. The standard of preparation is generally very high and adherence to the rules is policed pretty seriously. Having said that it is clear that some of their cars are developed further than our European cars...probably the reverse is the case for the American iron. Be nice to see Anthony's Mustang and the Jordan Cortina on the same track.

Although there were a couple of breakages and one single car off, there were no multi car incidents and driver behavior did not seem to be anywhere near as aggressive as seems the case at the Goodwood Revival.

There are some highly unusual race cars in the Historic Racing Drivers Club\* series, which makes for a fascinating spectacle...several Alfas, with one being driven by a Canadian resident in the UK and the Standard Vanguard and Nash Metropolitan of Shaun Rainford being notable. Now I've got my appetite up for our season...roll on May 10<sup>th</sup>! *John Hawkes*

\* [Historic Race Driver's Club](#)





## BEMC Spring Trophy Races

With the changeable weather we had been having it was no surprise the forecast was iffy at best. Nevertheless the faithful gathered for the season's opener, anxious to see if everything was going to run the way it should. No surprise, the weather was cold but the good news was that VARAC had a couple of healthy grids to support our friends at BEMC. Classic rolled out 20 cars for the practice session, V/H showed up with 26, which included Formula 1200 cars. Peter Viccary has more on that in his report.

**Ted Michalos:** VARAC quite easily had the most entries for the weekend.

Between our two grids we had over 45 preregister. First weekend with the expanded Formula Classic entries on the VH grid - a vintage ford, a club ford, and I believe 8 FVs. It was the largest FV entry in over a year at a CASC event. But our grids sizes shrank as the weekend and weather progressed.

For me, I missed the VH practice waiting for my tech stamp - the car was teched before the event, but no stamps were given out which meant that everyone that was pre-teched still had to attend at the CASC trailer for their stamp and sticker.

Not sure that was the best way to do things...

Race 1 went very well - I couldn't catch Jeremy in first place, but the car ran well and it was the first session the 23 had finished since I acquired the car. Really.

That was worth the entry fee...

The feature race was interesting - the FVs showed their "stuff", although it appeared to me that many either spun or went on safari by the end of the race. I couldn't catch the Merlyn and when I saw the Mallock I spun in

corner 5. Started up and passed the blue devil and then reported to the Conduct Committee at the end of the session.

The Porsche didn't go so well. I knew I had a throttle problem going in to the weekend. The code reader said we were only making 75%. What the hell, may as well run anyway...

By Sunday morning's race things had deteriorated dramatically - in the first two laps just about everyone was passing me so I called it a day. No power whatsoever so I put the car away.

In hindsight, I probably should have run the feature in the rain.

The lack of power may have worked to my advantage... Oh well...I should add a bit about the "Chilli Social". Very little beer was drank, but we managed to finish two very large pots of chilli - one provided by Alan Morris (quite tasty) and the second cooked on site by yours truly.



**Brian Thomas:** Driving to CTMP on Saturday morning the temperature showed +1C. Forecast said cold and wet. Well at least it didn't snow. The thing about Vintage cars seems to be no matter how nice you are to them they have minds of their own. Give them a nice warm garage all winter, the best oils and lotions, even new sparkplugs, start them prior to loading them in the trailer and when you get to the track IT WON'T START! Such was my weekend with the Lotus 23.

Having been scorned by this beast on other occasions I now pack a "spare".

"Arthur" the trusty Chelsey Blue Mallock 11B was summoned from the top bunk of the stacker and pressed into service. With help from registration and tech I made it out for quali. Sunday morning I didn't have the pace of John's Merlin or Jeremy's Seven but had a good dice with Ted in the Lotus 23. This is going to be a very interesting year.....



Someone took this photo of blue sky at BEMC.  
I must have blinked and missed it...J.S.

**Ed Luce:** In qualifying, the Lotus developed a nasty front wheel shimmy going up the hill into 5A. Not very effective braking or turning in when the tyre isn't staying put on the ground! I knew I wasn't going to make it around the turn, so I drove off straight into the deep, large-calibre, gravel. Beached. Root cause was loose fasteners securing the steering rack - it could move about 1/16" side-to-side under load.

