



PIT SIGNALS



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



Five VARAC members made the trip to VSCDA's Grattan event this year. Doug Elcomb brought the Dreossi (above) and a Mini Marcos, Doug Durrell his Bobsy FV, Brian Thomas his Lotus 23, Mark Brown his Lotus 7, and Ted Michalos covered off everything with a Sprite and a Ferrari...

In this issue; Lime Rock, Shannonville, Road America, Indian Summer Trophy Races, Celebration, plus...Richard Navin wins Collier Cup! Jim Biscoe and Paddy Hopkirk, right. And, wait for it... Exciting New Time Brackets! (*Yawn.*)



VARAC Time Brackets!

Starting with the 2019 racing season, I'd like to create a single list of time brackets for all VARAC competitors. Currently we have 3 separate systems: Classic, which uses H, E, F, G, and V; Vintage Historic which uses VH1, 2, 3, 4, 5, and 6; and Formula Classic which uses I, K and L.

I am proposing we use the following:

A – under 1.31 at CTMP (formerly CL H and VH1)

1 – 1.31 and slower(formerly CL E and VH1)

2 – 1.35 and slower(formerly CL F and VH1)

3 – 1.40 and slower(formerly CL G and VH2 and FC K)

4 – 1.45 and slower(formerly VH3 and FC I)

5 – 1.50 and slower(formerly VH4)

6 – 1.55 and slower(formerly VH5)

Cars would display a single decal that includes the VARAC logo, their class and their bracket. For example, a Classic car that runs 1.37s at CTMP would be CL 2, a Vintage Historic car that turns 1.43s would be VH 3, and a Formula Classic car that turns 1.52s would be FC 5.

The purpose of this article in Pit Signals is to get some feedback from the membership BEFORE the AGM so that we can announce any changes for 2019 at the AGM. Please send your comments/suggestions to ted.michalos@varac.ca, or any other Board member.

2018 Road America Report

By Ted Michalos. Photos by Jim Hatfield and PJD Racing Photos



Sept 14, 15 and 16 – Elkhart Lake, Wisconsin:

Ted Michalos: “This year is the 60th anniversary of the introduction of the Austin Healey Sprite. To celebrate, our friends at VSCDA have been running a 60th Anniversary Spridget Series this year for all Austin Healey Sprites and MG Midgets. The final event of the series was held at the Elkhart Lake Vintage Festival at Road America. 50 Spridgets were on track during Friday’s test sessions and amazingly 36 were still running for the feature race on Sunday. Yours truly started in 23 position in car 789, a 948 Bugeye prepped by Craig Deshane. (I took 456 with me as a spare, but it wasn’t needed.)

For those of you unfamiliar with Road America – which included me, prior to this trip – it is a 4-mile long road course with three very long straights and significant elevation changes. It may be best described as a “horsepower” track – not anyone’s first choice to run a Bugeye Sprite! Having said that, the racing was fabulous.... “

“I spent the entire 20 minute feature battling with three other Bugeyes. They would pull ahead on the straights, only to be reeled in by late braking and cornering. We changed positions two or three times each lap (our lap times were 3.12 so we had lots of time) and put on quite a show. In the final lap #789 was about 100 metres ahead coming out of corner 14 heading into the “front straight”. Unfortunately it is all uphill, bad news for a Bugeye! At the Start-Finish line one car pulled out and took the checker 0.26 seconds before me, while another finished 0.18 seconds behind. Talk about a photo finish! Great racing, close with no contact. I found out after the session that all three of the other cars I had been battling with had 1275 engines...”



PJD Racing Photos

Mark Brown also made the trip to Road America with his Lotus 7 and TVR (above), the 7 holed a piston on Friday and retired for the weekend. The TVR ran flawlessly and Mark started in 3rd position in the Kimberley Cup feature. He was right in there for the entire race and finished 3rd overall at the end.

Ted: “As an organizer, I was impressed that with 70 car fields (at least on Friday when the weekend started). There were no car to car contacts all weekend, no double yellows, reds or black flags. Many, many mechanicals and off track safari’s, but nothing that stopped a race. All incidents were dealt with by local yellows. Very nice to see.”



