



PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS - OCTOBER 2020 - JEREMY SALE



The newly renamed BEMC "Late Summer Trophy" (don't ask) was blessed with superb weather and a great field. It's all here with great photos by Peter Viccary and Richard Coburn.

Celebration saw a good field and iffy weather but a good time was had by all/most. Thanks for the report from Peter Viccary and his photos, plus Diane Dale and my iPhone. "Why! Race" is here, too. I sent out a random email to "The Usual Suspects" asking this question and you replied! Boy, did you reply!

The 2020 VARAC Annual General Meeting

This will be held Sunday, November 15, 10 am as a Zoom video webinar. The Board will be available as presenter (on screen all the time), while the membership will be attendees, only on screen when the Chair activates a link so everyone can see you. Voting will be done electronically through the same application. More details will follow. If you have issues you want us to discuss, or a motion to put to the membership please send them to Gavin Ivory, VARAC Secretary, *as soon as possible!*

Plus a note from Mt-Tremblant from Phil Cooper. It's all inside!!!!



The Ted Talk...

“At BEMC I was running the 993 in Classic and the Lotus 18 in VH. 12 of the 30 entries in V/H were Formula Classic cars which was pretty impressive. There were 2 FC cars on the Libre grid – if we can get to 15+ on a regular basis we should be able to get them their own grid (a few more FFs would be nice).”



“We had quite a few 944s (above) show up on the Classic grid – cars we don’t see as often as we used to. I hope they had a great weekend and will be back for Celebration. At the pointy end of the grid we started the weekend with 5 CL A cars – congrats to Del Bruce for making every session and pulling off 3 wins and I think a personal best of 1.29.

Craig DeShane had a mechanical in the Sprite in the morning VH race so I let him run the 993 in the feature. The buggie was 2 seconds faster than me – maybe I should take up gardening. On the VH grid the same accolades go to Shane Viccary – 3 for 3 wins in his 81 Zink FF. I enjoyed some good exchanges with FV – the 18 easily pulled away on the back straight and they’d reel me in and often pass me in 3 or 4. Sunday afternoon they found 2 more seconds a lap so I had no one to play with, but you can’t have everything.

As a reminder the AGM is scheduled for Nov 15 at 10 am and will be held via a Zoom video webinar. Save the date and try to log in.”

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66th Late Summer Trophy Races by Peter Viccary

Beautiful almost Fall weather greeted an enormous 156 entries to BEMC's Late Summer Trophy Races at CTMP on September 19 & 20. Cool mornings turned to warm afternoons with plenty of sun and occasional non-rain threatening cloud cover. VARAC as usual led the way with 32 Vintage / Historic and 30 Classic entrants.

Tim Sanderson, '82 Porsche 911 SC, was fast qualifier in Classic and led Saturday's race early, but suffered a flat tire and was forced to retire after just 3 laps. Steve Hummel, '96 Panoz GTs, assumed the lead, with Del Bruce, '72 Corvette, just behind. These two ground pounders remained in lock step lap after lap. Try as he might, Del could not get by Steve, the cars' performances were too evenly matched.



Then suddenly, Del came past me at turn 2 with a 5 second lead, which he maintained to the lap 14 conclusion. Hummel's issue would keep him on the sidelines for the remainder of the weekend. Bruce had the field covered for the rest of the weekend, winning by 37 seconds Sunday morning and a much closer 8.7 seconds Sunday afternoon.

Crispin Hudson, '89 BMW M3, qualified 4th and finished 3rd on Saturday. Michael Murillo drove the car on Sunday, to two 2nd place finishes. Mike Steplock, '84 Porsche 911, qualified 4th. He had issues on Saturday

BEMC *by Peter Viccary*

afternoon, which put him three laps down and in 26th starting spot for Sunday morning. He recovered to finish 3rd in both races Sunday.

Seven F1200s entered the race weekend, a high-water mark for this Covid restricted season. The drivers were sprinkled throughout the field, battling with all types of Vintage cars and with each other. From the sidelines it looked like great racing; I hope that the participants felt the same way. Guy Bellingham, '97 BRD, won the class Saturday, in 9th overall, but was unable to take part Sunday, I believe because of a brake issue. Phil Wang, '96 Caracal, won both Sunday races, 9th overall in the morning and 8th in the afternoon.



Peter Viccary photo

Kevin Young, '71 Crossle 20F, had a frustrating Saturday. He qualified 3rd, but only managed to get in six laps due to an electrical issue. It happened again in Saturday's race, again after six laps, and Kevin was destined to start Sunday's first race in 27th. Neil, his Dad, diagnosed that the electrons in the battery were all shifting to the left when the car was in right hand turns, causing the terminal to short out. Kevin installed baffles in the battery and slightly over filled it with electrons over night and hoped for the best on Sunday.

