



PIT SIGNALS

LATE BRAKING VARAC NEWS MAY, 2025 - JEREMY SALE



"It's better to have been a racer for a moment than a spectator for a lifetime."

"The BEMC Spring Trophy Races enjoyed great weather, I also spotted Steve Gidman's new Genie (right) at test day and Steve provided a few words on this iconic car in this edition of Pit Signals. Not many of us have cars that were raced by Dan Gurney and Pedro Rodriguez! Ted Michalos and John Hawkes provide their BEMC reports as well." J.S.



Above left, Mat Molson's TR4 back in the day, his story is inside... We also cover Ted's Tech Shop, (above right) a report from Motorama by Doug Switzer, Stewart Wigg's Jensen Healey saga, "What Do Race Car Coaches Do" by Paul Subject, a throwback report from Sri Lanka (!) from our Asian reporter, Norm Feldman, courtesy of Neil Young, the Member's Meeting at Goodwood from John Hawkes, and much more!

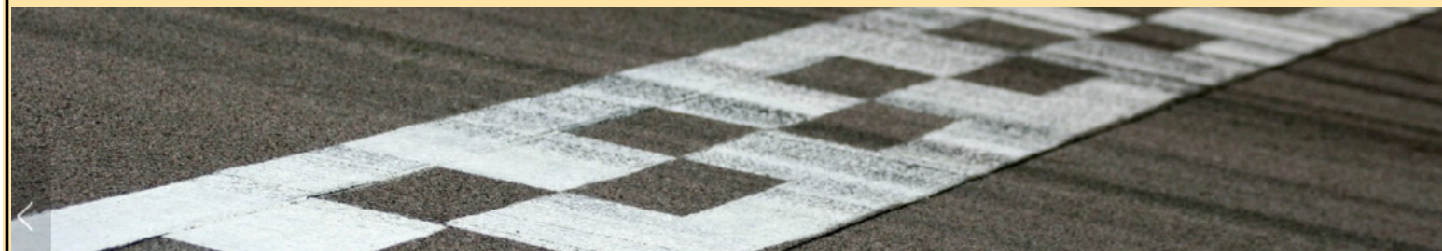
2025

2025 VARAC VINTAGE GRAND PRIX

Welcome to the 2025 VARAC Vintage Grand Prix!

[Registration is open. Click here!](#)

If you haven't entered yet please do so! The 45th running of the VARAC Vintage Grand Prix is being held June 12-15, 2025.





Late Braking News

John Hawkes

This is coming to you after a very successful BEMC Spring event .. see later report in this edition. We had lots of VARAC cars out on track and getting sorted for the VGP in just a few weeks time and more cars were reported to be “nearly ready”! A few notables missing like the Beretta team, Brian Thomas’s Lotus 7 and the Mike Deweerd collection. Even Ivan didn't make it due to a failed brake master, discovered at the last minute.

VARAC has a number of important initiatives underway and ready for launch: the new website with classifieds and a much easier navigation process will be released this week. Big kudos to Martino for spearheading this and managing to get the old servers to spit out their secrets.

Paul Subject has also done wonders with his sub committee in attracting open wheel cars to get out, with the promise of an all open wheel event in 2026.

Colleen has been up 23 hours a day organizing food, music and registrants for the VGP and Dave has organized all the race groups ready for the 2025 event, which promises to be a great one.

As always we will be looking for a few new board members for 2026 and there will be sample job guidelines posted in the Pit Signals. Please consider giving up a bit of your time to help the club. It only rolls smoothly with passionate and supportive members moving the machinery along.

John Hawkes, president.

Motorama....

Motorama report from Doug Switzer



Neil Young and Doug Switzer helped man the VARAC display in the CASC booth at this year's Motorama show at the International Centre. Neil's newly acquired ex-Jeremy Sale Lotus Super 7 drew quite a few admiring comments and along with our support staff, we managed to generate a lot of interest in VARAC and even managed to get some new racing members signed up! A big thank-you goes out to John Hawkes, Peter Viccary, Dave Good, Simon Tomlinson, Perry Mason, Richard Paterson, Gavin

Ivory, and all the other volunteers and helpers that pitched in to make this year's appearance a super success. We'd also like to send out a special thanks to Pat Cyr of CASC for setting things up, and Matt Molson for the use of his trailer! Well done, everyone!



B.E.M.C. Spring Trophy Races 2025

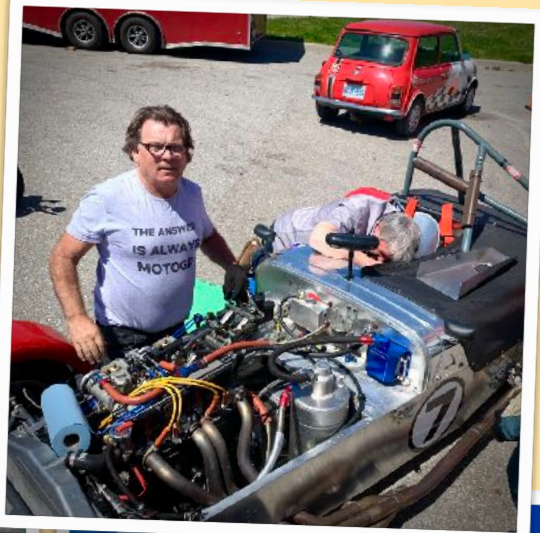
Jeremy Sale: The weather gods smiled upon us this year and there were lots of cars enjoying the weekend. That's not to say that there weren't a few maladies spread through the V/H field. Ted Michalos went through part of his impressive roster of cars courtesy of various helpers with good natured chirping from the shade tree mechanics. I had the ex-John Greenwood Lotus Seven out and found it misfiring. Russ Bond, Joe

Lightfoot



Lightfoot and others descended upon the car and found the problem; new plugs were duly inserted and I enjoyed the rest of the weekend, though at a much more sedate pace than I am used to...

Russ Bond



Above: Ted supervises...At right is our good friend Robin, who has hauled me in on the end of a rope far too many times...

B.E.M.C. Spring Trophy Races

Photos by Peter Viccary and Richard Coburn

John Hawkes: A big congratulations to BEMC and CASC for putting on what must be the biggest Spring event for more than 10 years. The event ran smoothly and the weather could not have been better. There were quite a few new cars out and with them came the handful of mechanicals that come with new builds and restorations. Del Bruce had issues with both the Classic Corvette and his new and beautiful Datsun 240Z. Neil Young had the ex-`Jeremy Sale Lotus Seven out for the test day, now looking very nice in its new black and white livery and Ted and Stefan both had transmission train issues in the Porsche 356 and Ginetta G4 respectively.