Photo by Robert Heil

I think if you have the means, every member should make the trip at least once. It is a great track and a fun event. Given the distance – 11 hours for me from Guelph – you should go as a group or for some specific marque feature (like Peter Lambrinos did for the Volvos last year). It will add to the experience and help justify the travel time...

Ted Michalos
President/Race Director/VGP Chair

WHEELS FOR SALE

I have a set of wheels, 10 x 20 inch diameter, just wheels, no tires. Will fit Cayenne, Q7 or VW Touareg. Anyone have any interest? Will take \$650 cash. John Hawkes.

john.Hawkes@anguspower.com

2018 Vintage Grand Prix au Grattan, Aug 17-19

Photos by Dan Sheehan.

Ted Michalos: Five intrepid VARAC members, with seven cars, made the trip to VSCDA's Grattan event this year. Doug Elcomb brought the Dreossi and a Mini Marcos, Doug Durrell his Bobsy FV, Brian Thomas his Lotus 23, Mark Brown his Lotus 7, and I had a Sprite and the Ferrari. That gave us at least one entry on 3 of the 4 run groups.

The Grattan event is famous for the huge amounts of track time, as well as the dinners Friday and Saturday (how can you say no to free beer?). The weather was a bit off – the paddock crawl was limited to one stop for all three menu items as we were afraid it would rain. Saturday and Sunday were HOT.

I asked the guys to send me their comments to share with the club....

Mark Brown: The drive to Grattan was certainly entertaining, left after work on Thursday in a torrential rainstorm for the cross-country section, fortunately most roads in Ontario are fairly straight, as I was mostly driving from memory.



I experienced the fastest border crossing ever, no lineup and had hardly given him my passport and said "Grattan" before I was on my way. I think roughly translating what I said they probably thought I was going to a cheese grating competition near Grand Rapids.

Friday was mostly spent chasing Alfas and an invisible and intermittent ignition issue which was eventually fixed but not before it was too late to defend my Enduro title.

Ignition issues solved, Saturday turned out hot humid and a lot of fun chasing or beating Oily Devin roadster and all manner of Alfas. To round out Saturday Ted and myself took on the Americans in the Can Am race. After we spent the first few laps softening up the lead MGB's Ted came storming through into the lead with an outstanding out braking manoeuvre into turn 1, (honestly I thought his brakes had failed so I stayed left) after I realized it was deliberate I tucked in behind and we took off like a couple of startled rabbits.



Never have I had so much fun sucking on the tailpipes of a Ferrari, and boy does that car punch a big hole in the air, I found I was able to feather my throttle along the last half of the main straight getting sucked along at a great rate of knots.

I was also mesmerized by his three wheeling antics through turn 3.

Sunday's racing was an absolute blast as always at this track again swapping places with Alfas galore and a very fast RHD Elan.

Already looking forward to helping Ted and hopefully other Canadians (come on you VARAC hordes) to defend the Can Am title in 2019.



Brian Thomas: Canadians Win CanAm Feature! Real not fake news. Canada running only two cars defeated the much larger contingent of US entries (well at least one more) in a hard-fought battle. Top marks to Ted and Mark for their sterling effort. A fun 3- day race weekend with lots of track time!

Doug Elcomb: It had been a couple of years since we were at Grattan. We brought both the Dreossi and Dave Johnston's Mini Marcos (above left) for me to run.

Friday had my first wet/damp session with the Marcos. Only spun once and didn't leave the pavement to qualify 4th. Front wheel drive is nice in the wet. Dreossi qualy was on a mostly dry track, just finding it a bit slippery after the apex on the last corner onto the front straight.

In Saturday's first race, the Marcos front wheel bearing issue we had at Waterford returned and I stopped at the hairpin. Luckily there were other cleanup issues on track, so I was able to jump into the Dreossi we had positioned at the back of the mock grid before the 5 min board. As I was the only FJr. and couldn't quite match Garrett's FVee times, I tried to stay out of the way of the many battles amongst the Vees. Find some clear space and put in a few quick laps. Dave discussed the Marcos issue with

with one of the other Mini drivers and successfully tried the suggestion, no more issues for the rest of the weekend.