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It seemed to work. Kevin passed 14 cars on the first lap, passed an ailing and soon to retire John Hawkes, '64 Merlyn MK6, on lap six, and moved into second past Russ Bond, '72 Mazda RX3, on lap nine. He served notice to fast qualifier and race one winner Shane Viccary, '81 Zink Z16, with a fast lap two tenths slower than Shane's and the race's fastest lap.



Russ Bond was able to use his rotary power to take the lead from Shane Viccary at the start of races one and two. Russ finished 2nd in race one, and 3rd in races two and three. With Shane and Kevin occupying the front row of race three, Russ was blocked out and couldn't get to the front. Viccary jumped out to a couple of seconds lead over Young and they gradually stretched the margin to Bond to thirty seconds. On lap 12 Viccary tripped up attempting to lap another car, and instantly Young was on him. Kevin led lap 12, Shane was back in front for lap 13. Shane led laps 14 and 15, but on lap 15 Kevin turned in his fastest lap, 1:35.034. It was the fastest lap of the weekend in V/H. On the 16th and final lap, Kevin passed Shane going into turn four. Kevin led coming out of 5C and up the hill, but as they crested the hill, Shane drafted by on the inside. Shane held the inside through 8 and 9. Kevin passed Shane on the inside of 10 to take the lead on lap 12 and appeared to have ideas of doing it again. But this time Shane held the inside, leaving

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Kevin no room and not enough momentum to go to the outside. Shane out dragged Kevin down the front straight for a 0.184 second victory. I was watching from turn nine and nearly had a cardiac arrest those last 4 laps.

Phil Wang and Dave Morgan.



Peter Viccary photo

John Hawkes had a weekend which was influenced by mechanical problems. He qualified 5th but DNF'd in races one and two. He started race three in 23rd, but had a start similar to Young in race two, passing 19 cars by lap 4 to 4th place, but was too far back and finished two seconds

behind Russ Bond. His lap times were consistently within a second of Shane and Kevin.

Brian Thomas, '65 Lotus 23, had maybe his best weekend with the car. He qualified 8th, and finished well in each race; in 4th, 4th and 5th. There were battles all up and down the field all weekend. It was very enjoyable racing to watch.

At right: We used the forward facing LED on our Zink again this weekend. It received a very positive response from anyone who talked about it, and there were lots of people talking. This will be a talking point at the AGM, no doubt, so please participate in the AGM and make your feelings known, one way or the other.

Shane Viccary



Formula Mazda Weekend by Paul Subject.

The STANMECH Technologies, Good Cars Only, Gabo Solutions #77 Formula Mazda Team had a terrific weekend. There were a total of 15 cars in our race group including, Radicals, a Reynard, a F1000, a F2000s and three Formula 4's.

During Race 1, we battled with a few Radicals and Bob Long in his Formula 4. In the end, we finished in P9 ahead of Bob Long #34 below, and we finished in P1 and 1st in class with a best lap time of 1:23.144



The weather on Sunday was simply stunning clear, sunny and cool. We had a tremendous start in Race 2, making our way to sixth place by mid-race. Sadly, our header failed at the flange and so we retired from Race 2 in lap 10 of a total of 18 laps, finishing in P14 with a best lap time of 1:24.830. Unfortunately, we were unable to repair the exhaust system in time for the start of Race 3, so we were finished for the weekend.

A very big thank you to Bill Vallis and Bill Davis of Vallis Motor Sport for their superb trackside support and to Canadian Tire Motorsports Park for hosting such a fantastic, safe event!! And last, but certainly not least, we want to thank our long-suffering family, which allows us to continue to race.....

BEMC with Richard Navin

“Despite dire weather predictions of below freezing night temperatures, it turned to be only single digits at night with glorious and sunny days, perfect for racing. Racing at Mosport is always a treat and this weekend was no different. Lots of folks to race with and decent lap times (at least in V/H), with (as far as I know) no incidents. The paddock space was severely limited with the lower paddock closed apparently due to a time attack event on Saturday. That resulted in at least three cars paddocking on the grass behind us as the grass was firm and dry with no rain predicted.

Practice and Qually was uneventful, posting 9th overall and 3rd (I think) in VH3. I had a fantastic race with Dave Morgan and Doug Elcomb most of Race #1, with Dave showing his true speed and passing me on the last lap. That race made my weekend finishing 7th overall in a 30+ car field. On Sunday I DNF'd both races with the damaged dizzy from SMP rearing its ugly head again, but that is racing vintage cars. All in all, a great weekend of good racing, good friends, and good times!”



Peter Vicary photo



BEMC

“VARAC as usual led the way with 32 Vintage / Historic and 30 Classic entrants...”