Paul Subject's efforts to encourage open wheel drivers to get their cars out really bore fruit and we had almost 25 cars out for the Libre race many of which were Formula Classic cars.



There was some really good racing in the VH group. We had four sports racers out and in the Sunday morning race André Gagne, Lotus 23, Perry Mason's Audi and myself in the Merlyn, (above) were having a good dice on the first lap with Andy Januszewski Porsche 924 not far behind. Perry took off in a hurry but must have had a mechanical or cold brakes, as he slowed a lot into corner 8 and I was able to pass him on the inside. Unfortunately my brief success was to come to an end as the Merlyn had fuel leakage and a small fire! So I pulled off in 5.

B.E.M.C. Spring Trophy Races 2025

The afternoon race saw Nick Pratt wringing the snot out of his Midget, passing Perry's CL Audi round the outside of 2. Then the rest of the race saw dices all the way through the grid. Jeremy was getting the most out of the 1 litre ex-Johnny G Lotus Seven."

Ted Michalos: "Combine the fabulous weather with record entries and it was a formula for some great racing. I got to the track too late on test day to see the Gidman's newest toy, but I understand there is an article about it in this issue..."

My plan was to run the RX-7 in Classic as a shake down for the VGP, the Porsche 356 in VHC as it is so much fun, and the Miata in the Miata Canada Cup because, well, why not? The RX-7 was up first and while we had a small group, the car ran well



Tim Sanderson comes up to lap Ted and Andrew.

enough and I spent the weekend chasing Andrew Atkins' Mustang. I'd pass him in a couple of places, but could never get away from him before the back straight when his horsepower took over. Fun racing.

The Porsche 356 was up next but it blew the engine at the end of the front straight. I rolled it down turn one and pulled off on the left in the grass most of the way up the hill. So much for that car.

The Miata ran fine, but I was just too slow. Always fun and someone to race with.

B.E.M.C. Spring Trophy Races 2025

Ted: "Saturday evening we served chilli at my totter. I think we saw two dozen members. They ate most of the chilli, but didn't drink much of the beer. Hm. The times they are a-changing..."



Sunday I swapped the Lotus Seven for the 356 on the VHC grid, but I had a number of issues from the get go. First, we had a misfire in the number two cylinder. Russ Bond repaired a short in the lead and I took the car for a test. That's when it got stuck in 1st gear. We got that sorted out, then I took it for a test drive – 1st, 2nd ...then no gears. After a bit of swearing I found a gear....reverse! So back to the paddock. Ivan Samila dropped by and despite being under the weather, got his hands dirty, sadly, to no avail. We proclaimed the car parked for the day.

Fortunately the RX-7 ran fine for both sessions and Andrew and I had great time of it.

I let Aidan Shimbashi run the Miata on Sunday and boy was that an eye opener. Aidan has been karting the last few years and he ran the Miata on the test day (Friday). Turned 1.49 to start, then 1.47, then 1.46. My best time last year was a 1.47. On Sunday he ran the car in Miata Canada Cup, VHC in CL3, and GT5. By Sunday afternoon he was turning 1.40. I felt great for him, but apparently I need to take up a new hobby...

More photos here: [BEMC-Spring-Trophy-Races 2025](#)

Del Bruce



Dave Bagshaw



Louey Jabouri



B.E.M.C. Spring Trophy Races 2025



Wonderful weather, great cars, what a super weekend at B.E.M.C.



GOODWOOD MEMBERS MEETING



John Hawkes reports...

During a visit to see my daughter in London I managed to squeeze in the Members Meeting at Goodwood. Of course Sandra tells me it was more like during a trip to Goodwood I managed to see my daughter for a few days.

The MM, as it is known, consists of about 8 race groups all pre 1980 or thereabouts and dating all the way back to about 1900 for the SF Edge Trophy. It's like the Revival, but less of the Charleston dancing and dress up, and more racing. Many of the races, including the pre '66 Touring cars and the Sport Racers, include two driver races, either in enduro form or as separate races.

Of course there are lots of notable characters around. I bumped into Mr Bean, he was hard to recognize as he wasn't driving a Reliant or Mini. Nick Mason, of Pink Floyd fame, was tending to his flock of pre-war Aston Martins, red in colour, (how sacrilegious).

Also saw Julian Masjub, at right. He owns Blockley Tire and a few Sadlers; I got into a good discussion about the new Sadler book by John Wright and got a shot with him and the Mk 5.

The racing is very competitive and does produce lots of work for the body shops.

There are many pro and ex pro drivers running.. Dario Franchitti, Emmanuele Pirro, Tiff Needell, Tom Kristensen, to name a few.

Perhaps the best race of the day was the '60's sports cars that included Chevron B6s , GT40 s and Lotus 23s. An absolutely brilliant drive from the back by Frank Stippler, ex DTM and Porsche Supercup champion, driving a Ferrari 206S

Spider. He managed to beat the two front running GT40s and come in for the win, albeit with a GT40 shaped dent in the front of that beautiful ally bodywork. I spoke to him afterwards and he introduced his engine builder Mario Ilien, he of Ilmor Engines fame, no wonder he was going so well!

Left: Tiff Needell at the start of the Touring car race.





Below: Mark Walker with the 200 HP Darracq. He got thrown out at the hairpin. Lucky no injuries...

A tasty and expensive row of Aston Martin Lightweight DB4 GTs

Sunday Highlights

Below: The Beast of Turin in the famous Goodwood chicane.





Specially built for JH (yours truly) a lovely Lister Chevrolet Knobbly .

Two of the pre-war races featuring cars dating back to almost the steam era had incidents that put me in mind of Mike Nilson's careful checking of roll bars and cages. Neither of the cars had any protection at all and both drivers were thrown out, miraculously neither with serious injury.

The famous Goodwood circuit track is a really fast track, with a lot of quick interconnected corners. As virtually all cars run on period Dunlops there is a LOT of spectacular oversteer in all races. Watching three Aston Martin DB4 GT lightweights, all on opposite lock through Lavant is like the Bolshoi Ballet but without the nice legs.



At left, my new favourite car the Chevron B6.

Lastly I have to report that even this most historic of racing events found a spot to run recent GT3 cars in a Time Attack type format. Andy Jordan set fastest lap in a 2012 Corvette GT3R Z06, sort of like Classic but a bit more expensive...

