



PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS - NOVEMBER, 2018 - JEREMY SALE



In this issue; Richard Navin Wins The Collier Cup! The Spirit of Vintage Racing at The Glen! Chris Rupnik's xInt adventures at Mt-Tremblant and Mosport! 40th Anniversary Race at Shannonville! New Time Brackets! AGM report! All the fake news that fits...

Goodbye 2018, another vintage season gone!

As always, the usual VARAC camaraderie was evident and appreciated at the track. A big thank you to the 2018 board, to all the volunteers, all the people ready to help get us out on the track. Thanks! Can't wait for next year! J.S.



As some guy once said, 'There are only three sports: bullfighting, motor racing, and mountaineering; all the rest are merely games.' In this issue; we invited members to describe their "Best/Most Favourite Race of 2018". Thanks to all the budding Ernest Hemingways who responded. Contributions always appreciated! And as they say, a picture is worth a thousand words, so many thanks as always for all the great photos by **Richard Coburn!**

2018 VARAC AGM: Ted Michalos

Jeremy tells me he is going to “print” so he needs this yesterday... (of course, we only held the Annual General Meeting yesterday (Nov 4) so that would have been a neat trick).

I arrived at the Sheraton at 8:30 only to discover a couple of members already waiting for the meeting to start. As more and more arrive it became apparent that not everyone remember to wind their clocks back an hour when they went to bed Saturday. This may be the first time we actually ate all of the Danish and muffins that we order before the meeting got under way.

10:00 am and we came to order. Ivan advised we had 50 members signed in, Gavin said he had proxies for 11 more so we definitely had a quorum.

The various Directors’ Reports were in the pre-meeting package, but some highlights were:

We’re in good shape financially. Another profitable year for the VGP and the club. We’re in good shape for membership, 180+ members in the club plus lifetime and honorary.

Some changes to the tire rules for VH, there is a list of three asymmetrical tires that are permitted on VH cars in 2019

We spent quite a few minutes discussing the results of the Incident Review Committee that Dave Good headed up. Watch for the specific details in future Pit Signals.

The 5 members of the current Board whose terms expired were re-elected for 1 to 3 year terms. In addition, Peter Viccary was elected to a three-year term as the “new” Formula Classic Director, and John Hawkes was added as a Director-at-Large. The VARAC Board now sits at 13 members.

All three motions presented at the meeting were passed with minor amendments. The following changes will apply to 2019.....

....2018 VARAC AGM: Ted Michalos

....All VH cars over 2,500 pounds will be required to run on the Classic grids from now on. The Board undertook to notify current members whose cars may be impacted by this change

Club Fords (Formula Fords built up to 1981) are now eligible to run on the VH grid.

All F1200 (Formula Vees) are now eligible to run on the VH grid.

Club Ford and F1200 drivers must be members of VARAC to run with us.

We had some discussion about Sportsman grids, VH eligibility and entry fees – we expect we'll keep reviewing these topics for the next few years...the new Time Bracket system was introduced and will be used in 2019. It was suggested that starting in 2020, we change the cut-offs for the various classes by a second or two just to "mix things up".

The 2019 schedule was announced – you should find it elsewhere in Pit Signals. Note the dates for the VGP (June 13-16) the 40th Anniversary event at Shannonville (Aug 17) and the special entry fee for Ted Powell (Aug 23-25). *(VARAC is buying the grid for \$6000. If 12 or less enter the fee will be \$500 (normal fee). If more than 12 the price per entry will drop. For example, with 20 entries the fee will be \$300... So the more that show the lower it goes!)*

Registration for the VGP and 40th Anniversary are now open!

Lunch began at 12:15, followed by the Award Presentations at 1:00pm. Congratulations to all of the Class winners for 2018 – a list appears in this magazine. Special mention to Phil Cooper the Overall VH Champion and to Perry Mason the Overall Classic Champion and Overall Club Champion for 2018. Well done, guys!

A more detailed report will follow in next month's Pit Signals – these are just the highlights for those of you that couldn't make the meeting...

185 days until we're back on track at the Sprint Trophy Races.

219 until the VARAC Vintage Grand Prix!

It is time to “grow” Formula Classic...Ted Michalos

“Many of our members may have noticed that I brought forward three unusual motions at this year’s AGM – not one of them had anything to do with Sprites and 1275 cc engines! Rather they were all about welcoming more Formula Classic cars into the club.

Formula Classic? That’s the name VARAC adopted a few years ago for our open-wheeled cars. They may be vintage (pre 62), historic (pre 73), F70 or F90 – collectively we call them Formula Classic and one thing I have noticed in my years with the club, we don’t have that many of them.

