

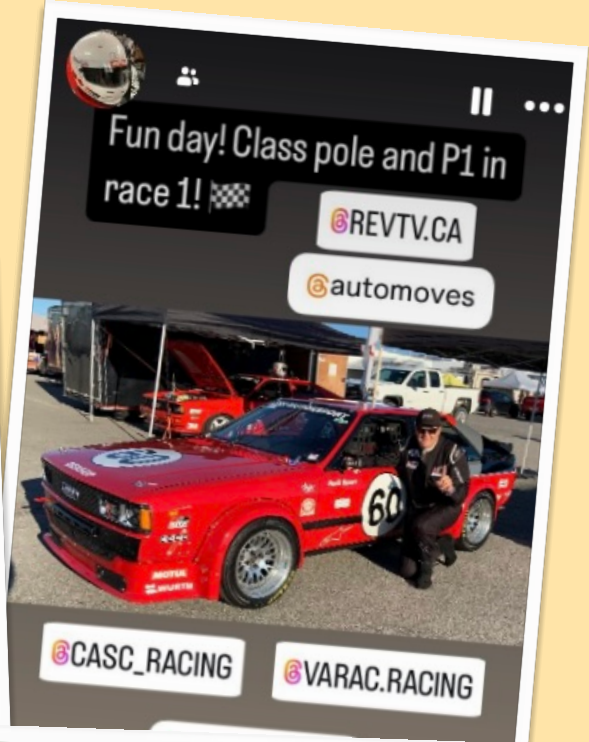


# PIT SIGNALS



LATE BRAKING VARAC NEWS OCT, 2024 - JEREMY SALE

The AGM is coming up Sunday, November 17th at 11am via Zoom! See Page 3. *Inside; Celebration, Fall Classic, new/old race cars and more!*





# Late Braking News

John Hawkes

Well, aside from my breaking the Cortina engine and the Merlyn gearbox, not to mention the tow vehicle drop link...the other breaking news is the VARAC Annual General Meeting on November 17th! It will begin at 11:00 am on Zoom. See the next page for more details.

We will have reports from all the VARAC board members as to all of our activities on behalf of your club this year. There will be short presentations from prospective new board members and election of the new board, which will require your votes. There will also be discussions on next year's race schedule. Announcement of our 2024 Club Champions will follow.

We have more than 250 members now, many of you race and others are willing volunteers. Please join us and participate on the 17th. We need to hear from our members, it's our only meeting of the year, so please be there!

We have received motions and proxies from members unable to attend. The deadline for both was October 28th.

I look forward to seeing you on the 17th!  
John Hawkes, President.

# 2024 VARAC Annual General Meeting

To our VARAC members and friends! It's coming round to the AGM . (Sunday, November 17th, at 11:00 am via Zoom) and so we are looking to: -

1) Elect our 2025 board. We have eight openings this year. To help stagger the changeover, preserve our access to certain skillsets and help with continuity: -

(a) We have five board members standing to be re-elected: - John Hawkes, Gavin Ivory, Martino Beretta, Chris Rupnik and Ivan Samila.

(b) For the three openings we have board nominations for Stefan Wiesen, Paul Subject and Colleen Samila.

(c) We also are inviting your nominations for board membership to uphold the integrity of our articles and open up the opportunity for others who wish to stand for election

2) Take this time to recognize the contributions from our outgoing board members Brian Thomas, Doug Switzer and our VVGP guru Peter Lambrinos. Thank you gentlemen, for your years of dedication, it's been a pleasure to work and race alongside you.

3) Dave Good, Ed Luce, Gord Ballantyne, Del Bruce and I, Simon Tomlinson remain on the board with time on our terms to run.

4) Discuss Member motions as received.

With thanks, Simon Tomlinson, Secretary.

# CASC-OR Annual Members Meeting

The 2024 Annual Members' Meeting for affiliated CASC-OR clubs will be held on:

November 9, 2024 at 2 pm  
Sheraton Parkway North  
600 Highway 7  
Richmond Hill, ON  
1-905-881-2121

We will be providing a video link for this meeting, but if the past two years have taught us anything, it is that the video connection is poor. The link will be posted separately a week before the meeting.