Sri Lanka Race Report!

from Asian Editor,
Norm Feldman, March 3, 1976

Dear Editor,

I thought you might be interested in publishing the following report from 1970's Sri Lanka! A classmate of mine, Norm Feldman, travelled the world after graduating in 1970. He was a race fan, and continued to be one. Norm started up as a Jewish pharmacist but ended up becoming a Buddhist meditation leader. I once got a Christmas card from him describing how he and his fellow Buddhist friends, in his town in India, were celebrating Christmas by feeding the Hindu beggars. Talk about ecumenical! Anyway, Norm sent me this letter, and I completely forgot about it until rummaging through some old files, while trying to "declutter". I also found some period pictures, (via Google), one which actually show the Jag vs VW creation, (below), battling it out! Cheers! Neil Young.



“.....a poorly prepared Jaguar E-Type and a home-made VW powered open-wheeler, which dropped out on the first lap...”

from Sri Lanka...

Race Report from Asian Editor, Norm Feldman, March 3, 1976

"February 28th was the date of the 3rd annual Kandy Road Races, organized by the Uplands Motor Sport Club of Kandy, Sri Lanka.

Kandy is a very picturesque town, 2,000 feet up in the mountains of central Ceylon. It is the most sacred pilgrimage town for the Buddhists of Ceylon, which compose 80% of the population.

The races are true road races. The track twists and turns for 2½ miles around a man-made lake, fringed with palm trees and many varieties of blossoming spice trees, and has the main street of the town as the straightaway. The pits are in front of the largest Buddhist temple and the monks thoroughly enjoy their trackside seats. The town is sealed off for two days, so only ticket-holding spectators and competitors are allowed to enter. A ticket cost 16 cents.



The program consists of 6 races for cars and 4 motorcycle races.

from Sri Lanka...

"Motorcycles are classed by displacement and cars by their weight/BHP ratios. The most exciting race was 6 laps of wheel-to-wheel action staged by a Fiat 600D, an Auto Union 100S and a Ford Anglia in the 25 to 35 lb/bhp class. At the Hatton National Bank turn, going onto the final straight, the Fiat outmaneuvered the other cars and narrowly won.

The feature race was among a Jaguar E-Type, which was poorly prepared, a home-made VW powered open-wheeler, which dropped out on the first lap, the "Ceylon Champion" Lotus Elan and a Mini Cooper S. The Mini won by almost a half a lap over the 8 lap course. Other races had very few entries and were quite dull by international standards, although the Ceylonese enjoyed them immensely.

Organization and security were excellent. All races started exactly on schedule and any spectators that dared venture onto the track between races received a sharp smack from a policeman and a severe tongue lashing.

All in all, the day was an excellent venture for a very small club."

Norm Feldman.



Ted's Tech Shop



As in the past we had a VARAC pre-race season tech session Saturday, April 26th at Ted's Garage in Pontypool, close to CTMP / Mosport. VARAC member John Kinnear is a Class "A" CASC Tech person and was in charge of that portion of the event.

The plan was to start at 9:30 am and run two lines of cars for 5 or 6 hours. A few people cancelled due to the weather forecast, which of course, was completely wrong...

There was a nominal fee of \$20 per car. The money collected goes to reimburse the Tech crew for out of pocket travel costs. Many thanks to them!



Also big thanks to our host and chef Ted Michalos, left, who smilingly served great BBQ burgers and sausages! Yummy! Thanks Ted!

Brian Thomas looked after booking everyone in and it was fun time for those taking part! Thanks to all!

Harry Bytzek



Peter Viccary photo

“Sad news in Canadian Motorsport, well known racer, DAC member and businessman Harry Bytzek passed away December 29th, 2024.” *Perry Mason.*

“Harry Bytzek was one of that extraordinary group of people who had come to the Toronto area from Germany during the late 50s and the 60s and established themselves as hardworking and entrepreneurial, started families and businesses, and still managed to spend a great amount of time in the pursuit of their passion for sports car racing on an international level.” *Kye Wankum.*



© Louis Galanos

Robin Virtue

The Canadian Motorsport Hall of Fame (CMHF) is saddened to announce the passing of Board member and General Manager Robin Virtue (June 30, 1948 – April 23, 2025) following a lengthy illness.



A respected figure in Canadian motorsport, he had a long and successful career in the automotive industry and dedicated decades to advancing the sport he loved.

Robin's passing is a great loss to the CMHF and to the wider motorsport community," said CMHF Board Chair Peter Lockhart. "A genuinely kind person, he made invaluable contributions to the Hall—both through his leadership as General Manager and his service on the Board. His organizational efforts in planning and executing the Induction Gala and Celebration of Speed events brought these initiatives to a new level. And he did it all with a big smile and a great attitude. On behalf of the Board, we extend our heartfelt condolences to his wife, Val, his family, and his many friends."

Virtue's involvement in motorsport extended well beyond administration. He was a successful competitor, a mentor, and a tireless advocate for Canadian racing. As co-owner of Pace Motorsport, he supported grassroots efforts and collaborated with manufacturers and industry partners to create opportunities for others to experience the thrill and discipline of performance driving. His passion was matched by a deep commitment to safety, which shaped everything from high-speed events to winter driving courses where he helped participants build skill and confidence in demanding conditions.

At the Hall, he played a consistent and valued role in day-to-day operations. His contributions helped shape how the CMHF continues to honour excellence in Canadian motorsport. He will be profoundly missed.

From Ed Luce: Following is a job description for the VARAC board position of 'Membership Director'. VARAC always needs volunteers and members willing to serve on the board in this and other positions which need to be filled on an annual basis. If you are interested in joining the board please let us know. VARAC needs you!

VARAC Membership Director: Job Description

Duties:

- ◆ administer the existing membership database (SUMAC) and its integrated databases of eligibility forms and car numbers.
- ◆ update the CASC membership database promptly when memberships are renewed.
- ◆ deal with the administrative details involved in issuing VMC licenses (eligibility, medical forms, etc.) Occasionally issue refunds using our on-line banking portal.
- ◆ print and mail membership cards / VMC license cards.
- ◆ maintain the lists of car numbers on all three VARAC grids.
- ◆ supply event Registrars with lists of current members and lists of current registered car numbers.
- ◆ function as first point of contact with new members. Pass new contact info to the Race Director and to the e-mail list admin, answer general questions or direct inquiries to the appropriate person(s).

Time commitment:

- ◆ averages about 1 hour per member (we currently have 250 members). Many membership renewals take about 5 minutes, but some of them... The renewal rushes at year end and before the VVGP mean 10-15 hours per week, but 'off-season' the time involved is only 1-2 hours per week or less.
- ◆ monthly Board meetings take about 1-1/2 hours, including preparation.