I think that is too bad – as many of you know I spent a couple of years running a club ford in the Toyo Tires F1600 Championship. Both the driver and the car were uncompetitive (more the driver as David Clubine turned some very fast laps in that car), but the time spent running with them significantly improved my “race craft”. I won’t say it was fun, but I think we can do something about that...



One of the motions I brought forward was to codify what many members thought was already one of our rules – to move VH cars that weigh over 2500 pounds to the Classic grid. The argument for this rule is to enhance safety on the VH grid. The rule we had in place only restricted the weight on grids with open wheeled (Formula Classic) cars. The new rule moves the heavier cars off the VH grid entirely – something many members wanted.

A side effect of this new rule is that now we “know” that the VH grid won’t have any cars over 2500 pounds and therefore it may be more welcoming of Formula Classic cars.

...MORE FROM THE AGM, TED MICHALOS...

“The other two motions I proposed expand on this idea by extending the cut-off date for Formula Classic cars running on the VH grid beyond 1972. One motion was to allow club fords (built up to 1981) to run on the VH grid, while the other was to allow any era formula vee to run on the VH grid.

These are not intended to be permanent changes to the VH grid. They are designed to be temporary to see if we can attract more of these cars to our club.

Why can't these cars run someplace else? They can if they are willing to run on the Formula Libre grid. The concern many of these drivers have is that the Libre grid now includes Radicals, as well as other cars running sub 1.20 at CTMP. A formula vee at 1.45, or even a club ford at 1.35 are overwhelmed by the closing speeds of these much faster cars. Many owners have simply decided to park their cars rather than run them on this grid.

VARAC on the other hand is a much “friendlier” environment for these cars. Our lap times are similar, our cars are smaller and lighter, and by definition “vintage racers” look out for the other guy.

Frankly, what we are hoping is that we can attract enough Formula Classic cars to run their own grids, 2 or 3 times per year. Next year they'll have a grid at the VGP (formerly called the Monoposto grid) and at our 40th Anniversary event at Shannonville, August 17. We also hope we can attract enough cars to add a Formula Classic grid to Celebration next year, but we'll see how it goes...

To help us achieve these goals, we approached Peter Viccary and asked if he would return to the Board (subject to the members electing him of course). Peter (and his son Shane) have an extensive history with formula vees as well as formula fords, and he knows all of the players in this segment of the racing community. With his assistance, and a little bit of effort on all of our parts, we hope to see Formula Classic grow into a strong and active division of our club.

2019 Race Schedule

Dates	Event	Track	Classes (Points)
May 11-12	Spring Trophy Races	CTMP	VH, CL (VH, CL)
May 24-26	Spring Classic	Mount Tremblant	VH, CL (VH)
June 13-16	Vintage Grand Prix	CTMP	VH, CL (VH, CL)
July 6-7	Peter Jackson Trophy Races	Shannonville	Sportsman (VH)
July 27-28	Canadian Touring Trophy Races	CTMP	CL (CL)
Aug 17	40 th Anniversary of the Vintage Festival	Shannonville	VH, CL (VH x 2, CL x 2)
Aug 23-25	Ted Powell Races	Calabogie	Sportsman (VH)
Sep 14-15	Indian Summer Trophy Races	CTMP	VH, CL (VH, CL)
Sep 28-29	Celebration of Motorsport	CTMP	VH, CL (VH, CL)

2019 Time Brackets

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

Examples of Typical Cars in each VARAC Time Bracket

Class	CTMP Lap Time	Vintage Historic	Classic	Formula Classic
A	UNDER 1.31	Beat's me!	Stock cars, Porsche Turbos	Formula Mazdas
1	UNDER 1.35	Sportracers	Corvettes, 914-6, 911s, 944T	Club Fords
2	UNDER 1.40	Sportracers , Lotus 7	944S2, 911s, BMW 3s	Club Fords, Formula Juniors
3	UNDER 1.45	Midgets, MGBs, Porsche 356, Lotus 7, Minis, Alfa GTV	944s, Audi, Hondas	Vintage fords, Formula juniors
4	UNDER 1.50	MGBs, Spridgets , Volvos, Alfa GTV, TR4		Formula Vees
5	UNDER 1.55	948 Sprites, Fiat 124s, BMW 2002, Spitfires, MGAs, TR3		Vintage Formula Vees
6	OVER 1.55			

VARAC Club History...