Race 1 went well, but having no qualifying time I started from the back so I didn't get to mix it up with the F1200 cars that have similar lap times to my best. Down to 1:45 in the first race of the season in less-than-sticky conditions is better than I expected to do, to be honest.

Race 2 started well enough. (Some overly aggressive stuff in turn 1 from one of the F1200 cars gridded behind me though.) I got all the way to turn 5B side-by-side with one car or another when pow, the throttle cable parted. Ah crap. A car-length earlier and I could have driven off into the safety area past 5B, but as it was I ended up in the grass and had to be flat-towed in under yellow for the second time in as many days. I'm going to try some different cable terminals to see if I can't find a system that stays together more reliably. Crimped-on ends don't stay crimped on, and brazing them on makes the wire cable stiff and it fatigues easily (apparently!).

Race 3 I wimped out and declined the opportunity to practice my wet weather technique. Must be getting old. Or overly cautious...

**Chris Creighton:** First race of the year... had to scrape the rust off of Fil-- and me. Practice and qualifying were fairly uneventful. The track was cold and I was impressed with how well the Toyo tires stuck. The race began well and I got by Gavin Ivory (my arch rival) and I was doing a pretty good jib of staying ahead of him. Approaching the halfway point of the race, I thought that I felt a miss in turn 8 and then again in turn 1. It seemed to clear-up so I continued. On the next lap Fil began to cough a bit up the Andretti straight and through 8. I waved Gavin and Joe Lightfoot by as I slowed. I realized that my race with Gavin was over but I was determined to finish. Fil was missing badly through 1 and then he died at the top of 2. I spotted a good parking spot on the outside between 2 and 3. I know that it was a good spot because Ivan Samilla was already there. Ivan and I sat on the hill in the sunshine, watching the race when we were joined by John Hawkes. It was like we had our own, private club...



*Photo by Rob McClelland Worldwide Paparazzo*

Sunday was cold and in the afternoon, wet. The feature race was ill-attended but interesting. Let me say that I will never again trust my arrival time on the false grid to Joe Lightfoot. We must have been up there for a half hour before anyone else arrived, shivering and weeping in the rain. Anyway, we got racing and again, I was impressed with how well my now 2 year old Toyo tires performed on a wet track. I raced intently (if a bit over-cautiously) and was passed by Del Bruce who won the class.

I haven't made the Spring Trophy Races in a long time. Fil is usually still broken early in the season but as I put him away uninjured last fall, he was ready to go. I'm going to make a point of getting out to the first race every year now. Except for the slight case of hypothermia, it was a lot o' fun! *Christopher Alfa Dogs #105*





**Gary Allen:** I took the Lotus to test day prior to the BEMC weekend to test new rear anti-sway bar. I was rusty after health induced layoff and the track was damp and busy with stock cars running. An attitude adjustment was needed to the speed of Lotus and speed of passing stockers! My mirrors got carefully readjusted after first run! Second run was better - car stable with new bar, engine strong - driver getting back into game!

Race day practice, no issues until clutch cylinder lost circlip. This was fixed by JD very quickly - car and driver now getting together - P1 in class, 6th overall but only did 6 laps. Quali was poor- missing upshifts to 3<sup>rd</sup>. Came in after 4 laps to save engine and driver sanity! Seat padding was improved to shorten reach - out to race, shift knob falls off in hand, retired after 2 laps. Sunday morning - very overtired - loaded car - watched Hamilton put them away in Spain - glad to be past our first race weekend - now looking forward to VVGP.

**Jeremy Sale:** Sunday morning was cold and grey with a constant threat of rain. Ted was next to me on the front row, with Brian Thomas next and Dave Morgan alongside him. I managed a great start and led until a full course yellow with a couple of F1600s off track. Then I got into a great battle with John Hawkes in his Merlyn. What fun; I did the best I could but John was just too quick for me and so I finished a happy second, with a decent lap of 1:39.691. (I really want to do a 1:38 again this year, I'm not too old.....)

The weather was getting more and more miserable and eventually I said screw it and packed up. I watched the last race in the rain from my nice warm road car and felt not a twinge of regret at not being out there!