Detailed work instructions have been written for most Membership Director tasks. Some familiarity with a spreadsheet program (like Excel) would be an asset. If you are interested in joining the board please contact Ed Luce.

edluce51@gmail.com

1963 Genie Mk VIII



Steve Gidman's ride for 2025 VVGP.

I spotted this lovely car at the BEMC test day, it turned out it was purchased by Steve Gidman, who supplied the following information:

"Built in '63 to run in US sports car racing by "BMC" who were the British Motors US West Coast distributors owned by Kjell Qvale, a Norwegian transplant. They employed Joe Huffaker to build their race cars and had built various Genie sports racers with British and Italian 4 cylinder motors. With the prize money being mostly with the V8 powered cars, they built the MkVIII in 1963. It could be ordered to run Ford or Chevy V8's.

This car is number 3, built with the Ford V8 289 CI and run as the 'Factory' car in 1963. Dan Gurney drove the car in the Portland Pacific GP (Set fast lap but had a water pump issue) and then Pedro Rodriguez drove it at Laguna and the Riverside LA Times GP (finished 3rd) in a stellar field.

In '64, Ed Lowther drove the car to a USAC class national championship. It later ran in modified form in early Can-Am racers (it was seriously underpowered though) and various sports car races on the



Pedro Rodriguez drove it (above) at the Riverside LA

West Coast. It enjoyed good success in the 80's and '90s in vintage races throughout the US. In the late 2000's it was sent back to Joe Huffaker who with his son Joe Jr., rebuilt the car from the ground up and returned it back to the Pedro Rodriguez Riverside livery. Again it was run at very high level historic racing successfully.

Last fall we found the car listed for sale in Calgary in the hands of a very nice gentleman. Since Big Dan was a childhood hero of mine, we decided to purchase the car. It's in very good condition and we can hopefully run it at some great historic events including this year's VARAC Vintage GP. " *Steve Gidman.*

Thanks, Steve! Looking forward to seeing the Genie at the VVGP! JS.

Jensen Healey Revival Part 2

Stewart Wigg: As predicted, my legacy UK soccer team “The Canaries” did not make promotion to the Premiership - not even close.

Unfortunately a similar disappointment awaited the Jensen Healey revival; no promotion from workshop to race track. So my first race of the season at the BEMC Races was in the sterling Triumph GT6 as the JH still sits forlornly bereft of engine in my workshop.

Unwelcome surprises awaited me as I did more research and dug deeper into state of the JH engine. I found the “very reputable builder” in the UK responsible for the engine build deserved a good



reputation about as much as Jeffrey Epstein. Seems they believe Epoxy is a good modern substitute for the rather old-fashioned metal that us old-timers favour. This was evident in the repair to the head, where over-zealous porting had broken through to the water jacket. A suitably large wodge (a hybrid of ‘wedge’ and ‘bodge’) of Epoxy had been used to plug the hole where, presumably, welding the remaining thin metal was impossible. Epoxy was also favoured in a repair to the oil pick up, where the filter cup was separating from the oil line. No obvious reason for not utilizing the more conventional welding solution (or maybe a new unit) here. Having made a few more contacts in the world of Lotus in the UK, I have found this is not an unusual ‘technique’ for this builder. I will spare their blushes here, but if any of you are considering a Lotus engine build from the UK, drop me a line!

The good news is I have found a solid supplier of performance parts for the Lotus 912 engine and also a local and (truly) reputable builder willing to take on the build of this rare beast (at least in Canada) which is not for the faint of heart. As we all know and lament, good vintage

engine builders are a dying breed typically with order books stretching into the next century. So the JH will receive other fettling for the remainder of the season while it waits for the results of the dark arts of my builder, likely toward the end of the season. Given a well-sorted 912 will provide well in excess of 200 hp, I will continue to practice our art in the GT6 very aware that horse-sense should come well before horse power. And, who knows, by then the Canaries under the stewardship of their third new manager in as little years will be powering their way to the Premiership. Perhaps a little Epoxy would help...



With the days getting longer and months of failing to tackle my racing 'todo' list behind me, the first 2025 CASC meeting was upon us. It was thrilling to be back at the track but there was also another source of excitement. Over the fallow days, Simon Tomlinson and I had managed to fit a massive awning to my trailer (above) which promised lazy post-race snoozes cocooned in infinity chairs away from the glare of the sun.

The fact it had taken nearly two frustrating days of our joint efforts to decipher the Chinese fitting instructions made it all the sweeter. Pre-loading the awning tensioner proved to be our biggest struggle. Despite there only being two ways to do it, our relationship was once again tested as we managed to uncoil yards of material on my lawn 3 times before nailing it on the 4th attempt. Very smart us two.

The BEMC Spring Trophy Races weekend turned out to be ideal; sunny but not too warm so horsepower was preserved and perspiration kept to reasonable levels. On Saturday, Ted Michalos once again generously provided a slap-up Chili supper to facilitate the exchange of tall stories of the day's racing and winter exploits.

On the track, the blue and white GT6 (below) was pulling nice and strongly despite the long-term issue of a flat spot exiting corners.



Having got back into the rhythm of the track I was quietly confident that with fresh Nankangs I could set a new best time for the little Triumph. Sadly a serious misfire issue saw me miss the final two races, so the PB will need to wait for my next outing in Tremblant.”

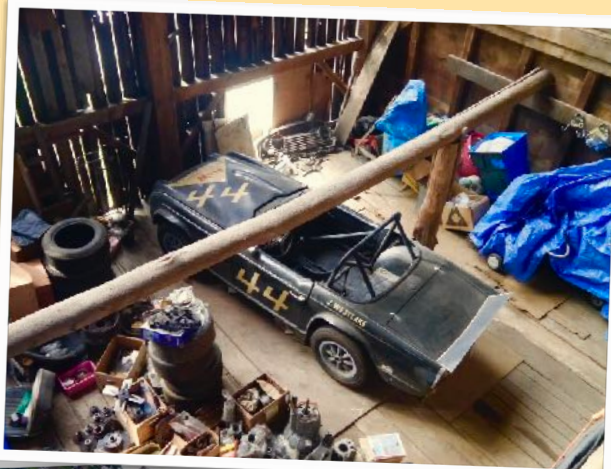




Matt Molson's barn find winter project is moving along...

"Well, finally I have the TR4A running, 110 octane for now. Still some minor tweaks to be done and some new shoes! All modifications were done to Kas Kastner's specifications with the assistance of Kas and Bob Tullius. This will be an exciting piece of history to get back on the track. I spoke with the previous owners, John and Carolynne Westlake who informed me #44 was put into hibernation on stands back in 1975, so sleeping for 50 years!" (See next page!)