The purpose of the meeting is to receive and review the:

- presentation of the financial statements for the preceding year (2023)
- presentation of directors' reports
- election of officers and directors
  - President (2 Year Term)
  - Vice President (1 year Term)
  - Treasurer (2 Year Term)
  - Time Attack Director (2 Year Term)
  - Ice Race Director (1 Year Term)
  - Autoslalom Director (1 Year Term)

- Topics as raised from the floor

Each club must complete the attached Google Form Of Voting Proxy [HERE](#) to designate the person who will vote on behalf of their club prior to the start of the meeting or they will be ineligible to participate in any voting. The meeting is "open" to the public, but only the official club delegates' votes will be tallied.

Following the meeting at 5:30, we will be holding the 2024 Awards Banquet and Reception, also at the Sheraton Parkway North.

09.11.2024 | 5:30 PM



# CASC-OR Awards Banquet

600 HIGHWAY 7, RICHMOND HILL, ONTARIO, CANADA, L4B 1B2

Tickets are now on sale for the 2024 Awards Banquet for the Race and Time Attack Divisions

[2024 -Awards-Dinner](#)

Tickets cost \$80 per person. Buffet dinner and cash bar.

Bring your crew. Bring your family. Bring your sponsors as a way to say "thank you" for their ongoing support of motorsports. Cocktails at 5:30  
Dinner at 6:30. Awards presentations will begin around 8 pm.  
The banquet is being held at the [Sheraton Parkway North](#).

Earlier the same day we will be holding a number of our year-end divisional meetings. Here is the schedule of the day's activities:

9:00 am to 10:30 am Ice Racing Meeting

11:00 to 1:00 pm Time Attack Meeting

11:00 am to 1:00 pm Race Workshop

2:00 pm to 4:00 pm Annual Members' Meeting for CASC-OR

Followed by the banquet at 5:30...

Tickets are now available on [motorsport.reg](http://motorsport.reg) [2024-Awards-Dinner](#)

There are preferred room rates for anyone wishing to spend the night:

[Sheraton Parkway Toronto North Hotel Discount – Onsite Events](#)



# CASC Celebration of Motorsports!

The 6th and final Regional event of 2024 enjoyed good weather and a great field of 27 cars in V/H/C, with 11 in Classic/Modern Classic, 13 in FC/Libre/4. There were also VARAC members in the Miata Canada Cup.

Photos by Zachary Lucas



Minis and E-Types, always a nice sight! Top to bottom; Dave Morgan, Richard Paterson and Al Fergusson.



# Celebration!

Photos by Zachary Lucas



Top: Andre Gagne showed the way in his Lotus 23. Middle: Stefan Wiesen had his new Ginetta G4R out. Right: Phil Cooper's MGB has had a busy year....

# Celebration!

Left: Nice to see Diane Dale out in her Datsun... "Had an awesome time re-energizing my skills on track at CASC Celebration with VARAC, had great races with Jeff all weekend - so fun!" Diane.



Above: Jeff Pabst and Diane Dale raced closely all weekend finishing seconds apart, with Jeff taking two of the three races and Diane finally getting the win over Jeff on Sunday afternoon.

Meanwhile Ted Michalos boosted the entries by doing double duty in both his Porsche 356 and his Miata and with Simon Tomlinson (at right) using Ted's Porsche 944. See more on the Porsche on the next page.....





# The Porsche Incident...

*By Simon Tomlinson*

My 'new' BMW 2002 engine gave up the ghost at Calabogie and that meant I was only going to come along to Celebration as crew for Stewart Wigg. I did make some enquiries about hiring a car but then decided I'd save my pennies for the (next) rebuild. However John Hawkes stepped in on my behalf, and after a conversation with Ted Michalos, Ted offered up the use of this rather nice Porsche 924 S.

