



PIT SIGNALS



LATE BRAKING NEWS FOR THE VARAC VINTAGE RACER - By JEREMY SALE October Edition

EXTRA! EXTRA! Read all about it! Indian Summer Trophy Races, the Mt-Tremblant Fall Classic, a Scrutineers' Rant, the 2012 CASC-OR CTMP Celebration! EXTRA! EXTRA!



Indian Summer Trophy Races

(Photos by Vic Henderson and Peter Viccary)

“I was only there Saturday, and the field was very small, only 8 cars, “ says Peter Viccary. “The race, however, was quite entertaining, three two car battles emerged: James Sutherland narrowly defeated Tim Sanderson (by 1/4 second), both in 911's. John Kinnear (MGB) got around Anthony Svedas (Alfa) late in the race while they were being lapped by the leaders and held on to win V/H by 1.1 seconds.” Bottom photo: Ian Lok and Stephen Januszewski were split seconds apart all weekend, swapping positions to the delight of under 50,000 spectators.



“I came all this way to watch eight cars?”



It wasn't the biggest field of the year but there was some good racing....the Sunday feature saw only seven cars out there, with James Sutherland finishing first, Patrick Ferrier second and Stephen Januszewski third.



Above: Anthony Svedas battled John Kinnear all weekend.



Left: Tim Sanderson had some great racing with James Sutherland.



Left: Marek Petruczynik hustles his wascally Wabbit...

JOHN KINNEAR REPORTS FROM INDIAN SUMMER TROPHY RACES

"I entered the Indian Summer races this year rather than make the long haul to Mt-Tremblant. I was keen to get back on the track after a long absence due to mysterious problems that had me suspecting everything except the seatbelts. Saturday turned out a perfect day for racing. In addition to getting rust off after the long layoff, I had to get used to the new Hans device, which I had only worn briefly before. By the end of the first race on Saturday afternoon, I was beginning to hit my stride and feel comfortable again. The car was going beautifully again after completely re-wiring the electrical system and changes to the fuel supply.

The only other entry in V/H was Tony Svedas in the #83 Alfa coupe. He and I were back and forth for the class lead several times over the three races and we had lots of time to watch each others lines, except when the low flying Porsches would come snarling past! This caused the only notable moment of the three races which saw Jim Sutherland and I get rather cozy going into Corner 3 in Race# 1, when he surprised me with a pass on the outside. (Peter Viccary's photo below)



After that Tony and I were able to let the Group 70 guys by with minimal drama. The Alfa seemed to gain an advantage exiting Corner 5b due to its 5 speed gearbox but the MG handling usually got the upper hand on Corners 2 and 4 and also made gains under braking for Corner 5.

The 25 minute Sunday afternoon final saw Jim Sutherland take the G 70 and overall win with me leading Tony's Alfa home by a small margin. I got the trophy and he got the CSC gift certificate! It was great to get back in the MG at Mosport, oops CTMP again under beautiful fall skies. And as usual BEMC did a great job of organizing."

Cheers! **John Kinnear**



TREMBLANT FALL CLASSIC 2012: BY CHRIS RUPNIK

In contrast to my last minute arrangements for Calabogie, the Tremblant Fall Classic was not an event that I was going to miss out on. This time I had a much better plan than arriving after qualification. So I arrived the day before the first practice! Much better!

Thursday: I arrived at Tremblant to a beautiful mid day and an empty paddock, so I could take my time! Soon afterwards Andre Rousseau and his Fiat #515 arrived and we set up in our paddock area. We then went to have a lovely lunch in the old village, enjoying the sunshine and warm weather, although they were predicting a rainy weekend. Later that afternoon Robert Searle and Andrew Celovsky arrived, to complete our little foursome. Andrew then had to make a quick dash back to Montreal to pick up his family, so the remaining group went to the new village for dinner.

Friday: The Vintage Group was scheduled to have their sessions right before lunch every day (wonderful!) so I arrived around 8:30 am the next morning, to a very wet track. The first session was for Formula Ford at 9 am but only one car went out! Not so for our Vintage Group, we had 28 brave racers go out, the largest group of the morning.

TREMBLANT FALL CLASSIC 2012: BY CHRIS RUPNIK

Car #213 had never been driven in the wet before, so its handling in the damp was going to be a bit of an unknown to me. However the learning curve went just fine, I tiptoed carefully around the track looking for grip and getting used to the conditions. I didn't go out in the afternoon's very rainy session as André was fighting an ignition issue, which ended up being a distributor cap. Thinking we had that issue solved we all left the track and I had a lovely dinner at Auberge du Coq de la Montagne with the family introducing them to Nino, the hotel owner, a long-standing race enthusiast, and to fellow racers likewise enjoying the great food!