Top, Ted Michalos and Jonathan Rashleigh.

Middle, Russ Bond, Shane Viccary, Ivan Samila and Brian Atkinson.

Bottom, Larry Coste, Mini and Stefan Wiesen, Elva Courier Coupe.





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Top, Al Fergusson,
Canada Class.

Left Brian Atkinson,
Daimler SP250.

Bottom, Don
Hooton, Bugeye
Sprite.

*Photos by Peter
Viccary*



BEMC with Jeff Bateman



Richard Coburn photos

“This car (the ex-Dave Weitzenhof Citation 84F) is actually my sixth FF – Formula 1600 has always been a sort of default – if you want some serious racing, then FF is always there to oblige – I had felt that there was no one to play with in VARAC with the Autosport at the moment (I have subsequently learned that Ted has a Lotus 6, which would be about right), oh well...



I have two other VARAC appropriate projects on the go but unfinished, so here I am back with the Shoppers World/Bulova/Toyo crowd. I generally got my ass kicked throughout the weekend – for some reason there seem to be a lot of young people around all of a sudden, who go very quickly indeed, with seemingly no effort at all – turns out I have raced with the fathers of at least four of them and the grandfather of at least one.

Regardless, the racing is fantastic, and the car is glorious, an absolute treat to drive, and in the end I even was awarded a very nice bottle of whiskey – “the Brant Flour Mills Masters” award – Yep, I won a prize for being old.....

Cheers, Jeff Bateman.

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Top, Fred Samson,
Lotus Elan.

Middle, Joe Lightfoot,
MGB.

Bottom, Tim Knight,
Mazda RX3.

*Photos by Richard
Coburn.*



Mt-Tremblant...Phil Cooper



“The Fall Classic at Mont Tremblant”

The race was held under sunny skies and beautiful fall colours with 132 cars running in six run groups. Classic had 23 entries and Vintage had 18 with nine in big bore and nine in small bore.

Unfortunately by the last race for trophies on Sunday only 12 cars took the start.

The Camaro of Francois Audette won overall after switching cars from his MGB which had lost a frost plug in the morning race.

The first five cars were all big bore cars, the first of the small bore was Jon Nichols in his MGB followed by Erick Levac in an MG midget and Phil Cooper in an MGB.

I had a great race with Erick as we passed each other numerous times with Erick making the last pass in a drag race to the finish and beating me to second by half a car length.

A great finish to the last race of the year at Tremblant and we all hope to be back there again next year with maybe a few more cars from Ontario! *Phil Cooper*

Celebration by Peter Viccary

“The facts, man, just the facts”, was the request of our illustrious editor. OK, the weather Saturday was cool but pleasant. Cloudy, but I don't recall any rain. Sunday was wet. It didn't rain all day, but it never really dried, either. I wore a winter coat most of the weekend. Oh ya, just the facts.

Classic: Robert Offley, Porsche 911, qualified 1st and won Saturday's race. He didn't return to track Sunday and Tim Sanderson, Porsche 911, 2nd on Saturday, took the point for both races. Michael Murillo, BMW M3, finished 4th Saturday, behind Steve Hummel, Panoz, but raced to 2nd in both of Sunday's contests. There were 23 entries in Classic, but by Sunday's second race only 12 took the green flag.

V/H: 32 entries were divided between 14 Formula cars and 18 door slammers. So, the starts were split, open wheels first, followed by the sports cars 20 or 30 seconds later. Two races for the price of one, fun!



Peter Viccary photo.

The Formula Fords of Doug Beatty, (#47, above) Crossle 45F, Steve Wagland, Van Diemen RF82 and Kevin Young, (#60, above) Crossle 20F battled at the front all weekend. They qualified and finished 1st, 2nd and 3rd in each race. In the final, Steve beat Doug by 2.2 seconds, who beat Kevin by 0.2 seconds.

Celebration by Peter Viccary

John Hawkes, Merlyn MK6 and Russ Bond, Mazda RX3, qualified 1st and 2nd of the sports cars, 4th and 5th overall. They worked back up to 4th and 5th in Saturday's race. In Sunday morning's race, John was the first sports car in 9th, followed by Bob Eagleson, MGB GT. John did not start the final race, but Russ recovered from a poor morning result to lead the sports cars in 5th. Bob kept it close, but finished 6 seconds behind Russ. Once again, the racing through the field was great.

On Sunday afternoon, four F1200s hooked up and raced together for the entire 25 minutes. In the end they were separated by 0.961 of a second. It was good to see some familiar faces I hadn't seen at the track for some time; Bill Bovenizer, Doug Switzer, Jamie Shelton, John Greenwood.

Jamie, driving Johnny Greenwood's Lotus Seven, was hammer and tongs all weekend with Craig DeShane's Sprite. (See photo below.) Great fun!