I am in the process of putting together some notes on the club's history. I would appreciate any contributions from our members, particularly the more "senior" members, (sorry, no other way to put it. I joined in 1999 and still feel like a newbie.) Now I know there are people out there who can help document the earlier years. Feel free to help contribute to this process. They can be short anecdotes, longer historical notes, whatever. I am particularly interested in the various significant turning points in the club's history. For example, I well remember the heated "discussions" about launching Group 70+ in that pub in Milton. It was felt this would be (a) the ruination of the club or (b) a great way to attract more members with newer cars. And guess what? After all the kerfuffle that seems to have worked out rather well. So if you have any historical observations on how the club has evolved over the years please email me:

jeremyis@varac.com.

Thanks, Jeremy.



OUR 2018
VARAC
Champions!
Congratulations
to all of you!

FC K 1st Kevin Young
 2nd Ed Luce
 VH 1 1st Brian Thomas
 2nd John Hawkes
 VH 2 1st Ivan Samila
 2nd Richard Navin
 3rd Nick Pratt
 VH 3 1st Phil Cooper
 2nd Gavin Ivory
 3rd Bob Eagleson
 VH 4 1st Chris Rupnik
 2nd Jeff Clark
 3rd Steve White

CL H 1st Tim Sanderson
 CL E 1st Del Bruce
 2nd Ian Crerar
 3rd Rob McCord
 CL F 1st Andrew Atkins
 2nd Alan Morris
 3rd Mike Stelbisky
 CL G 1st Perry Mason
 2nd Bob Kosloski
 3rd Tim Cusimano



Overall VH Champion:
Phil Cooper (above)



Overall Classic
Champion, Overall Club
Champion:
Perry Mason (above)

40th Anniversary of the 1st VGP

1 DAY – MEMBERS ONLY EVENT

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Lunch included for everyone at the event

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2018 Collier Cup Winner:

Richard Navin!

“After participating in every Collier Cup event since 2004, this year it looked like we would have to miss it due to my wife having surgery. As it turned out, plans changed and she was stable, so a week prior to the event we decided to go, pass on the full schedule and just enter the Collier Cup race.

SVRA puts on a good event every year, and this year was no different with a Mini feature , Trans Am, and full vintage schedule. Their support of MGVR and MG cars at Watkins Glen makes this, without a doubt, the highlight event for MG racers in North America. We always enjoy the MGVR festivities and races, the old course re-enactment in the village on Friday, and of course, the track where Watkins Glen is a close second to Mosport as my favourite. Plus it is about the same distance as Mosport for us, with

the added benefit of not having to travel through/around Toronto traffic.

The car ran well, never missing a beat, but much slower than my previous times at this track. Other than a rusty driver, we are not really sure why yet. Ultimately I qualified 5th but with attrition started 3rd in the race. VARAC members Bob Eagleson and Harry Vetger both qualified ahead of me, although Harry had engine noises so was unable to start.

The racing was intense at first, very busy for the first three laps or so, but things went smoothly after that with all the front runners, including myself, within a few seconds of each other. I tried hard to be a threat, but was not able to challenge the cars ahead. Ultimately I dropped two positions to a rocket Midget and another MGB securing 5th place overall. VARAC member Bob Eagleson was quick all weekend, finishing 3rd overall and 1st MGB (winning the John Targett trophy).

As the podium ceremonies progressed I was totally shocked to hear my name called for the honour of getting the Collier Cup, (voted on by the drivers). It is an amazing feeling to add my name on this prestigious Cup.” **Richard Navin**

My best race of 2018: Christopher Creighton

“I’ve been chasing Gavin Ivory for years. I can’t tell you how tired I am of seeing the square derriere of that #58 914. Maybe chasing is the wrong term; it makes it sound as though I ever had a chance of catching him...



Forza Alfa, look out, Gavin!

It may have been my new tires or maybe the Italian gods finally decided to smile on me and Fil, but in the first sprint of the BEMC Indian Summer weekend, I caught up to and harassed Gavin for the entire race. I didn’t have enough oomph to get by him but I was squarely (only a passing reference to the shape of his car, by the way) glued to his almost laser straight back bumper. In the second race, I got by Gavin at the start and stayed ahead of him until he put his foot in it and passed me on the way up to Turn 8. The rest of the race was pretty much a repeat of Race 1. So close and yet... well, not really *that* far cause I was right on him!

Race 3 dawned bright and sunny. The heat was oppressive and the expectations ran high. When we came around 10 to see the green flag, I once again ‘outdrug’ Gavin to Turn 1 and, miraculously still led at the end of the first lap. The sight of that Teutonic cube in my mirrors fuelled my red-mist bravery and he stayed there for the entire race.

Some say that I beat him because his tires were tired but I know that a dream, many years in the making, was realized that weekend. If I were to go tomorrow, I’d die a happy racer.

Well, no I wouldn’t, really. I still have to catch that little black buggy-eyed thing. Watch out Howie, I’ve had a taste of success and I like it!