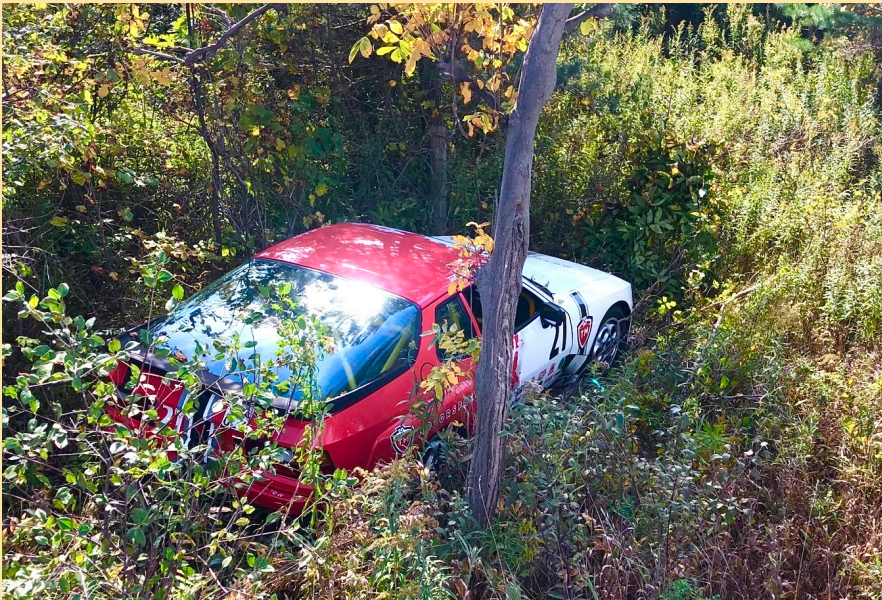


Incredulous at his generosity we came to a deal for its use. I had just returned from Europe and had not anticipated needing to be at the track until the Saturday but now I needed to organize loading up my tools, get a trailer sorted out and get to the track for the test day on the Friday. I was particularly keen to do so, having not driven the car before, also seeing that rain was on the schedule, and that the first outing on the Saturday was Qualifying! I wanted some seat time before I was amongst my mates on the track.

So I got to Ted's at about 11am to see the car and get it loaded up. I got the car on the trailer, ratcheted up the 'over tire' straps. I attached the chains and the ratchet straps to stop the left to right movement. I set out from Ted's 'facility' to CTMP - fully 7km away. I turned onto Boundary Road after gassing up and got a few km up the road when I heard a massive bang from the trailer!

## The (rather embarrassing) Porsche Incident...

I looked in my mirror only to see the 924S *rolling along on the road behind me!* What the ??? I managed to stop my vehicle, jumped out and ran to catch the Porsche and try to stop it. It was slowing down but I just ran out of road and so Ted's lovely Porsche rolled into the ditch, almost opposite the LaFarge pit. It missed a telegraph pole, it missed a big tree and finally nestled into position about 10 feet below road level.



The next five minutes saw me make, quite possibly, the most embarrassing phone call of my life! What an idiot...

Ted showed up with Craig and could not have been cooler. And then within five minutes he made a call to the rescue truck driver at CTMP (many of you will

know Robin-I do too, now!) It turns out she was coming back to the track after getting a coffee. Expertly she pulled the car out of the ditch and we took the car back to Ted's to inspect the damage. Miraculously, the only part of the car worse for wear was the fibreglass front bumper! We made up a bracket to fix the it and with a little duct tape it was all secured. All this, and I was still able to get to the track for 2:30!

My word! ALWAYS TRIPLE check the trailer attachments. I still cannot quite believe how the car got off the trailer, but it did. Slipping ratchet straps and a chain...



# Mt-Tremblant Fall Classic

The 2024 Fall Classic experienced the both the highs and lows of racing as Erick Levak had a major incident in his 1972 MG Midget on the Sunday. We are told that Erick is out of the hospital and all of us wish him a full and complete recovery.



# Mt-Tremblant Fall Classic

Nick Pratt:  
“The weather was beautiful like last year. The V/H grid, which included G70/ G90, was a very healthy 26 cars.