Matt Molson.





*Racing "Callie's Car", my 1966 TR4A IRS D Production car at Mosport, for the first time, at the 1972 CASC Championship Races.
by John Westlake.*

"At the "welcome" meeting in the rain, the morning after we arrived, the CASC officials announced that they had eliminated "D" Production! All of the other "D" Production drivers/owners took their cars home right after this. However, since we had towed all the way from Annapolis Valley behind an old six cylinder Ford Fairlane station wagon, we stayed. Also, we had slept in a small tent during our long trip to Mosport and needed some rest before driving back home!

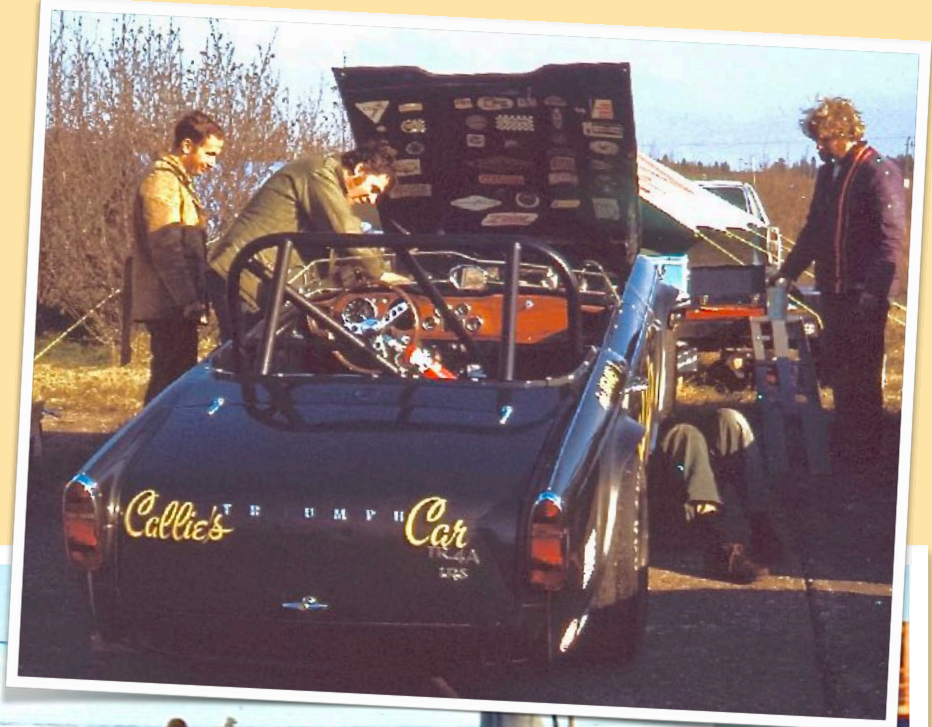
I always felt that Mosport was more of a power track than a finesse track. A four cylinder Triumph, set up for short, tight airport tracks and hillclimbs was not an ideal Mosport competitor! Especially with a 4.88 Detroit Locker Rear Differential. Because we didn't have time or manpower to change the differential gears, we just installed very high profile racing tires on the rear wheels. That didn't help the handling, (grassroots racing!). Thus, Callie's Car was severely rev-limited on the back straight at Mosport.

It rained off and on all weekend, so we were always changing tires. That

“made it difficult to get comfortable with the track and to optimize the car's capabilities. I think that my second time out on a dry track was the actual race. There wasn't much opportunity to learn anything, except to stay out of the way of the powerful, very fast Datsun Z's.

Well, anyway, that was a very long time ago, and about all that I remember, except for how wet we got in our little tent! We hope that “Callie's Car” provides Matt Molson as much fun as she gave my wife Carolynn and I, back in the 1960s and 70s!”

John Westlake.



What to Race Car Coaches Do?

By Paul Subject

Race car coaches play a vital role in shaping a driver's performance, both on and off the track. Here's a glimpse of what they do:



- **Technical Training:** Coaches help drivers master techniques such as cornering, braking, accelerating, and overtaking. They focus on racing lines, throttle control, and tire management to optimize lap times.

- **Strategy Development:** They work with drivers to analyze the track, competitors, and race conditions, formulating strategies for qualifying sessions, pit stops, and race execution.

- **Data Analysis:** Modern racing involves sophisticated telemetry systems. Coaches review data from the car to provide insights on areas where the driver can improve, like

braking points, speed through corners, or fuel efficiency.

- **Mental Conditioning:** Racing is as much a mental game as a physical one. Coaches help drivers manage stress, build confidence, and maintain focus during high-pressure situations.
- **Feedback & Communication:** They act as a critical feedback loop for drivers, offering constructive criticism and praise. During races, they provide real-time guidance via radio, helping the driver make split-second decisions.
- **Physical Fitness & Nutrition:** Many coaches also ensure drivers are physically fit and follow proper nutrition plans, as racing requires immense endurance and strength.
- **Adaptation to Technology:** With advancements in car technology, coaches help drivers adapt to new features like hybrid systems, advanced aerodynamics, and different tire compounds.

In essence, race car coaches are mentors, strategists, analysts, and motivators rolled into one, ensuring drivers reach their peak potential. They are often the unsung heroes behind a driver's success! How do you coach yourself?? I would love to hear your stories paul@subjectmotorsports.com .

A piece of Canadian motor racing history?



Advertised for sale at Aguttes Auction House for approximately one million USD plus; “The first Ford GT40 Mk 1, making it an essential piece of the storied GT40 history. Initially used to fit body panels for the first GT40s before they were delivered to the Ford Advanced Vehicles factory, it wasn’t completed until the winter of 1965-1966. Then Comstock Racing Team took possession of the car for the 1966 season. It competed at the Twelve Hours of Sebring, where it crashed, killing its driver, Canadian ace Bob McLean. While the history of the car’s remains is uncertain (they may have been burnt or buried) it wasn’t until the early 1980’s that P/1000 was rediscovered.”

The story is here:

[Comstock GT40](#)

I have been told by people who were there at the time that “the car destroyed at Sebring was non-recoverable.” JS.



To all of VARAC, we wish to extend you personal invitation to the

Waterford Hills Vintage Weekend

July 25-27 2025.

As many of you are aware, Varac has a strong history of support for our event, and we hope to see it stimulated with new faces and the return of old friends. Last year, we moved the date to Labor Day weekend, which at the time I felt was a good move. It turned out I was wrong, and I take all responsibility for the decision and the ensuing cancellation of the event! That said, we are moving forward, and with our club board finding the ability to return us to our original weekend, we want to extend this warm invitation.