Thanks Tazio, I owe you one!”

My Best Race of 2018: Perry Mason



“When I was asked what I would consider to be my favourite race of the 2018 Varac season, I had to think about it. Out of the 5 weekends I competed and 16 Races I ran, I won 13 of them and was 2nd in three. I had a dream season, kind of a “bucket list” thing. So, after about 5 seconds of thinking

on that one ...I had my answer. The BEMC Spring Trophy. Prior to this season, the Spring Trophy weekend had eluded me. a DNF , a second place etc. It was important to me because having grown up at Mosport, I had seen some legends win that weekend in their respective classes at this season opener which now has spanned 67 years.

One of those drivers in particular my Dad, Al Mason. Having grown up around his success I wanted to at least compete in those regionals and maybe even win myself. I remember the Camaros, Porsches, Minis etc when I was a kid. These drivers were my heros. I built models, raced slot cars that resembled the cars of that era, all pretending I was out there on the big track. This year my wish came true. I was able to grab class pole position then after a bit of a battle on track with the competition, I earned the wins in all three races and the coveted Spring Trophy. Mission accomplished, check.

Later on this season I also was able to get the Indian Summer Trophy win. This was a good feeling as well, as now I have all the traditional Ontario race event wins I remember attending as a kid when my Dad raced. I’ve been made to feel welcome in the Varac group over the last few years, Thank you, without the club presence there really would be no avenue for us to run our old cars like we do!”

My Best Race of 2018: Sean Gibson

“It’s hard to pick a “best” or “most fun” race when asked because every track experience with the Sprite this year was great! At Celebration my uncle Brian (Daimler SP250) and I decided to be late to the morning race on Sunday. Starting at the back and coming thru all the traffic that I had qualified in front of was a lot of fun and a little bit of work (some of those MG’s are pretty wide on the track, LOL) for the



little green Sprite but, as it has since it was built in 1985, it came through with its white racing stripe “smile”. So that put me directly behind the Volvos of Leon Lok and Peter Lambrinos. Well, what we had then was a Sprite Sandwich. The air was nice and cool and with my father’s tune on the Sprite I was able to get by Leon on the first lap up the backstretch. With Peter not getting too far from me on the first lap I was able to stay with him and really get on his back end in 5, and that big square Swedish block literally towed me up the straight. Lap after lap I was stuck to Peter, hoping to capitalize on a mistake. There was a debris flag at the top of 2 and well... it was oil! Leon charged thru like it was nothing but I felt a little “slideage”. I buckled down and thought I’d better try to get by Peter on the straight, as I was having to lift to avoid hitting him! Unfortunately, when I pulled out, the Sprite just couldn’t push the wind on its own! I could not get far enough by to make a safe pass in 8, so I tucked back in behind Peter, who later that lap started slowing down because of a vibration in his driveline. I managed to get by Peter in 10, just in time to see the last lap board! I held Leon off and managed to be on the top of the sandwich! It was a great race and we got down to a 147.5 (still room for a 146...). Some handshakes in the pits and fun had by all, another season in the books!”

My Best Race of 2018: Alister McLean

"I had quite an eventful weekend bringing the Bugeye Sprite back to race at Celebration. I hadn't raced her for many years and it was a real delight to have her back on the track.

Powered modestly with a pretty stock 948

cc motor I found it severely speed handicapped up the back straight. Corners in a Sprite are always great fun, really only needing to brake going down into corner 5 - as it's pretty well flat out everywhere else with the occasional lift to set up into corners!

My Saturday afternoon race turned out to be a one of the shortest I've participated in, as after just a couple of laps and while tearing out of corner ten, I felt a weird wobble and a klonk from the front left wheel, only to catch a glimpse of its casual departure from the car. I realized that now I was now racing the equivalent of a "Reliant Robin" and I knew that would likely slow up my lap times - so I thought it best to continue as safely as possible along the left side of the track and to park and visit with the marshals at the entry to corner one. My separated wheel had ideas of its own - cheekily passing me and touring on down and around the outside of corner one and going happily on its way towards #2, proving my Reliant Robin theory as being correct!

The tow truck guys were brilliant, and at the end of the session they basically loaded my car into my trailer off their flat-deck, ready for me to go home to get fixed!

Colin Gibson came by my trailer and asked if I needed a hand to load up *or better still, go racing!* I had no replacement parts but Colin thought he might just have a front spindle, wheel hub, disk brake and a thingamajig link for my torsion bar. Amazingly the "Never give up Gibsons" produced every part that I needed to rebuild her almost to be as good as new. And so, all thanks to my friends, I was then able to complete both races on Sunday!

Yippee! Thank you Gentleman! True vintage spirit! Much appreciated, Alister.