# A View From The Other Side Of The Fence!

*By Michele Jago*

“I think we all have friends and family that hear us talk about our hobbies. They ask ‘Are you racing this weekend?’ but they don’t really get what you do.... Here is our best friends view of the BEMC races this past weekend.” – **Colleen Samila**

“It started as another normal day!” says Michele, “ Tea and coffee in bed, then a road trip home from our cottage in Bancroft to Stouffville, with a stop in-between at Mosport. Sure we had heard alot about Mosport during the years, but neither of us had been there, or in fact to any race track in our lives. Of course we had seen races on TV, but on the entire drive there, my husband, Frank and I laughed and carried on about how neither of us had any idea of what to expect when we arrived. We were definitely race track virgins!”

“We arrived at the front gate, wow, 'MOSPORT' - telling the 'concierge' that we were seeking to find our friends in the Mercedes Benz RV. We had a map, but even the parking and roadways to the track looked daunting to us. After a little eye rolling he directed us to continue under an overpass and we resumed our journey.”

“We finally discovered an area where in fact the RV's were parked and we couldn't believe our eyes with not only the number, but size of the RV's and trailers. After driving through the maze about three times, we finally found the Mercedes Benz in question, still laughing about not knowing what to expect. “

“After being greeted by our friends, we had a short walking tour of the area and we settled down to a nice hot drink outside the RV in a make shift patio and proceeded to have a conversation about our adventures thus far when out of the blue a thunderous roar. Our hearts stopped! Oh my, race cars! Who would have thought there would be such noise! After what seemed like ages of uncontrolled laughter over this newfound fact, our friend Ivan, with his wife's help (Colleen, aka pit crew), proceeded to prepare for his race. Fire retardant suit?? Balaclava? Helmet? Harnesses? What the?? My gosh, remember to spit out your gum, Ivan!! This was the real McCoy! Ivan Samila was indeed about to race! “

“We followed him over to the track - he was going a nice slow speed through the parking lot. This was nice! His pit crew/wife ran over and got him ready for the race to start and then ran back to us - and we proceeded over to the second turn in the track to watch the race. “



“It started. Why were they going so fast?? They zoomed towards us. It was heart stopping, they were going so fast! Was this in fact a hairpin turn that they were approaching? Shouldn't they be at least slowing down? We could barely watch. We couldn't even fathom how fast he and the other drivers were going and so close together. This was nothing like what we had seen on TV, so much louder, so much faster, all I could think of was “does his mother know he is doing this??”

“Our hearts were beating out of our chests. Was that actually him in first place? The pace continued our hearts pounding. His car finally slowed down on the 4th or 5th lap at this particular turn, our heart's were still pounding - he was still in 1st place, the 2nd place driver was passing him on the inside? What was going on? The cars behind him did not slow down in the least. He was pulling over - would we live through this?? Apparently all of the drivers did, but I think our hearts were racing even faster than the cars. Apparently what we had experienced was a normal day at the track for visitors. Laughing one moment, then hearts pounding, meeting new friends, we loved the sport of vintage racing; we saw it all that day. “

“In the end our day was topped off by someone calling my husband's name. We were shocked, although we were relatively close to home, we never really expected to see anyone we knew - this was all such a new experience for us. It was our next door neighbour, Mark, from home, part of a pit crew for a driver with the same name as an American Drama Actor, Perry Mason; does it get any better than that? How does he fit into one of those cars? Our experience couldn't have been any better. It was an amazing experience, an amazing array of emotions, an amazing day, and a great way to spend the Saturday of a Mother's Day weekend!



Our thanks to our friends, Colleen and Ivan for introducing us to such a great and exciting sport!” **Michele Jago**

*Ps . A roller coaster of emotions throughout the day for sure. Laughter, (at ourselves sometimes) heart pounding excitement, admiration and love.  
Michele.*

## “Per ardua at astra”

And I am not talking about the Vauxhall variety..

*By John Hawkes*

So, the first event of the season and I was chomping at the bit; brakes, front suspension, steering rack and alignment all re-done and a serious clean up from all the snow and mud at Summit Point in November, oh yep and I just remembered to extract the antifreeze !!