In the last Saturday race for the Dreossi, the engine died on the 10th lap, stopping in the same place as the Marcos had. The same tow truck driver picked me up and said I should have a punch card (3rd tow is free!). Found both floats had broken off in the Weber. Borrowed one from Bob Maurer. I will have a spare next time.

Used the Sunday morning hard-luck practice to scrub in new tires on the Marcos which translated into a good Sunday feature race with a couple battles. The Dreossi feature didn't go as planned. I think a piece of solder from the broken floats must have gotten into the accelerator pump. The engine would stumble on trying to blip for downshifts so packed up early. All in all a good weekend at the track, but busy times with two cars!

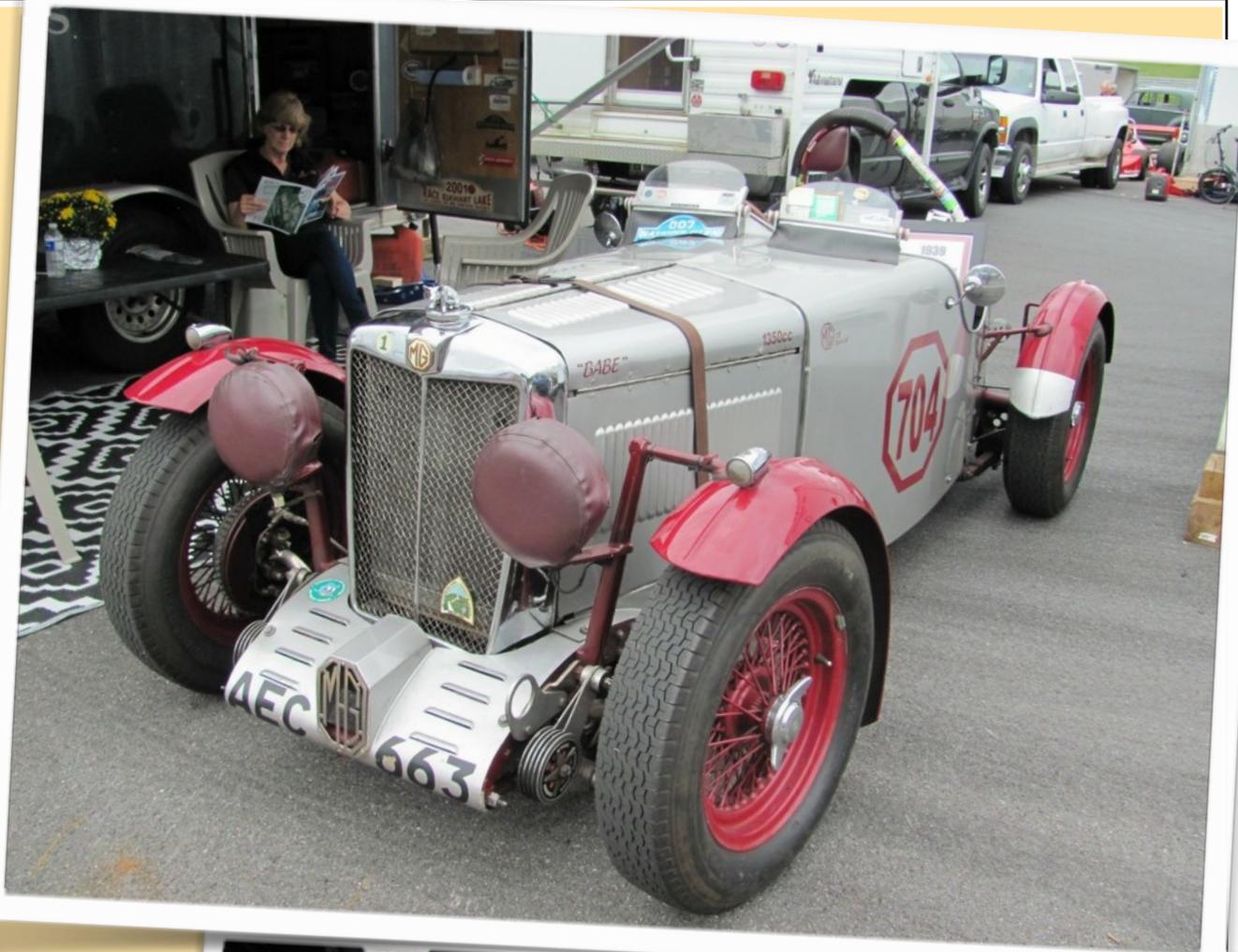
Below: If you're going to go racing, go in style!