Saturday: I put on my race suit for the Saturdays late morning qualification, still wet from the previous day, this is not to be recommended! However, I managed a very solid qualification session, finishing up 16th overall out of 30 cars. My race plan was to establish how wet it was going to be once race time actually arrived. Then, if it was really raining, my backup plan was to simply start at the back of the grid and thus avoid a potentially troublesome rolling start in very wet conditions.

Fortunately, as the race start time rolled around, things started looking up, including the weather. My mom had come and brought cookies and my family was just across the track to watch, so it was time for me to go out and do my best! The race was quite exciting, with lots of spins, the track conditions were different from one end of the track to the other! Ultimately I finished second in class, 17th overall, and all in one piece! The bad news was that what we thought we had fixed on André's Fiat #515 ended up being terminal. Also Robert Searle's BMW had issues, losing 2nd and 4th gears and Andrews Fiat had to retire with an ignition issue! My wife decided she had quite enough of racing for a while so we went back to the hotel and had a great dinner at Coco Pazzo, it was advertised as "the Flavours of the Italian Countryside" and this Fiat driver says "Molto bene!"

Sunday: Fortunately once again the weather forecasters got it wrong because Sunday turned out to be a lovely day. Well, it was a little colder, but sunny, with a nice dry track for the morning race. A very solid start kept me mid pack, but I had few chances for passing, as the previously timid wet racers now had a dry track to reassert their rightful positions. A fun race however.

The unpredictable weather gods changed their minds yet again with just an hour to go before the last race of the weekend (the VH race). Yes, it started to rain, and hard! Fortunately the start of our race was event free, I managed to keep up with a Mustang and even got by when it spun! This pleasure was short lived however as the race was 30 minutes (how is that for amazing track time) and the Mustang recovered and salvaged American pony pride by passing the lowly Italian Fiat. I had a good race and I have to say I crossed the finish line with a big smile on my face, all in one piece once again! I thanked the car for a great season and drove it right on the trailer. A storybook ending that rarely happens in racing; and certainly never to me! My Fall Classic was over, a great weekend that I thoroughly enjoyed!

MORE NOTES ON THE TREMBLANT FALL CLASSIC 2012

"I ran both G70 and VH." says **Ted Michalos**. " G70 was quite close, dominated by the 20 or so Porsche 944 club cars that showed up. VH had a real mix and the usual three or four cars towed in after every session! Three dozen G70+ cars registered - I think 27 hit the track each session. There was a large number of non-member Porsches, a couple of BMWs, a Mazda, a Corvette and a lovely red Ferrari which won the pole in the rain for Saturday's race. Unfortunately the driver (yes, me!) entered pit lane instead of going straight to the track for the race so I had to start dead last...I finished 13th, but it may take some time to live this one down!

Sunday was dry and horsepower won out. Steve Clark won the feature in his Corvette with a best lap time of 1.51. Dave Margolis in his 914 was third overall and first in class, while Mike Steplock was 5th overall and first in class (no break outs at Tremblant, 'eh Mike?). It was a great session, closely contested, big smiles all around.

There were also three dozen cars registered for VH - with over 30 hitting the track each session. Unlike G70, most of the VH grid were VARAC members, with a few local cars and a couple of visitors from the US. Saturday was quite slick for the VH race - lap times were running well over 2 minutes and there were numerous spins. Unfortunately, one resulted in contact, no injuries, but body damage to both cars.

Thanks to Chris Rupnik, the local point man, for another great event. VARAC participated in two events at Le Circuit this year and both were well attended and competitive. I know the local members appreciated the large grids and hope to see more of us next year!"

EVEN MORE NOTES ON THE TREMBLANT FALL CLASSIC 2012

Nick Pratt—“I enjoyed morning practice so much I completely missed the checkered flag, sending the marshals into a frenzy as I blasted down the front straight a lap later. Duh! However, the steward who had a chat with me when I eventually came in was most polite about it and the slap up the side of the head never materialized. The marshals were concerned one of our cars was dropping oil and asked everyone to check their vehicle carefully. Of course Vintage Historic tends to make the Exxon Valdez disaster look like a walk in the park at the best of times so it didn't seem like too serious a problem. Nonetheless I checked my car and didn't see anything untoward. Anyway back to Qualifying, which happened for us just before the Driver's meeting. It was peeing cats and dogs again but I was having a wonderful time until the meatball flag came out for me about 2/3 of the way through the session. I thought it was because my rain light was malfunctioning. Turns out I was the cad leaving a trail of oil down the pit lane as I pulled in for a second chat. Net of all this was that the car went on the trailer and my weekend was done before it had barely started. A follow up diagnosis revealed a cracked gearbox casing but luckily no damage to the gearbox itself as I had managed to drop only about half of my gear oil on the racing line for two sessions. So apologies to anyone who might have been caught out by that!” Nick Pratt.