There was a plan to stay over Friday night in the trailer but plus two Centigrade and the first of the problems suggested a trip home and then to NAPA. No fuel heading for the regulator, so we pulled the pump and regulator, with lots of help from Ivan Samilla Friday night, then set off Saturday a.m. to find replacements for both. Well Amazon and everyone else will promise you same day delivery but not immediate pick up. We fitted a loaned regulator and got out for the race, but not the qualifier, so started dead last.

Well it was all lots of fun passing a few here and there until coming down 2, I spotted a bunch of buddies by the side of the track coming into three and decided to join them. (right)

(Discovered later that was a loose HT lead to the coil so an easy fix.)



Sunday morning rolled around and I started again back of the pack and had a lot of traffic and then a fun dice with Jeremy, who definitely has corner three in the bag. I think I'm pussy footing it a bit through there. Good to dice with drivers you know and trust.

Last race of the day was decidedly wet and favoured those with wet tires. Definitely helped to scoot round the wet line and find some traction, not as much as those pesky F1200's but nonetheless a good learning experience and a great start to the season. *John Hawkes.*

# B.E.M.C.



Above left: Perry Mason scores class win and second overall in wet Sunday afternoon race. Above right: Tammy Moore, Porsche 914, Doug Kurtin, overall race winner, Porsche 911 and Robert Ofley Porsche 911.



Ty Tupper photos above and top left.



## VARAC and F1200

*By Peter Viccary*

An historic motor racing event occurred May 11 & 12 as eight F1200 drivers participated on the VARAC Vintage/Historic grid. By all accounts, the experiment has been a success so far. The F1200 people I spoke to were happy to be racing with a group of cars of similar size and performance and the VARAC guys took to the F1200's in a predictably laid back fashion....



One V/H driver I spoke to on Saturday at the social referred to racing with F1200's as "different". That's to be expected; an F1200 achieves its lap time by being quick in the twisty bits and not so quick up the straight, were Vintage sports cars tend to be the opposite.

There will be some growing pains; I suspect more for the F1200's than our V/H guys. A couple of the drivers were surprised by how strict our driver conduct rules are. Apparently wheels off or an occasional spin in an F1200 isn't such a big deal. They will get with the program. In past years we have had difficulty making guys understand that self-reporting is mandatory. On the track, Phil Wang, the defending F1200 champion, qualified 5<sup>th</sup>.

The remaining F1200's were 7<sup>th</sup>, 8<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 14<sup>th</sup> and 24<sup>th</sup>, so, spread throughout the field. There had been talk of a split start, but I got the impression that they were happy with the mixed start. In Saturday's race, Ian Hornish finished 5<sup>th</sup> overall and 1<sup>st</sup> F1200, less than one tenth of a second ahead of Wang. Bob Eagleson in his MGB GT was three seconds behind these two.

In Sunday morning's race, F1200's were 7<sup>th</sup> to 11<sup>th</sup> overall, all within three seconds of each other. Wang finished one second behind Bob Eagleson. In the wet afternoon race, only 14 cars took the green flag, seven of them were F1200's (one DNF'd the morning race). Not surprisingly, to me at least, F1200's were able to come to grips with the conditions and finished first through 4<sup>th</sup> overall.

To me, it seemed like the first foray of V/H and F1200 was a success. I would be pleased to hear from any one with a comment or opinion one way or the other. Now we need to get some Club Fords out.

*Peter Viccary*







Thanks for many of the photos in this story to ace photog Peter Vicary!

## A note from John DeMaria



Jeremy..... last week, Brian Hunt flew in from Calgary, to join in some fun in the Canadian Endurance Racing event. Tim Gourley (who owns the service garage in Bethany) and Marc Boily (another local racer, ran the US Miata Pro Series for years) purchased

the ex-Terry DiFrancesco/Gary Magwood TRD Toyota MR2, a few days before his arrival. The racer had been in a barn for at least 15 years, so we blew out the dust, installed a new set of brake pads and bought some new tires. Tim and Marc asked me to come along, and it took me a few minutes to convince Brian.....