Peter Viccary photo.

That's the end of racing in this bizarre Summer, but not the end of VARAC just yet. Please plan to participate in our online AGM on November 15. We want your voice to be heard. That's the fact. P.V.

Celebration...



Featuring clockwise, from top;
Social distancing, the healing power of MG
prayer, Brian, self reporting following his
rotational adventures (next page) and
below, Bob and Craig DeShane, just one of
the many fathers and sons at the track.



Celebration photos by Peter Viccary

Top, Brian's rotational adventures. Middle, Mark Brown, Joe Lightfoot and Bob Eagleson. Bottom, Andrew Atkins, Martino Beretta and Ted Michalos.



Celebration...

Below, Ed Luce working on his Lotus and right, explains that a clutch plate isn't supposed to look like this...



Hot shoe for hire Jamie Shelton (right) drove John Greenwood's Lotus and showed Pit Signals JG's latest aerodynamic aid, (below).



Celebration...



Left; John Hawkes;
"Aww crap, I forget, now where does this bloody thing go again?"

Right; Ted Michalos casting his magic spell.....

"Oh mighty Lotus, please don't fail me now, in Colin Chapman I believe..."



Left; While others in the paddock were tearing things apart and putting them back together Randy and Fred Samson are relaxed and ready. Their Lotus spell must have worked...

Doug Switzer: "I had a great ding-dong at the back of the pack with one of the F1200 guys in Sunday morning's race. I could get by him in the corners and did a couple of passes on him on the outside of Turn 2 (eyeballs out!) as well as getting boy him at turns 1 and 3, but every time I got by, when we got to the back straight his superior power would get him past me. Then I'd dog him again around the twisty bits until I got by. I finally wore him down I think, and managed to get him at turn 10 just before the pit straight. This allowed me to pull out enough of a lead that by the time we came out of Moss's he was too far back to get me by the time we came to the end of the straight. We both had a chuckle about it later—great fun to have someone to actually race with!"



Russ Bond: Well, my new RX3 "Fahren" finally finished a race. It's been a tough grind with gearing, brakes and cooling issues getting it to run smoothly for 25 minutes but on the last race of the year it made it. Had a brilliant race with Ernie Jakubowski in his Porsche. He held us off in the end so full kudos to him and to a hard fought race. Truth be told, I was just happy to drive Fahren back to the trailer for a change under its own power. Huge thanks to the "Squeeze" Christie Marks for endless hours of work to keep it going, also to Westwood's Speed Shop's Mike Westwood for a great car. Finally, incredibly happy that we were able to start raising money for The Mercury Phoenix Trust. They do fantastic work fighting AIDS worldwide.



Why I Race!

A while ago I sent out a randomly addressed email requesting some anonymous comments on the subject "Why I Race". We all race for a reason, many of us have different ones, I wanted to hear yours. I thought it might be a good story for Pit Signals. Wow! I was overwhelmed by the response. I asked for a few words, two or three sentences. Some were brief, some were more expansive, but all were interesting. The reason I wanted it to be anonymous is because if it wasn't, people would get all Hemingway about it. You know, "There are only three sports: bullfighting, motor racing, and mountaineering; all the rest are merely games." Meh! Anyway, here are the responses. I could make this a two-part deal, so if you want to contribute to the next edition, please email me off-line. Thanks, JS.

"Racing is the one thing that helps take me away from everything else in the world. When I'm racing up the back straight wheel to wheel with someone into corner 8 – I'm at one with my car, the track and in my "zone". At that moment it's all that matters and is my great escape from the stress, pressures and responsibilities of normal everyday life. Also... the camaraderie, community and entire village that it takes to make a great race happen. They're my home away from home. They're the people who "get me" and share a common passion of all things technical, mechanical and race-craft."

"I've wanted to be a race car driver since I was four years old. It's the adrenalin rush of driving on the edge of adhesion over blind hills and off camber corners (if a track doesn't scare you, why would you bother to race on it). It's the racing, (sometimes side by side) with other competitors. The camaraderie is a very special part of Vintage racing."

"I started racing when I was 18 years old and the fun back then was starting with a relatively stock TC and developing it into full racing trim. At the age of 58 I was back at it and the attraction this time was definitely the camaraderie of travelling to the different tracks and seeing all of the friends that we have made over the years. One of the great things about vintage racing is that everyone works together to keep all the cars on the track."

Why I Race!

“I started with VARAC in 2000 to fulfill a lifelong wish to race an open wheeler. I spent the year before that networking with Gord Lowe and Dave Gold, both strong supporters of vintage racing and VARAC in particular. While I thought that competition was the point of the exercise, I quickly learned the bigger kick comes from the camaraderie amongst the racers. Doesn't matter if it is lending parts or a hand wrenching in the paddock to the clean racing and on track sportsmanship. It all models what I view as the Vintage spirit. I saw this quality exhibited by Gord and Dave as well as Phil Lamont, John DeMaria, Dave Morgan, yourself, Tom Burge and countless others when I started. From my personal standpoint the quality of the competition brings far greater satisfaction than my position in the results every time.”

