



PIT SIGNALS



LATE BRAKING NEWS FOR THE VARAC VINTAGE RACER - BY JEREMY SALE OCTOBER 2014

CELEBRATION!



Photo by John Kinnear

The CASC Celebration of Motorsport 2014 enjoyed perfect weather on both days. Ted Michalos, Brian and Maureen Thomas revived the VARAC Wine and Cheese event (above) which was thoroughly enjoyed by all.

INSIDE:

- Grattan.
- New Hampshire.
- Charlie Gibson Award.
- Calabogie.
- Watkins Glen.
- Lime Rock.
- B.E.M.C.
- Mt-Tremblant.
- Celebration.....
- and more!!!!!!



Two famous race drivers chatting...story inside...!

CHARLIE GIBSON AWARD

VARAC's Phil Lamont was recently honoured with the Charlie Gibson Award. Pictured at right: L to R: Stirling Moss, Dave Handy and Phil.

According to Phil *"this is occasionally awarded to one who, in the opinion of the judges, exemplifies Charlie Gibson's approach to racing: works on their own car, contributes to and supports the sport, is known as a fair and competitive racer, and like*

Charlie, not averse to lying in mud to fix the car, as he was noted for his disreputable jeans, etc! I told Dave Handy how much it means to me - Charlie was a very special character, truly one of a kind - a great friend, colleague and one of the greatest race drivers.... He and Dave were among the first Americans to come to race with us in Canada, at the first festivals at Shannonville."

Below, Phil Lamont, right with Stirling Moss in Phil's car at 1982 VARAC Festival, Shannonville. It's rumoured that Moss appreciated Phil's tips....





Photos courtesy of Paul Cooke Collection

Eppie Wietzes left, and Craig Fisher, with the new Comstock Mustang, which dominated Canadian racing.

I recently read Mike Matune's great story in the October 2014 edition of Vintage Racecar, "Mustang, A Born Winner". Mike's story traces the early racing history of the Mustang, that inevitably leads to the famous Comstock racing team, an outfit we drooled over at Mosport in the sixties. Comstock seemed to have cars coming out of their ears, Mustangs, Lotus Cortinas, Ford Falcons, Cobras, King Cobras, wow, they were the class of Canadian racing. Here's Paul Cooke with Ludwig Heimrath in the championship winning King Cobra (right).

Mike's story said that it was 50 years ago, on September 13th that Cooke won in the Mustang at Mt-Tremblant and again at Mosport, Sept 26. I asked Paul Cooke for his comments, you can see them on the next page.





50 Years Ago!

Paul Cooke remembers it well..."Some 50 years ago, Comstock Racing Team won the BEMC Winter Rally and the Shell 4000 Cross Canada Rally with Mustangs built in Comstock's Agincourt, Ontario race shop. Ford Headquarters in Detroit had bad luck with its American production product in competition and decided that racing was not part of the Mustang DNA. Ford Canada and Comstock Racing Team had a different perspective. We built a Mustang left over from the Shell 4000," Cooke continued, "winning its first race at Mont-Tremblant and its second at Mosport... both part of the program of the USRRC series events. I had the privilege of being the driver. Comstock proceeded to record victory after victory with Mustangs driven by Eppie Wietzes and Craig Fisher. Who will ever forget the epic battles between the agile Comstock Mustangs and the lumbering Dave Billes Performance Engineering Corvettes driven by Dave and John Cordts!"

(You can spot Craig Fisher's Pontiac behind Cooke and further back, Al Pease's Mini, Ron Goldsack's Cortina, Werner Gudzus' Volvo and Francis Bradley's Hillman Minx. BTW, our John Greenwood and John Sambrook were racing their Lotus Sevens at Mt-Tremblant that September weekend 50 years ago! Time flies when you're having fun...)



New Hampshire Motor Speedway

By Jason Di Cesar (VW Beetle) with photos from Nial McCabe

This year marked the 24th annual New Hampshire Motor Speedway (NHMS) vintage racing festival. This year's event was a Friday/Saturday race weekend, pretty interesting, as it gives you Sunday to travel back home.

When I arrived at the track, I thought to myself, that I must try to get a parking spot under the tower as it is paved. In past years, the infield and paddock garages, the ones that the NASCAR teams use, were packed full of cars. So I figured I must hurry to get my preferred spot. To my surprise, upon arriving at the track, the infield was empty. I thought to myself, "*did I get the dates wrong?*"

After unloading my humble 1969 VW Beetle, I went about getting the car through tech, with the thought of who was coming to the race this year. 2013 was the first time that I had the VW out at NHMS, and I had an incredible time! The car ran very well throughout the weekend and there were plenty of other cars to dice with in my class. So my hope was that the 2014 event would be just the same as last year. However, talking with some of the other drivers and organizers at tech, I realized that there would only be a handful of other entrants at this year's event. This is too bad, this is one of the most interesting

tracks in the Northeast. First off, the location seems to be very central for many to attend. From Montreal it's about a 4-hour drive, New York City, Rochester, Syracuse etc, maybe 5 hours. Secondly, it's a NASCAR track. There is plenty of room in the paddock, the garages are spacious and affordable, there are clean facilities and the track food is pretty good too. Thirdly, it's a great place to shop, as there isn't any sales tax in New Hampshire, so your spouse will also enjoy the event as well!

Some may say that this road course goes in the wrong direction, i.e.: counter clockwise, but this makes it all the more fun. Us guys and gals that drive left hand drive cars finally have that much more advantage than those driving right hand drive cars. And for those who have never experienced the '*Bowl*', well, you don't know what you are missing! The best way to describe this corner is to imagine that you are driving your car in a corner shaped like the inside of a soup bowl. Getting the corner right is like being in roller coaster, with your car glued to the track. But getting it wrong is like falling off the outside the edge of the soup bowl! The track just goes flat, whoops!