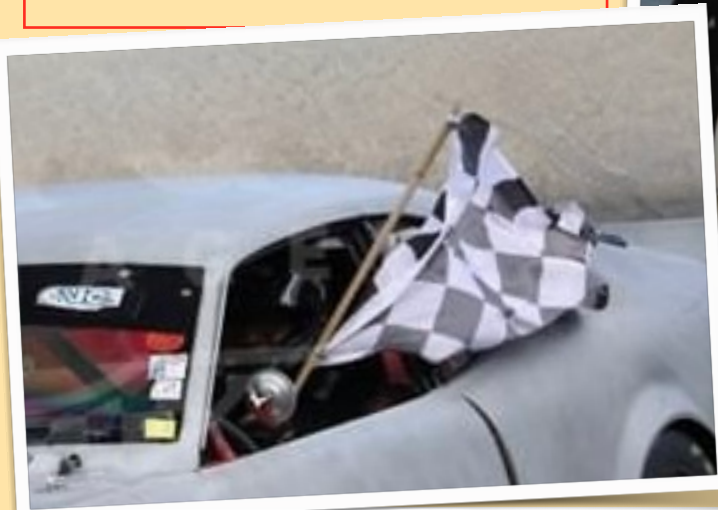
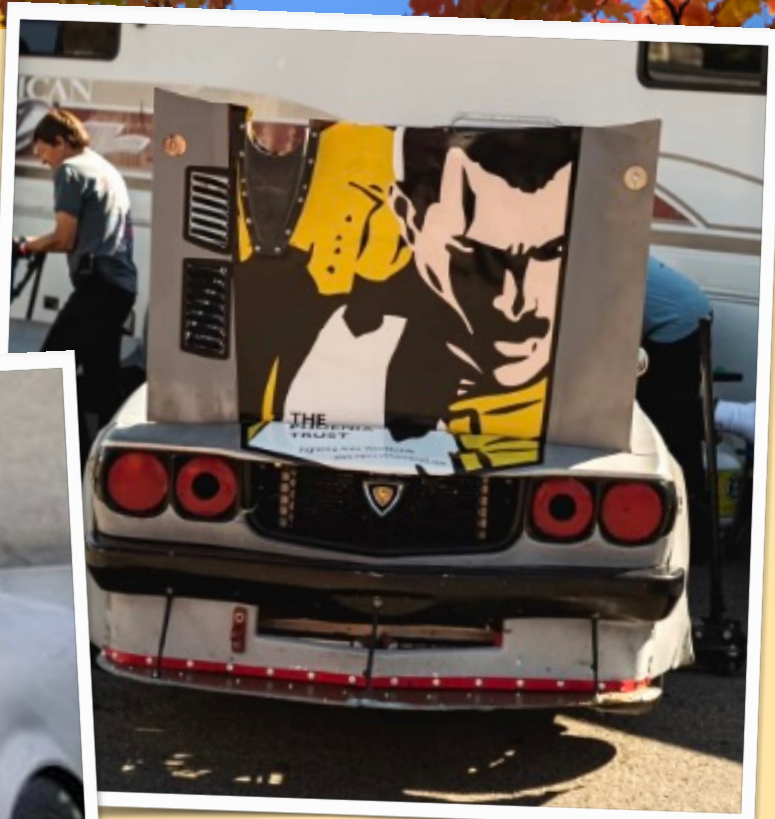
They also did a big bore grid. Friday night some of the group went out to a pub for dinner, I think we had around 10-12 people. Saturday they did a BBQ in the paddock. Unfortunately on Sunday Erick Levac had the misfortune of a major incident in his MG Midget. Get well soon Erick!”



John Hawkes Cortina (above) unfortunately suffered mechanical maladies which shortened the Prez’s weekend somewhat...

# Mt-Tremblant Fall Classic

Russ Bond won the Big Bore Race, however Pit Signals aesthetics precludes showing the entire car....



Chris Rupnik battles Paul Giroux

# Mt-Tremblant Fall Classic

A note from Phil Cooper...



“The Fall Classic was my 4th race weekend this year, I missed Shannonville and Calabogie due to a transmission problem that took three tries to get solved! For the first time at Tremblant we had enough cars to have a small bore grid, 26 cars, and a big bore grid, 20 cars. The sun shone all weekend and I finished third behind Nick Pratt, (2nd) and Francois Audette (1st) on Saturday. Sunday morning I came 2nd and Francois came 1st, as Nick did not start due to a broken throttle cable. Our last race Sunday only lasted 2 laps as we had a bad accident when Erick Levac crashed over the guard rail and was taken to hospital. Luckily no broken bones but badly beaten up and after a few days in hospital now recovering at home. Get well, Erick!

My last race of the season was the Celebration one week later, where again we had great weather. On Sunday I finished second in both races behind Nick Pratt in his very fast MG Midget with Joe Lightfoot keeping me working in the last race right to the finish, when it started raining five minutes after the chequered flag. A great finish to a good season of vintage racing!”

*Phil Cooper #62 MGB*

# Mt-Tremblant Fall Classic



“VARAC and CVQ hosted their Saturday evening BBQ with great success once again. We had a hungry paddock and it was a great way to close out the season all together.” Chris Rupnik.



At Mt-Tremblant Russ Bond and Duncan Taylor were fortunate enough to get some incredible artwork from photographer Steve Bedford.



“Steve is a great part of the Quebec racing community and I was really honoured that he would do that for us!” Russ.

A handwritten signature in black ink, located in the bottom right corner of the page.