Some photos from Limerock by John Kinnear...
Above: Cam McRea adjusts the twiddley bits on his Fiat 500.
Below, a very nice Lotus Mk. 9 gets ready for action on track.





Above;
Frank
Mount's MG
TB Special is
ready to
tackle
Limerock.
Right:
Coventry
Climax in a
Lotus 7



*Photos by
John
Kinnear.*

US Vintage Grand Prix



*Belfast's hot shoe
Paddy Hopkirk,
above right, with
Jim Biscoe.*



VARAC's Jim Biscoe was at the US Vintage Grand Prix at Watkins Glen in September and reports that Canadians did well in the Governor's Cup, the feature Mini race on Sunday afternoon. Dave Morgan came second, Andy Nelson third, Jay Ramage 7th, Larry Coste finished 11th while Jim finished 12th. Well done, guys!

Jim says "Paddy Hopkirk was there, that's him in the photo above on the right, in the paddock on Friday. He signed the dash panel on my 1071 Austin Cooper S 1964 Mark One that I brought to the race event to get his signature. Paddy won the Monte Carlo Rally in 1964 in a 1071 Cooper S like mine. He was really impressed with the car and said he has a replica 1071 back in Ireland. He also signed the yellow race car on the bonnet. Thanks, Paddy!"

Nice Paddy Hopkirk story here:

[Paddy Hopkirk](#)



Ivan Samilla Recruits!

“On Sunday Sept 24 we packed up the Lotus 7 and headed to Gamebridge Kart Track at the Brechin Motorsport Park, home track of the Toronto Kart Club. We were invited by Steve Walker of TKC to show the karting families that vintage racing was a viable form of racing after karting. We set up in front of the club house with the

Lotus and a table of give-aways, badges and stickers. The badges and stickers were a real hit, all the kids wanted badges sewn onto their race suits. We also took a variety of past years VVGP T-shirts, to hand out at the trophy presentations. We drew quite a crowd of parent and kids when we fired up the 7 and they were even more surprised when I headed onto the track for a dozen or so hot laps during the lunch break! Too bad I don't have a passenger seat, both parents and kids wanted a ride. The track was tight, even by Lotus 7 standards, but the straights were long enough to please the crowd.

We met a lot of people who weren't familiar with vintage racing, but a few that were. In fact one father, newly immigrated to Canada from England, co-drove an MGB GT in the Spa Historics! So maybe he will join VARAC at some point. Only time will tell what affect we had. There were lots of questions about eligibility and age of the cars and classes. The notion that cars from the late 70s and 80s were eligible to race, and that vintage racing wasn't confined to old European cars piqued a few fathers' interest. One never knows what seed is planted. The seed was planted for me on reading in our Richmond Hill Liberal about a local car dealer who was racing a vintage car at Shannonville. If you haven't guessed who that was, it was John Greenwood! So that summer I took my little TVR Grantura out for the long drive to Shannonville. What an adventure....what a thrill, what a spectacle to see, hear and smell! From that point on my dream was to race vintage cars. I personally think that small outreach efforts such as this in the sports car and motorsport communities will help keep Vintage racing alive and thriving in the coming years!” *Ivan.*

Peter Jackson Trophy Races

July 7/9, 2018



Phil Cooper's MGB

By Ted Michalos with photos by Doug Durrell

It was a cold an miserable weekend at Shannonville – we didn't know if it was going to rain or hail or snow. Bitterly cold, damp to the bone. Frostbite was a real concern... Hey, no, wait a minute, the weather was perfect, sunny, hot, a nice breeze. All we were lacking was entries...

SATURDAY

Practice: 12 of us started out on Saturday morning – I was sidelined dealing with various problems getting the Lotus 18 teched and race ready. Jim Briscoe came in on the first lap. Qualifying: 13 started and I think this may have been the “best” session of the weekend from a car standpoint. I think we lost Gavin to mechanicals. Race 1: 12 went out – only 8 drove to the finish

(certainly not me, also John Kinnear, or Jeremy Sale, or Nick Pratt)...