Joe Cannella: “Although all-day Friday and Sat morning was miserably wet, the good racing the rest of the weekend made up for it. Everyone even behaved themselves during the Enduro this year! There was a great turnout of cars including some new cars that I had not raced against before including a nicely prepared period-correct 1967 Ford Mustang belonging to Paul Bissonette. The V/H grid was 30 cars strong and I believe the G-70+ was at least as big! We got to see Terry Watson's newly acquired beautiful Chevrolet V8 powered 1958 Devin Special and it's a testament to his driving skill that he was able to coerce the beast around the track as quickly as he did. On one of the videos I want to put on the VARAC site, you might be able to make out the flames shooting out of the side pipes as he passes me down the back straight ... awesome!” Joe Cannella.

SCRUTINEERS RANT!!
“ARE TOW HOOKS WEAPONS OF MASS DESTRUCTION?”
BY JOHN GREENWOOD



Whenever I wear my scrutineers "bunnet" (see *photo next page, Ed*) I read the CASC rulebook. Under rule 28.1 it states that; "all cars without an exposed roll bar shall have a towing eye or strap, front and rear, that does not dangerously protrude from the bodywork when a car is racing, to be used when hauling the car."

Hey folks, there are a LOT of cars on VARAC race grids that simply do not comply with this description in the CASC race rule! We all want to compete safely with each other and I have a simple suggestion which might avoid some grief later...I'm talking about protruding tow hooks (front and back). I have waited till season end to bring this up so that we have fall and winter to make any changes.

Think of this for a moment...a group of cars are racing into the extremely slow hairpin corner at Shannonville, the lead car brakes a little earlier than the following car was expecting...what happens is a little bump, maybe trading some paint, perhaps a little dent. This will usually result in a meeting with the driver conduct rep, then a chat between the drivers, which usually concludes with a handshake and an agreement to sort it out. No biggie, right? And while we know that contact in VARAC is a "no no" accidents sometimes do happen.

Now if the following car has a protruding steel tow device you can imagine that this hit will have much more serious consequences. Likely a rip or tear, probably an expensive trip to a bodyshop. (Cont next page)

The worst case scenario would be if the damage is done to a "one-off " aluminium bodied special, now that could possibly end its race season!

Throughout the last couple of race seasons I have observed tow hooks sprouting like mushrooms on many VARAC cars, but there are quite a number of unsatisfactory tow hooks. I have brought these to the attention of the owners and asked them to change the design or remove the dangerously protruding steel hooks and steel plate eyelets. During this last season no one has reported to myself that they have complied with my requests. Quite possibly some were fixed, but I didn't hear of any!

So what needs to be done? Everyone needs to look at their own car and determine if its tow hook might possibly damage another car on the VARAC grid. If it has a steel protrusion anywhere on your car body it should be fixed! End Of Story! There are commercially made tow hooks that have hinges that can be easily adapted.

OR why not run a chain from the bumper hole to connect with the chassis/suspension/whatever and then a steel bullring, hung from the chain at the front of the car? (Note, a chain will buckle when pushed, but will hold when pulled on.)

Stores like Princess Auto and others have assortments of industrial slings with fitted D/hooks. Go look at cars with a similar body/chassis to yours and get some ideas. Lots of VARAC cars have nicely fitted straps.

Whatever you decide to do, please remember that it may be necessary to drag your car up onto a flatbed with no front wheels affixed so it needs to be strong! Below are two of the type of hooks that would be preferable.

Thanks, and see you at the AGM!

John Greenwood (in his scrutineers bunnet...)