Eternally optimistic, we installed a new battery, washed the car and headed off to Calabogie. We each ran a 1/2 hour lapping session on Friday afternoon. None of us had driven the full course. Saturday, we let Brian and Tim have the extra seat time and they qualified the car about 18th. I started the race and ran the first 60-minute shift, came in running 5th OA. As a result, we were immediately bumped to the "A" Class..... we discovered the turbo charged MR2 has a very small tank, uses about 1 litre of fuel/minute and one hour was a safe limit. Most others were set to run about two hours. We finished a 7-hour race on Saturday and then the 8-hour main on Sunday. The car never missed a beat!

We covered 1,778 kilometres, sucked down over 600 litres of gas, trashed 8 tires and used 1 litre of oil. I'm still sore, a week later! Terrific organization, extremely well organized and we were lucky to have perfect weather. Off to Shannonville for the next event, same format. The third weekend is back to Calabogie and Brian and I estimate the three race series will be the equivalent of two years of region racing! For more info, check out [racelucky.ca](http://racelucky.ca) Have a great summer, John D.

## ADVENTURES WITH VELO STAK (Part 1)

*By Christopher Creighton.*

We at Custom Polycast have always included 'debris' screens with Velo Staks and we've done that because we figured that something would be needed to keep chunks o' crap out of carbs if air filters weren't fitted. Tire 'marbles' (I've never understood why the bits of rubber shed from tires are called marbles because they aren't round, they're sort of worm shaped. I think that they should be called 'worms'. I'm calling them worms from now on) anyway they end up all over the place and while they likely wouldn't cause major engine damage if sucked into a carb, they sure wouldn't add to engine performance. So, we've always included screens with a Velo Stak order.

While Bob was in Australia, he had lots of time to visit with his friend Chesto. Chesto develops and tunes heads, mostly for motorcycle racers. They (Bob and Chesto) did some flow bench testing with the Formula Vee Velo Stak and they discovered

that our debris screens actually blocked over 20% of the air entering the carb!

That was a really surprising discovery as the literature from the company that makes the screen claims that it

blocks less than 10%. Our first order of business after that was to no longer include debris screens with orders and I immediately removed the screens from Fil (my 1972 Alfa Romeo GTV race car).



Donnie Isley set a new FV track record at VIR in April with the help of one of our Formula Vee Velo Staks. He didn't have a debris screen or paper element filter restricting his engine's breathing.

AUGUST 18, 2019  
**PORT PERRY**  
ONTARIO, CANADA



[www.britsonthelake.com](http://www.britsonthelake.com)



*New Featuring*  
**BEST OF  
BRITISH  
EUROPEAN  
IMPORT  
KIT CARS &  
MOTORCYCLES**

*Celebrating the 60th Birthday of the  
Mini!*



meet Special Guest - Bill Brack the "Giant  
Killer"

Race Cars Entries Rewarded – Free Entry & Free Beer!

[Email: glorydays@mowoguniversity.com](mailto:glorydays@mowoguniversity.com)

or call Bob @705-878-5422



# 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  
Live Bands Sat. night

**Vintage Racing at its BEST**  
**Sidecars, Motorcycles**  
**Classic Cars, Scooters**

Contact Us At [GBFOS@yahoo.com](mailto:GBFOS@yahoo.com)  
Check Us Out on Facebook

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](#)

# 40<sup>th</sup> Anniversary of the 1<sup>st</sup> VGP

## 1 DAY – MEMBERS ONLY EVENT

FIRST ANNUAL VINTAGE FESTIVAL

# SHANNONVILLE MOTORSPORT PARK

## VINTAGE & HISTORIC AUTOMOBILE & MOTORCYCLE RACES



ABARTH AC AJS ALFA ALLARD  
ASTON MARTIN BENTLEY  
BMW BRM BSA BUGATTI  
CONNAUGHT COOPER  
CORVETTE DELAGE  
DUCATI ELVA  
ERA  
FERRARI  
GEMINI GILERA GT-40  
HEALEY HINO JAGUAR  
LANCIA LISTER LOLA  
LOTUS MASERATI  
MORGAN AUTO-GUZZI  
MATCHLESS  
MG NORTON  
OSCA  
PORSCHÉ  
SADLER  
SIATA  
SUNBEAM  
STANGUellini  
TALBOT TARASCHI VANWALL  
VELOCETTE VOLPINI VINCENT