“Calm, courage, conviction and concentration to the exclusion of anything else in your mind and body.”

“I race because I enjoy it, I enjoy the competition- that big Volvo grille in my mirrors! Also I enjoy the breadth of the sport-not only the on-track aspect but getting out with friends, having a beer with them at the end of the day, preparing the car, researching and applying new and different things. All of it's very challenging and fun...”

“My first intro to racing was Oulton Park, probably around 1960. Memorably I was there in 1964 when Jim Clark's Lotus Cortina beat Sir Gawaine Baillie's Galaxie, followed by Sir John Whitmore's Cortina and a bunch of Minis. I still get a lot of pleasure from the development work on a car, adding and subtracting so you can make it go better. Its strange to get so excited about the look and potential of a cylinder head or set of coated headers as it arrives from the courier but that's part of my enjoyment of the sport. My pre race nerves have not gone but once I am at corner 8 it goes and the precision and strategy of passing and catching competitors takes over.”

“I race because I grew up around it and was hooked. Because I like the competition, thrill of competing and doing something most only dream of. Because I like the smell, noise and G-force I feel in the car.”

Why I Race!

"I race to get away, literally. Racing requires total concentration, especially with an underpowered car, you have to plan ahead and the totality of concentration, eliminates everything else. This gets me away from all the other clag of life. It's a blessed release."

"I started racing later in life, I always wanted to race, but when I was younger I had a family and a job that took all my time and had little disposable money and couldn't afford to race. Now I have more money and time, which allows me the luxury. I live and love sports, I play hockey and golf and they were my favourite sports until I started racing. 20 minutes in the race car pushing the limits is the greatest rush, a rush that scoring a hat trick or getting a hole in one can't give me! Racing for me is the ultimate experience, and until you have had the privilege to race, the average person will never understand what it's like."

"First of all, I like speed and the rush I get from it. And I don't want to be limited, so that led me to racing. Secondly, I am a competitor so like to lay an outside pass on people. And third, I love the cars I had/wanted as a kid and can now afford. And all the rest of life is just waiting...!"

"I've enjoyed spectating at races all my life. I love the history, the romance. I started racing because I could (just barely) afford it and I wanted to know what it was really like. I stay involved because my son is so passionate and I love spending time with him and my grand boys. I still love spectating."

"I like the challenge of pushing myself beyond what I find comfortable. The camaraderie on and off the track is great. I've met some of my favourite people vintage racing. I grew up watching racing and I've dreamed of racing my whole life, I am not disappointed!" "

"When you're doing it, you're not thinking about anything else...just racing, you're free. I like racing whom I'm around. Don't care if it's a Mini or a Mustang, if you're around me, you're getting raced. I love the social aspect of vintage racing. It's nearly as good as the racing itself." "

"I really like the cars and it is better to drive them than to just look at them. I like the people, helpful off track, (most are) good-natured on track. I'm competitive, sort of. "

Why I Race!

“I race a vintage/old race car because it is personal challenge to prep and get it on track. It gives me a great outlet to do something different where I can be completely absorbed in what I'm doing. That clears my mind. If there was something bothering me or stressing me, say at work, it disappears when driving. The personal challenge to race someone (like you, editor, and I'm coming for you next, but that's another Pit Signals story), and have a good drive is intensely satisfying, and even more so if I can gain a win or a pass in the heat of battle. There is a common thread that binds the group and it transcends social class, race, political leaning, colour or whatever that is so frustratingly front and centre to everything in today's “FU” world.”

“I like the long game strategy when planning a pass on a competitor. I appreciate the recognition that comes with a trophy at the end of a race victory. I like the camaraderie and helping out that vintage race events offer.”

“Racing for me is all about mindfulness - being in the moment with absolutely nothing intruding on a single thought after the flag drops - to be faster than the other guy or gal. I race because I like going as fast as possible and if the conditions are dicey, so much the better. I get immense satisfaction from it because it's one of the few things in life I'm any good at.”

“I race because I enjoy it so very much, I like meeting up with old friends, especially with old business friends and rivals from the “car selling business” It's surprising how many car dealers are heavily involved in car racing. I have learned a whole lot about driving, especially road awareness and road safety. I have been driving on the road for many years and have never had an accident, except for before I started racing.”

“For fun, for personal challenge, for personal improvement, for mental relaxation (on the track is the only time when my head is clear), for the love of vintage sports cars, to run them like they were built for, for the love of the smell of hot tires, oil, fuel, exhaust, for the love of the visceral sounds of a race motor.”