SUNDAY

Race 2 Sunday am: 8 cars started out, but Brian Thomas decided to try and “win” in the first lap, only to discover he had no brakes in his 23B. Thanks god, very minor damage and no injuries... Joe Lightfoot finished the session in first place, but discovered a lovely coat of oil all over the underside and back half of his MGB. That was it for him for the weekend...



Race 3: 7 started (and we just barely had Jim Briscoe’s Mini – he was repacking a wheel bearing 15 minutes before the green flag dropped). Richard Navin retired almost immediately, followed by John Kinnear (head gasket) and Ed Luce (you’ve already read his report). Instead of coming around to the podium Jim headed straight to the pits – I don’t know if he “finished” the last lap or not.

Three of us showed up for the podium: Phil Cooper 1st overall and the recipient of the Peter Jackson Trophy, Gord White 2nd overall and myself 3rd overall. Quite an impressive display, if I do say so myself. *Ted Michalos*



Top: Brian Thomas,
Lotus 23.
Middle, Ted Michalos,
Lotus FJ.
Right: Paul
Austerberry, Porsche
914. *Photos by Doug
Durrell.*

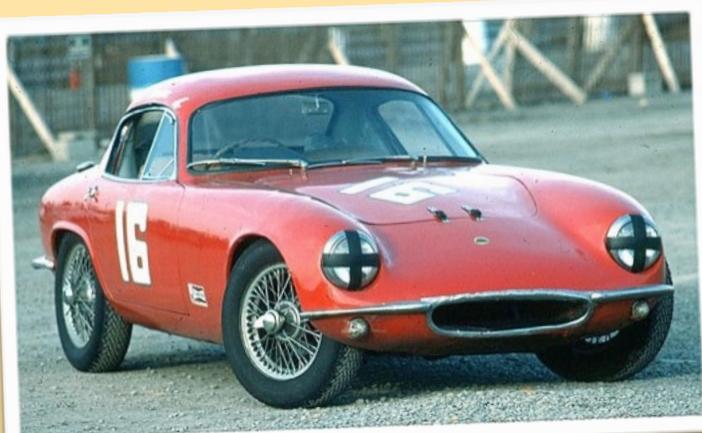




Back In The VARAC Day....

*Some photos from
Ron Kielbiski.*

We know Oliver
Clubine is in the Lotus
Mk VI, there's John
Sebert in his Fraser
Nash, but there's an
MG, a Cooper, a Lotus
Elite, a green
something or other...
Can anyone identify
these cars? Inquiring
minds need to know!





Photos by Richard Coburn

Indian Summer Trophy Races, Sept. 15/16 2018.

The weekend was, to put it mildly, HOT! With a number of events taking place in September the Vintage Historic field was pretty slim, with just 12 cars starting the weekend, dwindling to 8 for the Sunday feature, won by Kevin Young's FF, below. Gavin Ivory and Chris Creighton (right) tussled valiantly throughout the weekend. Russ Bond's Mazda (below right) wore me out so much I packed up early and was home in the pool by 3:30 Sunday. Yup, it was HOT!



Photos by Richard Coburn.



Indian Summer Trophy Races-Classic.

Robert Racki's Camaro, right, finished first on Sunday with Tim Sanderson's #160 Porsche, (above) second and Del Bruce, Corvette, (below) coming home third.





CELEBRATION!

John Sambrook (above) with latest protege Evan Biggar-Jones, who we hope will join VARAC in 2019 and drive the green Ginetta. Right, Doug Kurtin had a thumbs up weekend...



Left; Well, it's not *exactly* where I had hoped to Celebrate...

Thanks to Richard Coburn for these lovely photos from Celebration!
More at:[Richard Coburn](#)



Ron Evans was the original owner of this Merlyn in 1964, driven now by John Hawkes. Ron, now 83, raced at the very first event at Mosport in 1961. Below: I just love to see Jeff Bateman's 1954 Buckler Autosport Special out on the race track. There's something timeless and elegant about it...



Our thanks to Richard Coburn for these photos from Celebration!