My "Classic" moment to remember from 2018:

Ted Michalos



“I didn't have what most people would describe as a successful year in Classic - it seemed whichever car I drove, the Ferrari or the Porsche, mechanicals plagued me. There

is something to be said about a nice vintage or historic car that you can fix with a box of spanners. Between ECU's, MAF sensors and other various electronic gremlins, 2018 was often a technological mess. Having said that, I did take the Ferrari with me to Road America in September. That was an interesting experience!

They didn't really have an appropriate run group for the Ferrari - they don't have a "Classic" Group and G70 doesn't run into the 90s. They put me in the "Modern Production Sportscars" - a class of two. The other modern sports car was a late model Porsche Cup car. Ouch, but wait, it gets better. They put the two of us in a run group with 10 other cars - stock cars to be precise. The Ferrari was 20 seconds off the mark and by the end of our 6 lap race, the entire field had lapped me. (The Porsche finished 3rd overall and first in our class). A spectator did thank me after the race - I gave them something to look at while they waited for the field to come around again...

The whole weekend was quite entertaining. The Sprite, which is normally way at the back getting lapped stayed right in the thick of things. The Ferrari, which quite often is near the front was so far in the back I could have been in another run group.

One of the joys of vintage racing is having people to run door to door with. On this particular weekend, the Sprite easily beat the Ferrari - now that is something to remember!

My Favourite Race: Sibling Rivalry

Emily Atkins

I'm picking off 944s (and a plucky Honda), steadily making progress through the G-Class cars, trying to reel in my F-Class nemesis. It's the start of the Sunday afternoon race at the BEMC Indian Summer event at Mosport, and it feels like flying. I laugh as two little Porsches try to hold off my superior Bavarian power, only to succumb and disappear in the rearview as we climb the Andretti Straight.

Up ahead I can see the blue and white Mustang, doing the same thing, only a few hundred metres in front of me. In between us are only a couple cars; Perry Mason in his gorgeous Audi, leading G-class, is the last I pass.

And now it's game on. I'm reeling in that Mustang, gaining corner by corner. Finally, I'm on his butt coming through five. We are tight together, I'm mere inches from touching that gold bumper. And every, single, time he takes off, all 500 American HP (or whatever it is) overwhelming my German 300 up that long hill.

But by turn nine, I'm close again, and by three I'm almost able to nose around on the inside. Between three and four he's on it and gone, but down four I'm right there again and again. Race and repeat.

Luckily I enjoy the chase. I don't really expect to get past #71 again (it happens only on a blue moon). But the blue Mustang holds a special place because it's my teammate in BBLs Racing and my big brother, Andrew Atkins, himself driving it. I probably wouldn't be racing if it hadn't been for his influence. So I didn't pass him this race, and he stood on the top step with Alan Morris on one side and me on the other. The photo by Neena Channan of the podium is really what makes this my favourite race!



My Best/Favourite race of the year!

By Russ Bond

Photo by Marc Cormier

Over the past year, "Reg", my 1972 Mazda RX3 and I got into a few good tussles, but one was more memorable than all the others. It was at the



Indian Summer event and at the start of race one, we took off like normal. My job on lap 1 is to try to gap some cars around me as I know what will happen up the back straight at Mosport....some will come by. Like on cue, Jeremy Sale in his Lotus crept up and slowly by me.....as expected.

Then 300m before the bridge I started to gain back lost ground....hmmmm I thought, this might be fun. Now, I hadn't raced Jeremy before wheel to wheel so I was a little cautious the first time I stuck my nose in for a sniff. Very sporting, I decided. I also noted the way he was chucking the Lotus around he was massively experienced, so I took up a charge.....

During the next few laps we were "side by each" as my Quebec friends would say through different turns, as we both struggled to get ahead. Turns 1, 2, 3 and 8 saw us side by side at one point or another. But the straight became the equalizer. He was faster at the start, me at the end. On one of the later laps I figured it out. Instead of passing him under the bridge on driver's right, I was on the left. I could hear the Lotus beating itself on the limiter- that's why I could catch him! It went on for the full distance of the race and I narrowly beat him to the line- and in the interest of full disclosure- he beat me in the second race. This is what "true" vintage racing should be like. To be honest, I don't even know if Jeremy and I are in the same class- nor do I care- but we were around each other- so we raced....hard and fair.

I really enjoyed the tactical aspect of that race and Jeremy....please don't change that rear gear!

The Spirit of Vintage Racing...