Why I Race!

“I race for many reasons. I use to run solo SCCA events in New York State for many years in my high school yellow Mini. I love preparing the Austin Mini for the events. Taking my time (hobby) improving the car. Some times more than the 20 minutes on the track I love meeting new people that share the same passion for racing vintage cars. I love going to new tracks and look forward in going on many more. “

“I like the challenge of improving my lap times while having close competition. The people make it worthwhile. I do it because it is an integral part of my life. Not sure what I'd be doing without this. I was brought up this way.”

“Doing something that makes no sense is hard to explain but easily understood by those involved. Like many others, I have always been interested in racing and have dabbled in a variety of car activities in the distant pass, including stock car racing, rallying, and slaloms. Road racing never made the budget after family and career. When I was finally able to make it happen, vintage racing allowed that dream to be realized. It satisfied a desire I never fully appreciated.”

“I enjoy the people. I have enjoyed sports most of my life, hockey, football, baseball etc. and competition with bikes and cars. I am fascinated by bikes, cars and airplanes and love to learn about how they work. I love the colourful history of motor racing and the development that it has generated.”

“Wanted to race since I was a kid, why I don't know, just always wanted to. It was something I worked toward and actually succeeded in accomplishing as a teenager – an important image booster at a time when one is striving to talk to girls! It was only much later that I discovered that girls thought racing drivers would have dirty fingernails – eewww! Racing cars I've ended up meeting a lot of nice people, who talk about the same things I like to talk about, and that has kept me coming back. This past weekend, I was in the same race as the grandson of a man I raced against, and three other children of people I have known for close to forty years. No, I'm not old, they just had kids when they were five...Oh, and I chatted with Johnny Greenwood, so it was a Great Day for Motor Racing.....”

Why I Race!

“I race vintage because of all the beautiful cars I wanted as a young man, and still want as an old man. Like Mini Coopers, E-type Jaguars, Lotus Sevens, and Alfas. (Seriously, some Alfas should be in the Museum of Modern Art.) The friendships. Of course I also love the competition and the speed. The sheer joy and art of going into a corner near the limit, in close company with a competitor. Beating someone you really shouldn't beat. Pushing close to the limit. The noise, the speed. Sometimes when I'm on the track I can't believe that I am lucky enough to be doing this...”

“I wanted to race since I was a young guy, but I could not afford it. It wasn't until I was fifty that I had the money but the dream was still there. I love the speed; I love the feeling of settling into the car and being buckled in. I love the feeling of coming thru 8, 9 and 10 at Mosport, anticipating the start of the race. Good or bad finish, I love the crew and my racing partner telling me how well I did. I love being part of our team; each caring for each other, each doing his best to not let the other guy get too full of himself. Why at 75 would I still be racing?? I must be crazy!! No, it keeps me feeling young, it makes me continue to workout to stay in condition so that I'm still able to do this. And it never gets old talking to a fellow competitor you just met about how much fun you both had! I'm not ready yet to just stand by the fences seeing other guys having so much fun!! “

“The satisfaction and enjoyment of building and then racing those cars. Meeting people of various backgrounds and interests at various tracks. Learning to drive at different tracks and always having someone to be competitive with. Visiting and enjoying parts of the continent that I would not normally go to.”

So there it is, a few reasons why we race. Thanks for your comments. If you didn't get to contribute and wish to, I would be happy to run some more in the next edition. Please send your comments off-line. Editor.

Diana Carter, 1937-2020



Former racer and rallyist Diana Carter died recently at the age of 83. A champion in road racing and rallying she was nominated by VARAC's Phil Lamont and inducted into the Canadian Motorsport Hall of Fame.

“A product of the burgeoning suburban car culture, she was taught to drive by her father. A friend took her to a race, where she crewed for Jerry Polivka. He taught her how to race, and she won her first novice event (at the Connor Circuit, St. Eugene, Quebec). Her victory made national news. Soon Carter was working with Polivka for Canada Track and Traffic, was involved in the management of Mosport, and was racing regularly.

Competing with the men Diana won the touring class (sedan) championship in 1963 and the production car class in a three-hour endurance race at Mosport in 1964, sharing the drive in a Mini Cooper with Shirley Bowles.” Carter was also a very successful rally driver, winning the Coupe des Dames in the Shell 4000 in 1963, 1964 and 1965. (*The Chequered Past: Sports Car Racing and Rallying in Canada, 1951 – 1991*)

Phil Lamont, founder of Vintage Tyres Limited, had known Carter since high school.

“When Diana decided to buy her own race car, she asked me to help her at the track. She bought the ex-Eppie Wietzes Sunbeam Alpine (pictured at right) - which I looked after for her.”