[Richard Coburn](#)

David Shannon's TVR is pursued by... *what th'?* Oh, the raging bull Sprite of Howie Freeman..



Above: David Holmes, MGA, leads the rush hour! A 32 car grid in V/H and 31 cars in Classic means VARAC is a very important component in regional racing. Pretty damn nice everyone! 50% of the entries, as noted by Ted Michalos.

Right: Mark Brown shakes down Ted's latest ride, a lovely Lotus Seven. Bring it on, Ted!





In the VH Sunday Trophy Feature penalties re-shuffled the finishing order so that ultimately Brian Thomas (above left) placed second with John Hawkes (centre) third and Kevin Young, (right) in first. Well, they still look reasonably happy!



Jim Holody, MGA Twin Cam (above): “The racing was clean and fast, the reception at Ted's trailer had lots of cold beer and snacks (thanks Ted!) and the Saturday night dinner plus awards was great! Here's a link to my video, (below) race #9 -the trophy race for the Vintage Historic cars.

[Jim Holody MGA](#)

Sprites at Celebration!

Bugeyes, Bugeyes everywhere!
Clockwise from right: Gibson (06),
MacLean (00), Freeman (26),
Michalos (456) and Brown (789) not
pictured.



Notes from Celebration...

Ted Michalos: “Great to see that 50% of the entries at Celebration were from VARAC. Largest VARAC grids of the year other than at the VGP!”

Chris Rupnik: “My Fiat lasted longer than the Mazda RX3 rotary. Who would have thought!”

Brian Thomas: “V/H cars: Always take a spare...”

Jim Holody: “The racing was clean and fast, the reception at Ted's trailer had lots of cold beer and snacks, thanks Ted. The Saturday night dinner with awards was great. I've attached a link below to a video of race #9 - the trophy race for the Vintage Historic cars with good action. Enjoy!”

[Jim Holody MGA](#)

Classic at Celebration!

Anthony Polito's Shelby Mustang came home a second and a blink ahead of Terry Watson's Corvette, with Ian Crerar's Porsche in third place on a much diminished grid. 31 cars took the track for qualifying...13 cars finished after DNF/DNS problems...



Ted Michalos: "On the Classic grid It was nice to see a couple of cars that we've been missing most of the year - welcome back guys! Just how fast is Polito's damn Mustang anyway - oh. That fast! There were 5, count 'em, 5 classic Mustangs - Brown, Desjardin, Clouthier, and the two Polito stallions. What a show... Where are you guys the rest of the year?"



The Team that makes it all possible!

A note from
Pat McDiarmid,
Grid Chief
Canadian Tire
Motorsport Park
and British
Automobile
Racing Club



Neena Channan Photography.

“I have taken some time to think of what to say about this past racing season. The team I have worked with are the most incredibly dedicated race fans and team members ever. Rain, cold and of course the last weekend of the year, sunny but cold, but they have showed up and made sure our drivers are out on the track safe and happy. Their friendship means the most to me and I will never be able to thank them enough. And as for the drivers and crews you guys and gals are why we show up. Congratulations to all those that have won Championships in their series and to all of you who just show up weekend after weekend, all for the enjoyment of the sport. So sad the season is over but can't wait for the 2019 season to start. Have a safe and happy off season!” *Pat.*

And VARAC thanks you, Pat, your team and all those who help us race!

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1962 Lotus 22



1962 Lotus 22 for sale, older FIA papers. Freshened for Mosport round of Formula Junior World Tour 2017. Winner of both Saturday and Sunday races. 1 weekend on Britain West built 1098cc all steel engine. Head updated and seats installed January 2017 by Mark Balinski. 1 weekend on Dunlop L section tires. 6 weekends on new Koni Dampers. 5 speed Hewland Mk6 gearbox, with recent CWP. Spare set of Lotus Wobbly Web wheels with older Dunlop L section tires. Includes most of a full set of suspension spares including dampers. New uninstalled Peter Denty Roll Hoop included. Same ownership for the past 31 years, with numerous race wins and Monoposto Series Championships in that time. Spare Mk8 Hewland Gearbox fresh, tail mold and all parts for upright engine installation available by separate negotiation.

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