# Auto Art!

Not to be outdone by Russ and Duncan getting their special artwork from Steve Bedford, Russ Bond told us: *"Christie Marks was given this absolutely brilliant model of her car by Marc Cormier and Christie Lynn Fournier... You two made her weekend!"*



# A Triumph Guy...



MIKE DEWEERD: Some of you may remember my red TR4 #77 (above). It was the car I started vintage racing in years ago. Well, when the TR4 needed an engine rebuild I also wanted to replace the frame, which had been repaired at Road America in 2013. Having built a new chassis and taken delivery of the engine I took on the task of cleaning the inner body work and purchased new floor panels to help freshen the car's look.

When the task seemed a bit daunting I posted an inquiry on my Friends of Triumph chat group. In my post I said I was looking for a TR4 tub (inner body) and the response I received was that there was a TR4 "roller" in Virginia Beach that could be had for a very good price.

So we hit the road to fetch a "new to me" TR4. When we finally got to Virginia Beach we saw the TR4 #717 (below left) and its sister TR3 race



car #17 sitting next to it. When I asked the owner, Hank about the TR3 he said he was going to make it street legal and drive it. So I said (like any crazy Triumph fan) "WELL...if you ever want to sell it instead, let me know!"

Cut to a few years later and Hank posts on our chat group that he wants to sell the TR3. Well, I hummed and hawed about it, but when I finally contacted him to buy the car he had sold it one hour before! Bummer...

So jumping to last year, we're sitting around the fire, talking cars, and of course, Triumph race cars and the people that race them. I recounted the story of getting the TR4 and I was told that the TR3 was in Florida and was to be put back to street legal by the person who bought it. So of course my next words were "Well, let me know if he decides not to do that and wants to sell it". Famous last words!

Next thing I get an email from Phil, the current owner, he wants to sell the car! Several emails later we arranged to meet in Charlotte, North Carolina, on the Canadian Thanksgiving weekend. Hurricane Milton put a bit of a delay (one day) on the trip, as Phil had to drive from Florida through Milton's path of destruction to get to NC.

Sunday morning we met with Phil, (right). had a chat, loaded up the TR3 and headed homewards.



I'm hoping to have the TR3 ready for the 2026 Vintage Grand Prix. Next year I will be concentrating on the TR8 (below) and getting as much seat time as I can.

And the TR4 is getting a new hood with hinges, so I don't have to find a place to put it every time I want to get to the engine!

*Cheers, Mike Deweerd*





## Stephen Di Cesare – Miata Canada Cup Unlimited Champion!

Looking back on the 2024 racing season, I never thought I'd be the Miata Canada Cup Unlimited (MCCU) Champion. I was the slowest of the 5 MCCU race cars, the only one with a stock, naturally aspirated engine. But with my aero package, slicks and a couple of other tricks, I was regulated to Unlimited class. In fact, I was running in two race series, with my primary focus in the Pirelli Grand Touring GT5.

I quickly learned that reliability, consistency and keeping out of trouble was the secret formula to winning in either series. Unfortunately for other competitors in my MCCU class, that didn't happen and I soon found myself in the Championship points lead. I just kept racing hard every weekend and scored valuable podium finishes and race wins.

I also suffered mechanical failures and racing struggles simply due to the high racing mileage of competing in two race series, which always hurt my chances to win in the GT5 Championship, placing a close 2<sup>nd</sup> overall.





Having all Mazda Miata's on track at one time was something special to be a part of. Racing against some top tier fast drivers in the MCC1 class improved my racing skills and without any concern of bracket time racing and running up front in clean air, I was able to push my car to the limit and beyond, recording my fastest laps of the year. If you haven't driven a Mazda Miata (non-turbo), it's not the fastest in a straight line, rather it's a momentum race car. Racing in the Grand Touring series or VARAC Classic can be challenging, because faster cars slow you down in corners but then easily pull away on the straight, leaving the Miata driver working hard to find the undercut pass early in the lap and building up a sizeable gap before the back straight at Mosport!

## Championship Drive 🏆



Winning the Miata Canada Cup Unlimited Championship was a thrilling and memorable experience.

Check out my YouTube channel [Mr. Miata Racing](#) and click this link for the Miata race titled Championship Drive: <https://youtu.be/15k3KjPduU>

# A 1965 Ginetta G4 "R" comes to the VARAC grid! What A Sweet Ride!

STEFAN WIESEN:

"In 2011, Jeremy Sale and I sold our Rothmans Porsche to my friend Dr. Brian van Arem. Brian is a Porsche aficionado, having a collection spanning from 356 to GT3. Since then, he has used the 944 for Porsche driver development track events.