Off track we think you will find it a “comfy in your skin” kind of event. Our race weekend volunteers are among the best there is, and work to be efficient and friendly rather than being officious. As for on track, Friday practice is included in the entry. Saturday is 2 sets of races, with a longer single race on Sunday. In all, expect around 5 to 6 sessions on track over the weekend.

Off track we only schedule the Saturday night dinner (normally a steak fry) with awards (and hopefully a laugh or two). We leave the rest of quiet time for you to relax, visit with old friends or make new ones. For those who have not been here in a while, you will find the new track surface holding up nicely, with upgrades to our paddock pavement and access roads...

Waterford Hills Vintage Weekend

Now, for the special announcement: To honour the late John Greenwood, We are naming his race group for the

"John Greenwood Trophy"!

As you may know John was a strong advocate of our event and was always a fixture willing to offer help, advice, and of course the gift of his character. Mike Deeward has graciously offered to head the task of an actual trophy and its parameters of award-ship.



Waterford is easy to get to, easy on the wallet, (and pay when you get there). With emphasis on fun on and off track. The way race weekends used to be, and we hope you find with us, are still!

More news to follow. Any questions please feel free to email.

Cheers, Joel Hershoren: whrrivintage@gmail.com

Like us on Facebook for the latest event news!

<https://www.facebook.com/WaterfordHillsVintage/>

"Everyone praises the social aspect and the clubhouse food.....I'll go for the Hilltop corner and the Swamp corner. The former a blind on the crest negative camber 2nd gear affair.... the latter an opening radius, flat out 3rd gear catapulting you on the finish line!"

Stefan Wiesen.



White Mountain Vintage Grand Prix

Friday & Saturday, July 11-12, 2025
Club Motorsports, Tamworth, NH

Event Chair: Marc Cendron (617) 771-0231

- Save \$50 by entering before June 26th!
- This is a muffled event – 90 dB limit.
- VSCCA Membership not required.
- VSCCA Members and VMC-licensed drivers welcome.
- Open to VSCCA, VMC, SCCA and similar logbook cars through the early 70's and Event Chair's allowances.

Event Information & Registration

The event that gives you more track time than any other – over three hours on the fantastic 2.5 mile Club Motorsports circuit!



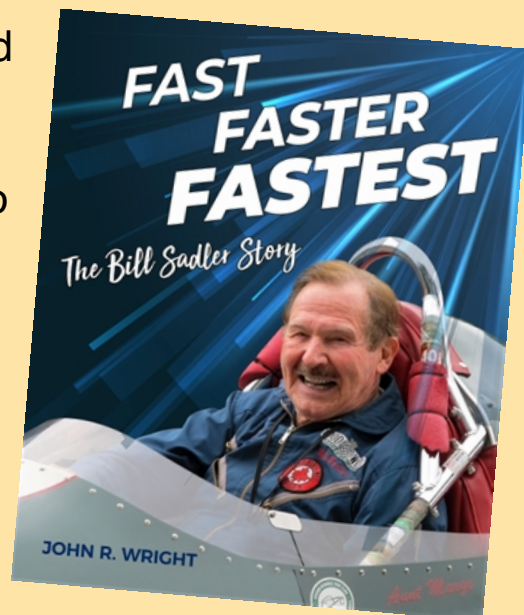
Eligibility is open to VSCCA cars, guests with VSCCA-type cars as well as small bore front-engine cars with largely stock bodies through the early '70s running on treaded tires. (A '73 Alfa GTV is acceptable, for example.)

“Fast, Faster, Fastest: The Bill Sadler Story”

From Canada's Old Autos newspaper, April 2025. *By Norm Mort*

“Car books on Canadians, Canadian designed and built cars, and written by a Canadian are few and far between, probably no more than half a dozen specifically on the Canadian auto racing scene.

John Wright has penned an historically important volume on Canadian racing driver and builder, Bill Sadler. “Fast, Faster, Fastest: The Bill Sadler Story,” is no small book at 392-pages and contains 706-images featuring dozens upon dozens of never before published photographs.



This book is not only filled with facts on the fascinating life of Sadler, but also delves into the post-war era, coinciding with the growth of road racing in Canada well in the 1950s and 1960s and then fast forwarding into extensive coverage of the restored, surviving Sadler Formula Ferocious, Libre and Juniors currently still competing in today's vintage racing scene. As Wright points out he was one of, if not the best known race car builder in Canadian history.

The photographic reproduction is first class, as is the overall quality of this published work. It has to be the definitive book on Sadler and his cars, and an historically important book to Canadian racing enthusiasts and racing history. Published by Dalton Watson, it is a handsome volume and can be most easily ordered via Old Autos' advertiser and book seller Gord Whatley of the Armchair Motorist. [Armchair Motorist](#) Priced at \$150.00 with signed copies available, historians and vintage racers should be delighted overall with the story about this innovative, famous Canadian race car builder and racer.” *Norm Mort.*



PIT SIGNALS CLASSIFIED



1969 Caldwell D9 \$25,000

Chassis #44. Located in Winnipeg, MB. The car is ready to go, with Britain West motor, set up sheets, alignment bars, 17 gear sets, spare suspension pieces, complete set of body moulds.

204 803 8485 or
mhrace@yahoo.com





PIT SIGNALS

CLASSIFIED



F4 for sale. 1971 Gord Green built P & G Mk.6. Water cooled, 3 cylinder, Suzuki 2 stroke engine with close ratio gears. Weighs 550 lbs dry. Ontario CASC champ in 1982. Fastest lap at Mosport 1:30.6. Includes paddock needs and enclosed trailer. 6 consecutive log books. Asking \$4,000 but open to offers.

Richard Walker
9richardf4@gmail.com Phone /
text 905 435 6290.



1963 Lotus Seven \$25,000

Ex-Greenwood
Lotus Seven with
John Dodd BMC
engine, new fuel
cell, new tires and
much more.
Extensively
improved from
previous
ownership. (Ahem!)
Only driven
weekends by
elderly gentlemen. Available after VVGP. I would like to see this car stay
in the club. Contact me at jeremyis@rogers.com





PIT SIGNALS CLASSIFIED



1985 BMW E30 325i Euro Spec

Well established
Ex Alan Morris car.



Fresh motor work @ (RMP) S52 (E36 M3) engine. Fresh belts. Comes with boxes of spares. New set of Toyo Proxy RR tires on wheels. Annual tech is done and car is ready to go. Tested the car at Spring fling and it works great.