Diana Carter, 1937-2020



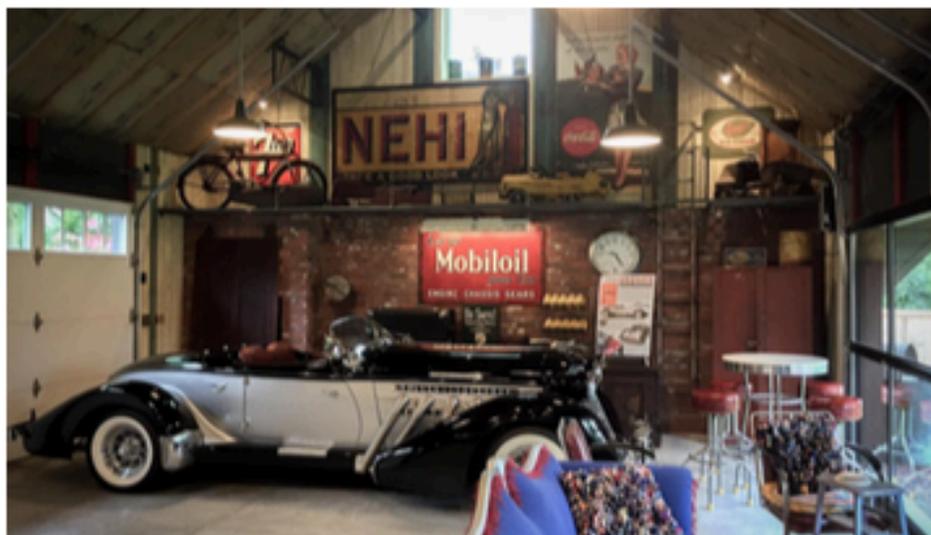
Diana Carter, above with Bill Leathem and Pedro Rodriguez in the 1965 Shell 4000 Rally. *Bob Ragsdale photo.*

“I was interested in racing from high school days since my friends had MGs, etc.” said Carter. “I raced at all the old airport tracks, Harewood, Goderich, etc. as well as Mosport and one race in British Columbia, I think it was at Westwood. I raced a Formula Vee at Nassau Speed Week and won the Ladies’ Race, a big deal at the time as both Janet Guthrie and Denise McCluggage were in the same race. Mosport would have to be my favourite track.”



“I raced and rallied various cars, a Volvo 544, Volvo 122, the Sunbeam Alpine, a Formula Vee and a couple of others in endurance races. The Volvo 122 was my favourite, with it I was able to win the CRDA over 2500 cc Touring Class Championship in 1963, the first woman to win a CRDA championship.” Who was the best female driver you ever encountered? “Denise McCluggage.” What was the best advice you ever received? “From Masten Gregory at Mosport, regarding driving in the rain. I didn’t listen and rolled the Volvo end over end!”(left). Well, Volvo is Latin for “I roll” isn’t it?...

(By Jeremy Sale, from March 2012 Pit Signals)



VARAC First Annual Virtual Garage Tour



Interested to see what others have cooking in their Garages?

While we might not all be able to get our cars out to the track this year, why not share with our membership the current state of your car and garage? All done safely via videochat!

Details will be published via the Varac chatline, stay tuned!

www.varac.ca



PIT SIGNALS CLASSIFIED



1967 MGB for Sale!



My '67 MGB Vintage Race Car is now for sale!

I have owned this car for 10 years and raced it with VARAC, SVRA and VRG. It's a nice, competitive MGB just waiting for another driver to continue racing, a very reliable vintage race car. Details and some photos available upon request.

Asking \$16,000

1978 Trailex open car trailer also available as a package with the car!

Please contact Jeff Devine for details at:

jeffbracer@hotmail.com

Safety Fast !



PIT SIGNALS CLASSIFIED



1970 TSR TSVee

Beautiful Vintage FV- One of Approx. 7 built by Alan Taylor & Brian Stewart, Vallis Engine, New vintage Dunlop tires & chrome rims. Monoposto Eligible. Well-known VARAC car. Available with trailer, 3 sets of tires, special tools, spares, etc. Needs little to be race-ready and is available for viewing by appointment. Please text or call for more info.



\$8100.00 US OBRO

FOR SALE

Call or text Doug Switzer, Cell: (416) 885-7949



4 Mercedes rims, off SLK.
225/45ZR17 91W and
245/40ZR17 91W
Includes MB wheel/tire covers
for winter storage.

\$600

Call 647 285 9146



PIT SIGNALS CLASSIFIED



KIRKEY ROAD RACE SEAT

I acquired this seat with a car and it's too big for me. All Aluminum construction, 17 inches wide at seat bottom, with mounting holes in the bottom and seat back. Black cover in very good condition with only minor wear marks by the CSC logo, likely from a Hans device. Otherwise no rips or split seams, VARAC discounted \$ 200.