Finally, I convinced Brian to join VARAC and the Porsche has been back to our races this year! Well, Brian got the Vintage Racing bug and suggested he and I form a race team. The name is T&T Racing with decades of legacy in Thoroughbred Horse Racing, which is "Brian's world". The idea was to get a "really fast" vintage car and we first looked at a Lotus 26R and then we stumbled over this Ginetta G4R in Italy. The "R" is the upgraded version of the standard Ginetta G4, featuring a coupe body style, Lotus 1,600 twin cam engine, independent rear suspension with inboard disc brakes and some more smaller mods. The plan is to share drives between the Porsche 944, the Ginetta and my Elva Courier Coupe. While Brian owns the Ginetta, I will drive her mostly. Rumours that Brian is too tall for it are exaggerated, while "team pro driver" Stefan just fits into this tiny 540 kg machine. LOL."

*Cheers, Stefan Wiesen*



# PIT SIGNALS CLASSIFIED



## For Sale or Rent 1997 Monte Carlo Stock Car

VARAC legal MC-A .GT2 Sprints. 2850 lbs full tube frame. 400 HP GM 604 crate motor. Dual ignition. Road course oil pan. T101 Dog box. New fuel cell. Containment seat. Penske Coilovers – just rebuilt, receipt available. Quick change with 3 link rear suspension. Watts Link. Rack and pinion.

# \$32,500

Available with matching 2018 24' trailer for \$40,000

Chris Lawson [Lawson3565@hotmail.com](mailto:Lawson3565@hotmail.com) for rental pricing.

905-510-6791

6 SEPT 2024





# PIT SIGNALS CLASSIFIED



## Brand New Race Shoes!

Bought the wrong size a year ago-they won't take them back! New RaceQuip driving shoes. Size 11. SFI Spec 3.3/5 Never worn, worth 2 secs a lap! Cost \$200+ new.

**\$125.00**

Brian Thomas

[Deltapipe@aol.com](mailto:Deltapipe@aol.com)



6 SEPT 2024

## Ford 2L SOHC dry sump engine for sale.

Was a spare for my TIGA S2000 sports racer. Rebuilt in the day and not used. Dry stored and regularly hand turned. More info on request.

**Price \$4,000.00**

Brian: [deltapipe@aol.com](mailto:deltapipe@aol.com).



6 SEPT 2024





# PIT SIGNALS CLASSIFIED



Two 1976 MGBs for sale! Take both for \$3900!

Neither is running, both need work. Andrew Atkins 613 659 3184 or 613 532 8670 cell

They both need a lot of work but very little rust, bones are good! For spare parts or to restore! I have no time now as I'm finishing building my airplane!





# PIT SIGNALS CLASSIFIED



## GARAGE SALE CLEARANCE!

1-Road and Track, full 4 drawer file folder, 1948 to 1980s, not complete.

2- MGA/B engine blocks and parts.

3-MG Midget/Sprite engine blocks/heads/parts and complete 1100 engine.

4-MGA/Sprite rear axle banjos housings and differentials.

5-MGA rebuilt 4,875 ratio CWP assembled plus MGA ali diff housings and CWP carriers with spider gears.

6- MGA front and rear shocks

There's much more so please ask, I may have it. Call or email with requirements. I am available almost anytime.

[grunaumg@gmail.com](mailto:grunaumg@gmail.com) or call 905-274-4136

Bob Grunau 150 Pinewood Trail Mississauga, ON. L5G 2L1



Ex Greenwood Lotus Seven with John Dodd BMC engine, new fuel cell and more.

Ex Hinchcliffe Lotus Seven with 1500 cc Ford engine. SOLD.

For further information email [jeremyis@rogers.com](mailto:jeremyis@rogers.com).