Msg Pat Cyr for details

\$25,000

pcrrally@gmail.com. or

613-888-6023



PIT SIGNALS

CLASSIFIED



1963 MGB \$65,000

Francois Audette's 1963 MGB VARAC/Vintage race car. This legend of a race car is now up for sale. Turning 78 years old, Mr Audette took the decision to retire from the racing scene and sell this beautiful car.

This car has all the best parts and has been professionally built from A to Z and is very reliable. One of the cleanest and fastest MGBs in North America. Car is located in Terrebonne, QC.

The price includes the car and a set of extra wheels. The spare motor, the spare tranny and all the spare parts are available at an extra cost that can be discussed with the buyer.

Please call Francois Audette at 514 862 3203 for information.



PIT SIGNALS CLASSIFIED



1987 Porsche 944. S/968 Motor

This car was built to run PCA DE events ... drive to the track and back home! Full complement of race goodies, race suspension, seats, brakes, half cage and new Nitto tires. Recent nut and bolt and race safety inspection ... well sorted. With a little work it could be finished and run in VARAC CL class.

\$18,500.

Contact 77gtballantine@gmail.com 416 540 2997



PIT SIGNALS

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1990 NA 1.6 Miata Rental opportunity.

1990 NA 1.6 Miata

Built for the Miata Canada Cup.

Would make for a great car to run in VVGP.

Msg Pat Cyr for details

pcrrally@gmail.com or [613-888-6023](tel:613-888-6023)

Lotus 18 Formula Junior For Sale!



Lotus 18 Formula Junior, 18J823 was delivered to Jay Chamberlain in the USA December 1960, one of the last 18's made as confirmed by letter from Lotus Components. Reputedly raced by Gaston Andrey in the early 60's, it passed through a couple of owners until Jack Boxstrom found it and Phil Lamont bought it in 1977. The frame, body, brakes and suspension were original, but a Ford 1500 Classic had been fitted with a Renault split-case transmission.

Restoration was started in the late 70's but was sidelined by other projects. It was first vintage raced in 1987 and became well known in Monoposto Racing in Canada and the USA. Won the drum brake FJ class championship many times and raced every year until 2019.

Offered with the strong 1100cc Britain West Motorsport engine, all the correct Formula Junior racing parts including a Richardson head, Cosworth rods and pistons, and Lotus Volkswagen tail-shifter transmission supplied by Peter Denty. An original stock Renault transmission is available.

Finished in distinctive BRP/UDT Laystall green with black wheels. Spare nose bodywork and new windshield by Peter Denty also available. One of the most reliable, quick and fun Formula Juniors anywhere. The owner is a quarter century older than the car and it is time to pass it on.

Car is at Britain West Motorsport Brantford ON Canada
contact David Clubine davidwclubine@gmail.com 1+ 519-756-1610



1979 Newman Freeman Spyder

Complete Unrestored Car – As Last Raced; New fuel cell foam; new seals as required; rebuilt brake calipers and master cylinders; one set of Jongbloed racing wheels; rebuild SB Chev – 514 HP; sub-assemblies replaced as required. Chassis Number: Serial No. CA-Model No. NF22-Chassis No. 03-Date 3-1-79 Also Available: fiberglass body mold; rear wings and one set of wheels.

Value: \$200K - OBO

Location: Peterborough, Ontario Canada. Contact Information: Doug MacCorkindale – 705 740-5724



1975 Lola T 332C

New Bahner Engineering Tub; SB Chev – 635 HP built by Kurt Bennett; Hewland DG 300 rebuilt by Craig Bennett; new half shafts; new quartet master clutch and quartet master starter; new brake rotors and rebuilt brake calipers; new 332 pattern rear wing assembly; original pattern Lola hour-glass configuration rear wheels and Lola pattern front wheels; new fuel cells and radiators – water and oil; new fluid lines and fittings; rebuilt master cylinders; current seat belts; new fire suppression system. Chassis Number: Lola 332 8:16 JB Location: Peterborough, Ontario Canada

Also available: 1972 Lola T330 body assembly complete with correct rear wing; second set of Lola wheels and new Hossier tires mounted.

Value: \$200K - OBO

Contact Information: Doug MacCorkindale – 705 740-5724



PIT SIGNALS

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2006 Gamma II \$14,000

Chassis Number 2-7001

Logbook Number: 2006-046

Location: London ON

Description: Multi-time Ontario Region F4 Champion-Best time at CTMP-1:23.1 Suzuki 750GSXR, Liquid cooled, fuel injection, Dry Sump. Disc brakes. Designed and built by owner, safety equipment current, belts, on-board fire suppression and fuel cell (cell new in 2024).

Ready to race for 2025, F4 or F-Libre. Spares available.

Unsurpassed speed for running cost.

Contact Bob Long, London, ON, 519 679 0637



PIT SIGNALS

CLASSIFIED



For Sale 1988 Camaro! Track Ready

\$14,500 or Best Offer!

Doctor says I can't race any more so the Camaro is up for sale! It started out as a Players series car (Kit Kat Car) in 1988. It was campaigned by Kat Teasdale and I have some of her photos available. The car has run at CTMP under various owners and livery (Terry Fletcher, Steve Kent, Scott Zurer). The car was refurbished and repaired in 2022 by Kirk Spencer and I updated it with the old Players style Kit Kat Livery. The car has P255/50 16s rears, P255/50 16s fronts, extra set of Honeycomb rims 16s, Fire system, Accusump oil pressure system with remote filter, remote battery charging system. The 350 engine currently installed has an estimated 400 HP.

For more information, history and pictures contact:

Dino Micacchi 519-788-2227 Dino@Mlctrading.ca



PIT SIGNALS CLASSIFIED



For Sale 1968 Corvette. Reduced to \$14,900 Or Best Offer!

Doctor says I can't race any more so the Vette is up for sale! It started out as a David Brackstone Car (Special Lite Car) in 1975. I have a note from his wife detailing the history and I also have some of her photos available. The car was rebuilt in 2006 and has run at CTMP as well as the 2009 Toronto Indy in the TWR Vintage Support Race. The car has: Unique Dick Gulstrand (Mr. Corvette) Rear Suspension., 27 x 11 15s rears, 25 x 11 15s fronts, Extra set of rims 15s. Fire system, Accusump Oil pressure system with remote filter, Remote battery charging system.

A 305 engine is currently installed with headers and lakeside pipes.