CELEBRATION 2012
PHOTOS BY DIANE DALE, SHANE & PETER VICCARY



Colin Gibson: "Sean and I had great fun drafting and swapping places, both of us set new personal best times in our Hondas, just tenths away from breakout. Sean and I, with my nephew Shaun Pascoe, #155 Integra, ran in GT-5 with Shaun finishing 2nd in class on Sunday afternoon. Unfortunately in the same Sunday race, I got tapped and turned at the top of corner 2, hard into the infield concrete full front; back onto the track, hit again spun left rear into infield wall then slid down the wall to face the rest of the field including son Sean, who was behind me at the time, slipping and sliding in the dirt I had spread onto the track. Thanks to the efforts of the corner workers and safety crew and their quick clean up, the race was only double yellowed for 3 or 4 laps. Sean told me later that a lap under caution takes forever till he came by again and saw me out of the car giving two thumbs up, I'm OK! I was



also told later under no uncertain terms NOT TO DO THAT AGAIN!

The end result is that the car is hurt pretty bad- (it won't buff out!) -but with a little luck and a long winter #132 will be back next season. I had too much fun drafting and swapping places with #123 to not give maximum effort in the

rebuild! Perhaps when the Phoenix rises it will be better than before!"
Colin Gibson, 132 Red Honda Civic (Temporarily out of action)



"Just a quick note to let you know that the transition from V/H to G70plus is quite the jump! It's a true eye opener, as I was always out front in V/H and now am middle to the back of the pack so there is a great deal more action as well as you get some great lessons on the proper turn in and braking points as you get passed and get to follow cars that are the same brand as yours. Also, I would like to update the "Heathers Heros". I am pleased to say that Melissa, the spearhead behind the "Heathers Heros Road Hockey to End Cancer for The Princess Margaret Hospital" raised a total of \$26,800 and Car 72 raised \$6,800 of that through the season. Heather and I will now head off to Venice for two weeks of R and R. **Doug Kurtin.**

"For me, **Richard Navin** was the man of the event." says Stefan Wiesen, #7 Elva. "With the same engine power and a heavier car, he beat me fair and square with an incredibly skillful drive. For lap after lap I had the best seat in the house, right behind Richard's MGB and

Dave Morgan in his Mini. It was amazing to see both cars side-by-side around more than half the track. The spectators must have loved it. I take my VARAC cap off in salute of this great driver."

Stefan Wiesen.





CELEBRATION 2012

Richard Navin. "Celebration weekend is always a great event and this year was no different. The dire weather predictions turned out to be wrong and we had terrific fall weather with only overnight rain, and none during racing. My trusty MGB #246 bravely limped out for the last event in 2012, the 69th race weekend since I first put the car on track for Celebration 2001! And what an event we had. This was some of the best racing; make that *Vintage Racing*, that I had experienced in all those events. The

highlight was an on track battle with Stefan's Elva and Dave Morgan's Mini that went on all weekend. We traded places many times, often multiple times on the same lap. I have some great video of Dave and I going side by side through T10 all the way to T3. The racing was very tight, no quarter given or conceded, just sportsmanlike racing and no contact. As for me, I set my fastest lap ever at CTMP, finally finishing ahead of the Elva and Mini. Winning the VH2 class was really special. After winning both my group and the MG Feature at Watkins Glen just two weeks ago, it was a dream end to a great season. I have to come back another year now and put race weekend #70 in the books!"



Some of the wild and wonderful track workers, who make everything possible for VARAC and other racers, all suitably attired for the season!

EXTRA! EXTRA! FLASH! BREAKING NEWS!!!

THREE MGA's RUN AND RACE SIMULTANEOUSLY!!!!!!

By Dave Good



It's true! Three VARAC MGA's actually ran and raced together at Celebration!

The # 137 of David (Mr. "Reliabilty") Holmes, the # 51 of Jim (Mr " Well, it

is a twin cam) and the # 37 of Dave (Mr " What kind of engine failure will I have this weekend?") Good ran together for the first time in recent history (well, at least 3 seasons). They qualified very tightly for Sat's race which based on paddock banter promised to be highly contested.

In the actual race, # 37 (Good) was able to gain an advantage by drafting John Kinnear's B while David in 137 was able to hold off Jim's Twin Cam although his mirrors were full of blue and Jim commented on the surprising width of 137. We also learned after the race and well into the evening how stock Jim's twin cam engine actually is!



All in all, a great weekend- thanks to all the organizers!

From the A guys.

Loose Tools....



"I picked up this coveted award at the SVRA event last weekend at Watkins Glen in my last race on Sunday," says Gord Ballantine. "Here's the story. I was racing at the SVRA event at The Glen. It was the last race on Sunday, which turned out to be a complete muck-up with oil everywhere... parts and cars all over

the track ... finally they black flagged the race. As I was coming back into the paddock all sorts of people were pointing at my grill. When I pulled into our spot I jumped out to find I had picked up a rather special souvenir of the event - a screwdriver had fallen out of someone's car and lodged its way into my front spoiler. Note to those people responsible....always check for loose tools before going out!"