ORGANIZED BY THE VINTAGE AUTOMOBILE RACING ASSOCIATION  
OF CANADA & THE BRITISH AUTOMOBILE RACING CLUB  
(ONTARIO CENTRE)

### AUGUST 18 & 19 1979

A family "GOOD OLD DAYS" amateur racing weekend featuring exciting wheel to wheel competition in 9 different classes, free camping and firewood and a variety of antique and classic vehicle displays -- something for everyone. Don't forget to bring your camera!

SATURDAY: QUALIFYING STARTS 9 AM.  
RACING STARTS 1 PM.

SUNDAY: RACING STARTS 12 NOON

ADMISSION \$3.00 WITH CAR  
OR CYCLE CLUB MEMBERSHIP  
CARD  
\$4.00 GENERAL  
(Children under 12 admitted free  
if accompanied by an adult)

SHANNONVILLE  
MOTORSPORT PARK



EASTERN CANADA'S EAST COAST

Shannonville Motorsport Park (Map Only)  
P.O. Box 100, Shannonville, Ont. K0M 2M1  
(513) 884-4280  
Shannonville Motorsport Park (Info Only)  
110 Shannonville Park Station  
Shannonville, Ont. K0M 2M1

## August 17, 2019 – entry fee \$100

### Double Points for the Drivers' Championship

### Boots 'n Bonnets Car Club Show

### Lunch included for everyone at the event

### Check [varac.ca](http://varac.ca) for more details

40TH YEAR



**VINTAGE GRAND PRIX**  
**CANADIAN TIRE MOTORSPORT PARK**  
**JUNE 13-16, 2019**



**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**

L's for Vintage  
70 aspect ratio

M's for newer cars  
60 aspect ratio

Slicks for Radical, GT,  
Formula, & Prototypes



Our contemporary racing slicks are being manufactured at Dunlop plants in Germany and Luxembourg. Meanwhile, treaded bias-ply Vintage race tyre production is improving at the factory in Portugal.

All our product lines offer Dunlop's superior construction and compounds — providing excellent, consistent performance over their life.

Many racers say Dunlop's consistent performance delivers a lower cost of operation than some lower priced tires, that "drop off" before they are worn out.

As always we value our customers input and comments — our people can offer guidance on the set-up and use of Dunlop race tyres.

Avoid disappointment - please let your dealer know your needs well in advance.



They're back!

After many requests, Dunlop's popular vintage race tires for *Formula Vee* and *Formula Ford* are now available!

KEEP CALM  
WE  
HAVE  
ARRIVED



### VINTAGE TYRES LIMITED

255 Southwest Cove Road, Hubbards, Nova Scotia B0J 1T0

Tel: (902) 228-2335

e-mail: [vintyre@gmail.com](mailto:vintyre@gmail.com)

The distributor of Dunlop Racing Tires in North America & agent for Dunlop Classic Road Tires, MWS Wire Wheels, Weller and Panasport Racing Wheels.

 **DUNLOP**

[www.racedunlop.com](http://www.racedunlop.com)

In Canada: **BRITAIN WEST MOTORSPORT**  
36 Godby Road, Brantford, ON N3R 0B8 • Tel: (519) 756-1610

In the U.S.A.: **SASCOSPORTS INC.**  
1010 Ryan's Way, Alton, VA 24520 • Tel: (877) 377-7811 Fax: (434) 822-7300

**ROGER KRAUS RACING**  
2896 Grove Way, Castro Valley, CA 94546 • Tel: (800) 510-7223 Fax: (510) 886-5605

Four Toyo Proxess 888R 165/13.