At The Glen with Peter Viccary



“My son Shane, grandson Ayden and myself spent Thanksgiving weekend in Watkins Glen, where Shane was racing our '81 Citation Zink Z16 Club Ford (above) in the VRG Formula Ford Challenge. We were part of a group of Canadians which included Brian Graham, '80 Crossle 40F, Steve Wagland, '82 Van Dieman RF82, Paul Hollister, Brent McPhail and Jamie Britnell, '70 Hawke DL2s, and Ed Luce, '68 Lotus 51. A total of forty-four FFs were entered for the event.

Shane had an excellent weekend, (after all, who takes the time to write about their crap weekends?) The Z16 is repaying us for two hard years of restoration work and Shane drove both quickly and safely. He came away with two firsts, one second, two fourths and an eighth, following a spin in the inner loop on the first lap on a wet track. VRG requires a driver to report immediately to the penalty box for a 180 degree or more spin, four wheels off, or any contact. He recovered to finish eighth and set fastest lap. He also had the fastest lap of the weekend.

Our final race Saturday was the Formula Ford feature race. Now I have been going to motor races for over fifty-five years, but I could count on the fingers of one hand a more bizarre conclusion to a race than this one. Only in the true Spirit of Vintage Racing could the following outcome have resulted....

At the driver's meeting on Friday morning they were told that a black flag meant slow down, no passing, and proceed immediately to pit lane at a reduced speed. If a specific car was being black flagged, it would receive the flag accompanied with a board with its number on it. This would occur at the starter's stand and at the flag station driver's left coming out of the toe of the Boot.

The feature race was for twelve laps. Mike Hummel ('79 Crossle 35F) qualified on the pole, from Doug Voss ('71 Merlyn MK20), Shane and Joe Griffin ('81 Crossle 45F). Shane maintained third at the start but had the lead by the end of the lap and also led lap two. A battle royal ensued between Shane, Doug and Joe where they passed each other up to five times per lap. Mike gradually fell out of touch with the lead and settled into fourth place. Doug led lap three, Joe lap four and Doug lap five. Shane took the point on lap six and started create a small gap.

Ayden and I were watching all this from the inside of turn one. Shane led at the end of lap eight. Next lap we waited an extraordinary amount of time, 'til Mike drove by. Where were the leaders? Assuming the worst, I became a little anxious. A couple lapped cars raced past and in a mere four or five seconds Doug appeared barreling out of the pits with Shane about two inches behind. No Joe. The remainder of the field passed our position, then... nothing. I waited a couple of minutes to see if there would be a restart, then, concerned, we made our way back to the paddock. The Z16 was sitting peacefully under our canopy (good sign) but Shane was nowhere to be seen (not so good) and Ed Luce, our paddock neighbour, knew Shane had headed for the garages (and race control) but not why. We headed in that direction.

This is what happened. Going into the Boot on lap nine, Shane got balked by some lapped cars and coming out of the toe Doug got past him. As they raced up the hill, a black flag appeared at the flagging station on driver's left. Doug and Shane put up their hands to warn those behind and slowed down. They didn't see another black at the ensuing stations. They also didn't see a number board. (There was one, but it was small and away from the flag and none of the drivers could see it.)



71, Mike Hummel, 46, Doug Voss, 27, Shane, 23, Joe Griffin.

The flag was for Joe, still right behind Shane, as Joe had been reported as dropping oil. Shane wasn't sure what to do, so made up his mind to follow the leader. Mike at this point was about twenty or thirty seconds back. Doug, Shane and Joe pitted to the penalty box. Joe got held and the Steward made a gesture to Doug and Shane, which clearly meant "What are you doing here?" Shane got his wits about him first and jumped ahead of Doug. Doug would have none of it and passed Shane on pit lane. Who knows how fast they were going? They re-entered the track (past where Ayden and I were watching) about four seconds behind Mike and on lap ten. Then a car had a suspension piece break coming out of the toe of the boot and crashed, blocking part of the track. This time the track was black-flagged and the race was stopped, permanently.

Sucks to be Doug and Shane, good luck for Mike, right? Well, not exactly and this is where the "Spirit of Vintage Racing" takes over. Doug and Mike are teammates and were sharing a space in the garage. Shane knew this and headed in that direction to get their take on the race. By the time I caught up, Mike had agreed with Doug that he had no business winning the race and they all agreed to revert to the last unsullied lap, the eighth, which made Shane the winner. Doug was happy with second, first in Historic Ford and Mike was OK with third. Could you imagine Hamilton convincing Bottas to give up a fortuitous win so that Vettel could be victorious? The three of them marched off to the VRG officials (at the end of the garage) who were at first confused but then agreed that lap eight was the right thing to do. Poor Joe, who apparently was leaking oil, was not released from the pits and was a DNF.