Contact me off line Geoff McCord
mccord@sympatico.ca

Spridget Parts For Sale:

2 x 1275 12G1321 cranks all are STD/STD EN16T, may need polishing, very little to no use, \$250 per crank.

1x SCCR rib case with clutch slave and bearing, shifter and driveshaft, used behind LP 1275 in SCCA, very clean, \$1500

1x used 1275 complete, condition unknown, turns freely, \$300

1x +20 1275 midget block with 12G1321 cranks all are STD/STD EN16T, may need polishing, very little to no use, \$300

1x Aluminum backing plate \$100

Cell 905-330-3036 email gnc_field@cogeco.ca



PIT SIGNALS

CLASSIFIED



Three Racing Minis For Sale!

Lifetime member Pete Christensen wishes to sell his three VARAC racing Minis to another VARAC member, if possible. His girls are finished racing - they raced from 1996 to 2012.

1963 Mini Cooper S with Longman engine (car 03) -1997 overall VARAC points champion

1964 Mini Cooper S with Longman engine (303)

1967 Mini Cooper S with Longman engine (30)

Make an offer!

Trailer and many spare parts included.

Cars are stored in heated building in St. Catharines.

Contact Pete Christensen 905-834-7548.



PIT SIGNALS CLASSIFIED



1958-59 Bugeye Sprite

948cc, straight car, solid body, floors professionally welded and replaced in steel. Needs seats re-upholstered and interior trim. No missing parts. Interior metalwork looks great.

In other words it's a decent little car that runs good and needs a good home. Good rip free soft top (with smokey plexiglass windows).



I can make this car available for sale as a race car candidate at \$9999.00 or I can refinish interior as a really neat little fun car, price on request. Or I have a nice REBUILT 1275 Midget motor with rib case trans available if needed, price on request.

John Greenwood. 905 723 9334
haggisbasherjohn@gmail.com .



PIT SIGNALS CLASSIFIED



1974 Triumph TR7

Documented race history. Raced successfully in the day by Cullingford Motors, a BL dealership in Barrie. Restored to near show condition. Tricked out with many rare competition parts. 5 sp close ratio, fully adjustable rear suspension, etc. My intent was to convert to TR8 but have lost interest. Two V8 engines, Holley 4 bbl, comp headers, comp engine parts. Many spares including body panels. Two comp wheel sets. Way too much to list. 90% finished. Custom tow bar to get home if you don't have a trailer.

\$8500 for everything. \$6500 if you only want TR7.

Price is firm. I live near Belleville, Ontario 613-478-1089

Greg Kerr gregsk@bell.net



PIT SIGNALS CLASSIFIED



MY LAST CHEQUER HAS FLOWN – ALL RACE GEAR FOR SALE @ ATTRACTIVE RATES!

- CRASH HAT – White 2015 (SA) Bell “M8” Series Helmet with “Hans” Posts. Brand new in box – never worn, Cost: \$ 1200. BO.
- DRIVER GEAR – “Dunlop Blue” Nomex Driving Suit, shirts, U-wear, socks, head socks, gloves and near-new shoes to fit a tall, large driver. (recent dry-clean. BO.
- “HANS” (Head and neck support) device with straps and accessories. The proper original by inventor Jim Downing – not one of the “El Cheapo” oriental re-pops. Cost: \$ 1200 – sell for \$ 700 or BO. **SOLD!**
- GO PRO “HERO 2” MOTORSPORT CAMERA SYSTEM – Extras include head, rollbar mounts, “BACPAC” angled LCD screen, etc. Like new. Cost: \$ 600 – sell at \$ 400 or BO.
- RACE CAR TRANSPONDER SCORING SYSTEM – was used on Chaparral, Lotus 9, etc in VSCCA events – BO **SOLD!**
- 1995 GOLDRUSH 33’ ALL-ALUMINUM 5TH WHEEL CAR TRAILER (Photo)
In my opinion, the world’s best enclosed unit. Made in Ephrata, PA. Extras include interior removable ramps, folding work bench and vice, HD winch on central snatch-block with shelf units, 2 roof vents and a 20’ awning, recent new Michelin 10 ply 16” tires, 4-wheel brakes and wheel bearings. Suitable for 2 sports cars (i.e. Chaparral, Lotus) or large car and a golf cart. Like new condition. Cost was \$ 30,000+ US - sell for \$ 14,000 CDN or BO. (Today’s base cost is \$ 47,000!) **SOLD!**

CONTACT: JACK BOXSTROM

jboxstrom@rmsothebys.com (best for contact)

Local - (613) 476-5000 – Cell - (818) 703-2816