For Seinfeld and big Healey fans only....

<http://comediansincarsgettingcoffee.com/ricky-gervais>

For Spitfire fans only...

<http://www.vancouversun.com/news/Brits+battle+over+buried+Spitfires/6535261/story.html>

More Spitfire stuff (language alert....)

<http://video.google.com/videoplay?docid=7949782788019960807>

“Collier Cup at the Glen.”

Dave Good: on the 28th SVRA Collier Cup Race for MGs

“Canadians ruled at the 28th Annual Collier Cup Race in the rain at US Vintage Grand Prix. The Collier Cup race is an annual all MG race run at the US Vintage Grand Prix at Watkins Glen. The cup is named in honour of Sam and Miles Collier, who were among the first MG racers in the US ion the 1930's through the 1950's. This year's running was the 28th annual - held Sat Sept 8, in very wet conditions. In fact only 13 competitors started, compared to past fields of 25 plus. Of the 13 starters, 5 Canadians took the flag, proportionally crazier than their American counterparts, I guess!”

“Canadians and VARAC drivers dominated the race. Richard Navin finished first in his MGB, he was followed by Jeff Devine in his B, 6 seconds down. Dave Good in his A finished 4th, 15 seconds behind the 3rd place A. Jim Holody in his twin cam A was dicing for 3rd when he had to go off course to avoid another car that spun in front of him.

David Holmes in his 1949 MG TC drove a very steady race to finish 9th overall and second in class.

Well done VARAC!” *Dave Good.*

Richard Navin adds: “The Collier Cup Race is open for any MG powered vehicle to contest. There are a number of trophies awarded at the end of the race, and the overall winner is awarded the coveted Cornett Cup Trophy. Denver Cornett, like Tommy Hoan, was an early racer who competed in his MG on the original road course at Watkins Glen. Denver was also a

strong supporter of MG Vintage Racers and donated the trophy, which is voted on by the competitors to a deserving winner who displays great spirit, with a well driven and vintage prepared MG, with the voting completed prior to the actual race. I am very proud to be the first Canadian driver to be the overall winner of the Collier Cup race.” Richard Navin.



(Denver Cornett 111 with his father's MG TC.)

Editors Note: "Denver was 22 years old in the 1948 race, and rolled his TC into the riverbed at the Stone bridge on the second practice lap. While inside the inverted car, Denver heard the spectators wondering out loud if the driver was dead. Denver said "Why don't you get the car off of me and find out"?"

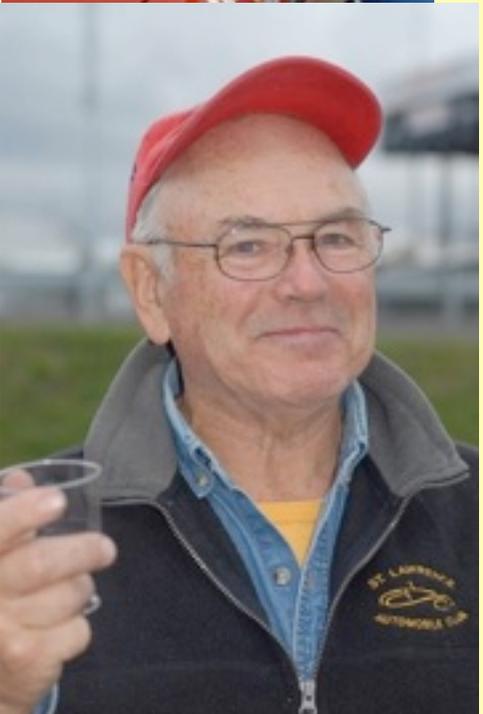
More on Denver (and Frank Mount) at:

<http://www.mgvr.org/keepers/Cornett.html>



Diane Dale did the paparazzi thing at Celebration “Wine and Say Cheese, please.” Thanks, Diane!

Clockwise from above, Richard Poxon demonstrates the fine art of Jaguar driving to Nick Pratt. Below: Joe Lightfoot says “Cheese!” for Diane. Bottom left: John Kinnear samples a fine Vintage wine. Left: The Gibsons deciding on their drafting strategy to get to the Wine and Cheese first in line. Top left: Doug Kurtin enjoyed the jump to G70+.



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