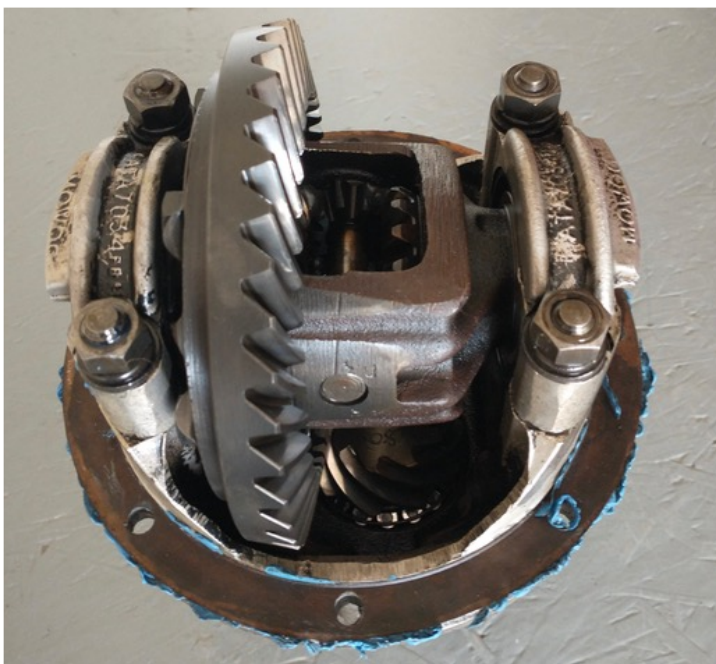


## Kodiak Wheels \$1,250.00

Super Light Kodiak Aluminum FX 3 Piece wheels. Each Wheel weighs only 9.6 lbs. Black centres and polished outer rims. 14" x 6.5" MGB bolt pattern. 5 rims and 4 Hoosier Street TD tires 205/60 D14. Rims like new and tires very little wear (Only been driven at Calabogie) Great tires if you want to go to a track day or perfect for road cruising. Kodiak Racing Wheels are Canadian made. Check out their website. <https://www.kodiakracingwheels.com/>

Contact Jim Devine Phone: 613 296 9795

6 SEPT 2024



Three Spridget 3.9 diffs. Two professionally welded in excellent condition and unused since the weld. \$400 each. The third is open and has not been used for racing. \$275. Contact Nick at [gidget89nick@gmail.com](mailto:gidget89nick@gmail.com) or call 705-768-0253.

6 SEPT 2024

# 2012 Track 8 x 20 \$12,500



Only used to race a few  
time a year, it's never  
been in the snow.

Goodyear tires were  
replaced 3 years ago.

Joints on the roof redone  
in 2020. The interior  
includes a custom made  
cabinet, 12-120V fridge  
and microwave, 2 recent  
deep cycle batteries.

Spare tire. Racking on  
the wall is not included.

Electrical outlet for 120V,

3000 lb winch, Two opening windows, this is a very decent trailer.

[blaflamme007@gmail.com](mailto:blaflamme007@gmail.com)





1985 new bare shell build, no undercoating, no sunroof, CASC log book 95-027, 1.75" full cage, fuel cell, fire system, air jacks, 2" flared fenders steel, fibreglass hood, nose and front bumper/chin splitter. Lexan side and rear hatch. GT3 rear wing, fresh engine as of June run-in 265 hp RW, cf dash, Recardo Pro Hans seat, Schroth 2024 belts, cool shirt set-up, tons of time in the UOIT Wind tunnel, over 4 years developing the program there. Racing drive axles and race cv joints, transmission relocated to improve drive shaft axle angles, close ratio gear box, with Guard LSD, spare tall close-ratio gear box with LSD. MO 30 front brakes, turbo rears.

Custom triple adjustable Koni shocks plus spares, new rain Hoosiers on 16" wheels, 1 set new dry R7 tires, 1 set used dry R7 tires on Forgelines, 1 set used Continentals dry on Forgelines. dry break fuelling/jug included, red transponder, AGM battery.

## Asking \$30,000

Also for Sale, 2014 F350, 32" goose neck, Gold Rush Trailer, all Aluminum, with winch, canopy, solar panel, hydraulic lift. Bench cabinets, lighting, tire racks. nose of trailer full of spare parts for 944.

Ernie Jakubowski ernie9146@gmail.com 905-483-5154

# 1984 Porsche 944

1984 944. Would make a good Race Car. Solid Solid Body. Came from the USA.  
Faded Paint.  
Ratty Interior.

**\$2900**

Or Best Offer.

May consider trades.

Frank

647-967-4999



## Spare BMW S50B30US engine for sale!

Suggest a refresh with new piston rings and cylinder valve grind.

**\$1500**

Alan Morris:

[morisalyourpal@gmail.com](mailto:morrisalyourpal@gmail.com)

(905) 330 2457