Saturday evening the Formula Ford group had a bar-b-que and handed out race and season awards. The crowd were genuinely thrilled that Shane was given the victory and equally so that Steve Wagland won the Post Club class and Brent McPhail was second in Historic Ford. The VRG FF guys are a very friendly, welcoming group. The Canadians present were excellent ambassadors for VARAC and our VGP and we created quite a bit of interest to have them return to CTMP in 2019." *Peter Viccary*



Is Ayden Viccary a star racer of the future? Runs in the family...

Mt-Tremblant Report

By Chris Rupnik

The grid was going to be very full with 32 cars in the Vintage class - the largest grid for the Fall Classic. Jody Lecaire was full of enthusiasm as he prepared for his second race weekend; Russ Bond arrived with the Mazda rotary and Paul Giroux with his MGB. We set off for dinner at one of the many local eateries, where many lies were told late unto the night.

Friday started with no surprise as the 515 car would not start. Missed the first practice session with the same issue when, lots of troubleshooting later, Vytas recommended starting over at the basics. Does it have compression (yes), does it have spark (yes) then it's a timing thing. Changed the fouled plugs and with a little timing adjust had the car running like a champ. Perfect! Took the car out for the second practice session and after 3 laps ran out of gas. Foey! Got towed in and filled the tank and started no issue. We certainly were treated to some fantastic cars though.

There was the Le Mans campaigned WEC 2015 Aston Martin, the Blancpain Lamborghini and a suitable number of Ferraris. And a Fiat. Time to "Fête". Off to another evening dinner with les boys!

Saturday Morning Qualification: I had the car running to ensure no issue, strapped myself in and ready to go. Made it 1/2 a lap and white surrender...



Mt-Tremblant Report by Chris Rupnik

...smoke billowed from the exhaust...

DRAT! Got towed back to the pit (it's bad when the driver of the tow truck doesn't talk to you but knows where to drop you off).

Removal of the head showed significant damage to the #4 piston and that was it for my Tremblant weekend with #515.

My family came up just in time to witness a mass of helpers trying to diagnose the issue...

So I became a spectator for the rest of the weekend, and packed up on Sunday. The races were indeed thrilling, even if I wasn't participating. I was so happy to see Jody complete the weekend with a smile that was as wide as the Mountain...

On to Celebration!



"Is anyone here a marine biologist?"



On To Celebration!

By Chris Rupnik

It was much colder than Tremblant, and nothing at all like the BARC weekend, all long pants and lots of hoodies for everyone! Over 34 vintage cars registered - almost all quicker than I was! Practice and Qualifying whizzed by and the schedule was definitely accelerated when our afternoon race started at 12:50 pm. Gulped down my lunch and got everything ready. I was gridded waaayyyy back, so far back normally where I would be during a Festival event. It was

super to see so many friends. During race one we had a long yellow period to help out some wheel-less Minis, and I knew that we would have a 1 or 2 lap race to the flag. Try as I might I could not make up for the back straight power deficit I had to all my VH4 compatriots and so I finished 5th in class. We



then were "off" for the afternoon and so we performed some aerodynamic improvements to the car, hoping that would help for Sunday. As we were first up on Sunday morning - we had a busy morning. I did much better in race #2 - but that wasn't due to me - it was due to my competitors breaking out! For race 3 I would be starting in front of my class competition - and so my plan was to distance myself for the first 1/2 lap and try to hold on the back straight. Unfortunately, this plan lasted just 1 lap. I got hung up behind a Sprite in corner 10 and that was that - the entire field streamed by. It was basically 12 laps of catching the tail end of the grid by 5b - only to watch them all power away down the straight. Finished again in 5th in class but moved up after post race penalties were applied to 3rd in class. But I could take solace in that I did actually finish the race - and was able to drive the car onto the trailer. Not wanting the season to end - we hung around watching a few more races and saying goodbye to friends before finally deciding to pack up and head back to Montreal for a long winters nap. Goodnight, sweet Fiats!

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Missing man formation...



2018 VARAC Vintage Grand Prix. Photos by Richard Coburn.



Thanks to all those great people who make it possible for us to race!



Some of us know the tow truck driver too well....

Richard Coburn

PS...

Scott Goodyear and Ron Fellows sons race together...



While our large Classic and Vintage/Historic grids were busy at Celebration Sam Fellows and Michael Goodyear teamed up in the Pirelli GT Challenge 90 minute endurance race in a BMW M235iR above. *Richard Coburn photo.*

Back in the day....



Bulova President Mark Bourquin helps Gord Lowe try out the series decal on his SRT Cooper

PS...

Craig Fisher, Trans-Am driver but so much more...