New this spring, mounted once, never run, stored properly. \$650.00 Tires are in Kitchener-Waterloo. Delivery, pick-up or shipping. Paul at [pdavock@wlu.ca](mailto:pdavock@wlu.ca)

**Berkeley Parts Wanted!**

Engine and transmission for a Berkeley. (circa 1958-59) 2 cylinder or three cylinder Excelsior with transmission preferred. Or an earlier Anzani.

Project car for wheelchair bound skiing enthusiast.

Call Gord 416 727 0441





# PIT SIGNALS CLASSIFIED



## Fresh (never started) Formula Ford engine for sale **\$6000**

- Upgraded engine, 711 block, no sleeves
- Ivey prepared cast iron head. 12pt ARP heavy duty head bolts.
- New fuel pump with intake and carburetor prepared for racing.
- Block dipped, magnafluxed, new freeze plugs, oil gallery ends drilled and tapped, inlet hole enlarged and tapped for 4-port dry sump pump, new cam bearings, line honed, new timing chain.



- 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](mailto: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](mailto: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](mailto:JBoxstrom@rmsothebys.com)

## Jim Russell's 1956 Cooper Norton Mk X 500 cc F3

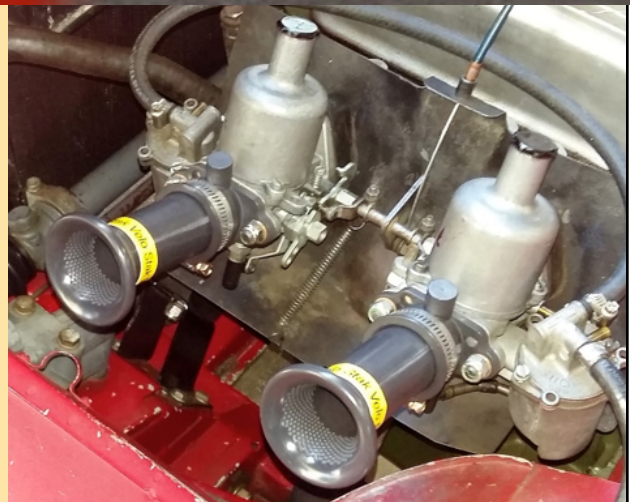


In the 1950's the Cooper name was synonymous with single seat racing cars with unprecedented success with 500cc cars up to Formula 1. Some of the world's greatest racing drivers started out in the 500cc formula before graduating to F1. Jim Russell was one of the most successful drivers in the 500cc Formula 3 category with a hat trick of championships for the Cooper Car Company. His 1956 and 57 championships were won in this very car. Built in 1956 it was campaigned by Russell as the Cooper works car in 1956 and 57, winning an astonishing total of 21 races. The car has a very well documented history including letters from Jim Russell and an issue of Autosport from 1957 where Jim features on the cover driving the Cooper to victory in the 100-mile race at Silverstone. Today the Cooper is presented in beautiful restored condition, although it has not been driven in some years. The car even retains its original Steve Lancefield built Manx Norton "double knocker" engine. If you are interested in owning one of the most successful Cooper 500's in history then please contact Daniel for more information. Viewing can be arranged at our premises in East Sussex. £45,000.

Classic Cars of Kent 01825 733060 [info@cckhistoric.com](mailto:info@cckhistoric.com)

# CUSTOM POLYCAST

Home of the Velo Stak



Velo Stak is a revolutionary, new way of thinking in the design and manufacture of velocity stacks. Building on decades of proven technology, Velo Stak propels the concept into the future of power optimization. By utilizing high temperature, high yield mouldable material, combined with a variable length inlet stack and a radical new surface treatment, Velo Stak represents the next generation in air induction technology for performance motorsports applications. Velo Stak has revolutionized the technology of engine air intake, resulting in:

- Improved throttle response and improved horsepower
- The option of variable stack length (To both maximize engine torque and fit almost any engine compartment configuration. Cutting jig included.)
- Dimpled air entry for enhanced air boundary layer characteristics
- A fully transitioned outer lip to allow air to enter the carburetor more efficiently
- Your choice of straight or 30-degree offset mounts

See more at [custompolycast.com](http://custompolycast.com)

# 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

519-756-1610

[davidwclubine@gmail.com](mailto:davidwclubine@gmail.com)