ALSO INCLUDED!!!! All new parts: New Water pump, MSD Ignition, New alternator, New Edlebrock Performer intake, Used Edlebrock Victor Jr intake, New fuel pump, New oil pump (2) New Pulleys, New 1.5 Roller rockers, New starter motor, Aluminum Headcovers, New Iron heads with 1 ½ "intake and 2" exhaust, Edelbrock 1905 AVS2 650 CFM 4 Barrel Carburetor, 350 4 Bolt main Block, Additional body quarter panels.

For more information and pictures contact:

Dino Micacchi 519-788-2227 Dino@Mlctrading.ca



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.

\$29,500

Available with matching 2018 24' trailer for \$39,000

Chris Lawson Lawson3565@hotmail.com for rental pricing.

905-510-6791

6 SEPT 2024





PIT SIGNALS

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For Sale!

(1) Compomotive wheel halves. 13 inch. New old stock ex Bill Vine. Never bolted up. No centres but lots of used through bolts with nuts etc. Take one or some or all. 5 of 3" outers. 5 units, 3 of 4" inners 3 units, 5 of 5" inners 5 units, Seeking sensible offers for one, some or all. (2) Wheel balancer. easy to put to use, Requires no power. (3) Ignition system for 4 cylinder motor. Was \$550 when new. Never out of the box! (4) Hose reel 50 feet. rolls up when you want it to. (5) Knock off wheel nuts. I do not know what they will fit! Not perfect but not beaten to death! (6) Two Dellorto 40 carbs. Manifold etc. to fit earlier Honda Civic. I am willing to part out.

I am open to sensible offers. If you call in the first weeks of April please leave a message as I will be out of town.

Richard Walker, 905 985 2427



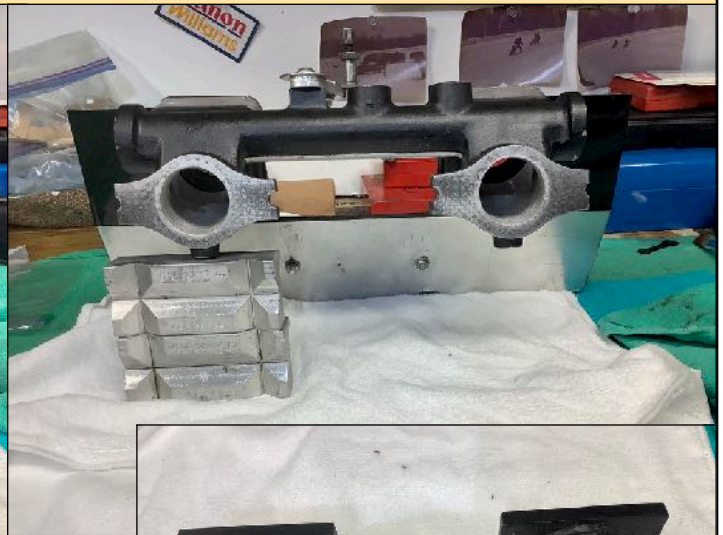
PIT SIGNALS

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Parts for MGB

HS-6 SU intake manifold. Ported and flowed by Classic Motor Works.
Insulators and heat shield included, perfect condition \$350



Maniflow HS-6 steel manifold
Like new \$150

2 X oil pump shaft with
bronze gears, minimal
wear.
\$175 each

Contact Bob:
613-829-3831
r.eagleson@rogers.com



SCCA Formula Mazda \$27,000

For sale: Lew MacKenzie's SCCA Formula Mazda sports racer, purchased from Ted Michalos in 2017. On purchase engine upgrades by MazMark and no expense spared, resulting in impressive reliability. The sale is necessary as the wide side pods make it difficult for an 85 year old driver to step over one of them to reach the cockpit, although it does provide entertainment for the crew. As a result I will race the standard Formula Mazda in 2025.



The car is based on the SCCA formula Mazda and as a result has upgraded wheels and the car comes with a spare set with wets mounted. The larger brakes are outstanding and the best I have experienced including the Wolf F1 car that I spent a weekend with at Mosport. The car is enjoyably quick but Paul Subject is quicker!

The car for the nostalgia folks provide a Walter Mitty experience as the view from the cockpit is very similar to the CANAM under two litre car. The car has benefited from tender care and maintenance at the AC/heated Mortimer racing garages at Calabogie Motorsport Park. All yours for \$27 thousand. Easy contact details:

416 200 4361, lewmack031@gmail.com



PIT SIGNALS

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Panoz GTS Chassis #50 VARAC CL-A

2021 CL-A champion, CL-A class winner in 2024 VARAC GP, many race wins under current ownership (3rd owner, owned since 2016). Small block Ford powerplant (Ford aluminum block/heads, 10 hours from new) that runs on Shell 91 pump gas with a Tremec TKX 5-speed transmission. Chassis has all Panoz updates plus much more. The vehicle comes with a massive spares inventory, most of which are new parts/components. Spares include 4 sets of wheels (1 set never used, still in boxes), 1 set new dry tires, 1 set used dry tires (6 heat cycles), 1 set wet tires (1 heat cycle), full new body (less roof), new spindles/control arms, new front crash box with radiator & undertray. The car has been professionally updated, maintained & optimized.

Fuel cell bladder & fire bottle replaced in 2024. Car is being freshened right now with lighter replacement components (aluminum ATL fuel cell can, Coleman aluminum driveshaft, NASCAR lightened 9" rear gears, etc.) as well as new suspension rod ends, etc. All improvements & races are fully documented (10+ binders + over 538GB+ of data (records, video, etc.).

Car is on a hoist during this 2025 season preparation, so it is easily viewable from all angles. Price is on request, please contact Steve Hummel, 519-572-7654 or stevejhummel@gmail.com



PIT SIGNALS

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Dellorto 48DHLA complete with a cookie tin of jets etc.
Price:\$700.00



Engine stand for Rover V8,
well built. \$100.00



Spanish Weber
48DCO ran on
dyno and three
laps, like new,
comes with a
very nice
crossflow
manifold
Price: \$1700.00



Spanish Weber 40 DCOE with
fuel unions and K & N air
cleaners suitable for road /
race Kent or Lotus
Price: \$950.00



Hardly used race boots Size 10 purchased
from CSC. Price:\$75.00
Brian deltapipe@aol.com



Large range of Ford Cortina and Kent motor parts:

Two Weber 28/36 DCD with manifold

Three starter motors

Cortina GT instrument binnacle and two sets of Smiths Speedo/Tach

DM me for prices and other stuff
416 890 3992

Johnhawkes57@gmail.com



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 or call 705-768-0253.

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:

morrisalypal@gmail.com

(905) 330 2457