By John R. Wright

On Thursday, October 12th a host of the late Craig Fisher's friends and relatives held a wake for their friend at Mosport. A number of Craig's competitors and teammates showed up, like Ludwig Heimrath who drove with Craig with the Comstock Racing Team. Others sent their best wishes like Roger Penske who paid tribute to Craig in a ten- minute video speech. His friends, Rick Morell, Paul Kitchener and Linda Courtney set up a display of photos and certificates in one of the customer rooms in the Mosport Gasoline Alley garages. People gathered in the area to share stories about Craig, many of them true...



A brief history of Craig's racing career is in order. Craig started racing a used DKW, not exactly a super car. In short order he started racing something bigger- a 1957 Chevrolet sedan. From there he went on to race a Pontiac Catalina and he had many epic battles with Bill Brack's Mini Cooper. By now, he had attracted the attention of Chuck Rathgeb and he formed an important component in the Comstock Racing team. From there he attracted the attention of Roger Penske and so he teamed with Mark Donohue in the Team Penske Trans-Am effort. After he left Team Penske, he raced with Al Cosentino's FAZA Abarth Fiat team. Craig then left racing and went on to teach high performance and winter driving techniques with Gary Magwood and DriveTeq.

I experienced Craig's technique up close and personal on two occasions, one at a VARAC meet at Mosport on a certain Sunday, at the conclusion of racing for the weekend. Craig saw Ludwig Heimrath taking a friend out around the track. "Let's go and chase Ludwig," Craig said. Well, we chased Ludwig in the yellow Ferrari 355 Challenge car above...until I started to get queasy!" *John Wright.*

Paul Kitchener and Nigel Gough have only one thing to say about motor oil: "Valvoline."



Paul Kitchener drove his 1970 Austin Cooper S to the C Sedan Class victory on April 27th.



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



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

Call me at 519 277 3010. Sean Gibson



Hayman SR2 CanAm

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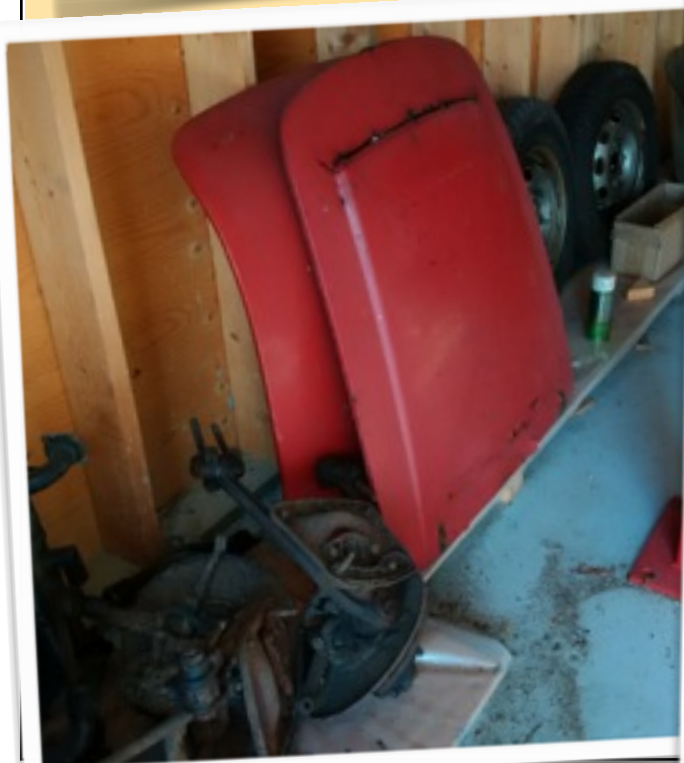
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More photos available andre@gt6.ca

Various Alfa bits

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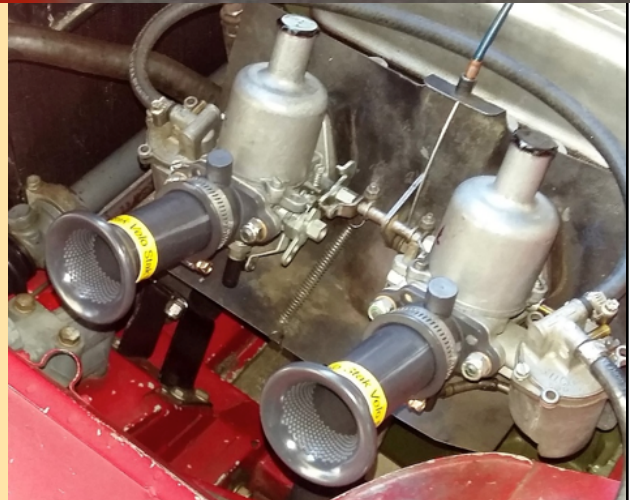
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