This track layout also allows the smaller bore cars to have competitive battles with the big bore cars. Where do you see a MK I Sprites battling it out, in the dry, with a Corvette and Jaguar, and showing them up? This is quite rare, us small bore drivers are usually on tracks designed for big bore cars, for example Mosport, The Glen, Road America etc. For these reasons I like this event and so does my VW.

This is the second season that I've been racing the VW. I started in vintage racing with an MGA that my late father and I built. I decided to build a Beetle for racing, so my brother could race the MGA. This decision has proven to be a fun journey! The color scheme mirrors my MGA, but the number and positioning of the stripes is inspired by the VW in the Walt Disney movie series. You may remember the little quirks that these cars have! For example, high speed wandering, lack of power, severe under steer, and that strange resistance when closing the doors with the windows rolled up. With some small changes to the front suspension that high speed wandering disappears. And with some better carburetion and bigger valved heads the underpowered engine now puts out about 100 hp. livens up. Adding some larger sway bars front and rear, makes the stock torsion bar suspension stay planted in the curves. As for the windows, well, just keep them rolled down!

At the NHMS event this year, I had a great time trying to catch-up to some MG TCs/TDs. It's quite surprising how fast these cars are. When I was finally able to get by them, I had my sights on Nial McCabe's 909 Midget. Having had some traffic at the start of the race, my target was able to get away and keep that one second lead for the entire race. I'll have to get him next time!

The rumor is that we may not have this event next year, we can't let this happen! In a big bore race car or a stock MGA, this event is fun for all who attend. Trust me, if I was able to race with a bunch of other cars, with only a couple of seconds off the leader, with a Beetle, you'll surely find someone to dice with, whatever car you race. Looking forward to seeing you at NHMS in 2015...hopefully, in my rearview mirror! Cheers! *Jason Di Cesar*



VSCDA Vintage Grand Prix AuGrattan XXVII



A lap at Grattan, with Del Bruce

"This was my second trip to Grattan with VSCDA, a great event! Grattan is a wonderful 2-mile long course, which is both fast and technical. The first year I went, I took my 944 and had an absolute blast along with three other VARAC 944's, Askew, O'Connell and Ballantine. This year I decided to challenge the course in my 930 Turbo, with a little more HP. As it turned out a *little* more HP is all I had, as the car was unable to build proper boost! However, I was still able to post the second fastest time in my class at 1:30.2 but that was well off the 1.25's the car should have turned.

The front straight used to be a drag strip and it's about .5 mile long but, unlike the straight at Shannonville, Grattan's is fed by a high-speed, left hand sweeper. The result is that you hit the straight with a full head of steam! Down the straight, hard on the brakes to a fast 80-degree right-hander, then a short straight into a 150-degree right. Next is a tight, blind, left-hander with a drop in elevation. If you do it right the car gets light and rotates for you to set up for the next right-hander, which is uphill and also slightly blind. You hit the crest, see the apex and apply throttle, careful not to run yourself off at the exit. This leads to a short straight with a jump where your car gets very light. (In fact, I did see some cars take air at the rear tires.) The car settles and you are on the brakes to take the right-

handers into the esses. The esses lead into the "toilet bowl", which is a 180-degree, banked switchback. Out off the "toilet bowl" into a long right hand sweeper, where you can easily run out of track if you aren't careful with the throttle. Down a short straight, heavy braking to a 110-degree right-hander followed by a quick left. Uphill into a two-



story high, blind 45-degree right. At the top off this turn is a wicked dip, which pushed my car sideways every time. You can go wide and avoid it but the quick way is through it. You are now hard on the throttle in the 45-degree left hand sweeper, which leads to the front straight. Blast down the straight, check the gauges and repeat!

This was a great event with a ton of track time. Three practice and qualifying sessions Friday, four races on Saturday, one of which was the Can-Am feature, and two races on Sunday. Our hosts, VSCDA, do an all you can eat and drink paddock crawl on Friday night, it starts with chicken wings and beer, followed with sandwiches and dessert. Saturday is a hot buffet under the tent, again with complimentary beer and wine.

We had about eight VARAC members there this year and there was room for lots more. This has become a must do event for me and I know I will be back next year. Come and join the fun, you won't be disappointed!"

Del Bruce



Dan Sheehan Photographs

More From Grattan with Gary Allen

"The VARAC contingent included Doug Durrell with his Bobsy Vee, Joe Lightfoot with his MGB, Ted Michalos with a Sprite and the Ferrari, Brian Thomas with the Mallock, Del Bruce with his Porsche 935 and myself with the MGB...we all gathered at Grattan for the August Vintage GP XXVII in fine although cool weather, -42 F for Friday morning practise..It was great to have visits from Don Dickey, recovering well from a serious health setback and Dave Headley who helped with a new tub for me after a previous Grattan incident. Racing in our group went well but we were overshadowed by amazingly fast Spridgets running in a Championship Series-well driven and indecently quick!

Our G70 cars put on a good show and were much admired in the paddock but Del suffered a lack of power which allowed Ted to get a closer view of his taillights! The Paddock Crawl and Saturday Night Banquet was sponsored by a local craft brewer so plenty of suds lubricated the festivities. Congrats to VARAC's Del Bruce, for the Can-Am Challenge and Richard Navin for last years event both receiving trophies. Well done!

As always, great hospitality, entertaining track, well organized and efficient admin, lots of track time, easy travel-what's not to like!"
Gary Allen.



At Grattan:
Joe Lightfoot with his
MGB (left). Brian
Thomas with his
Mallock (middle) and
below; Doug Durrell
leads the way in his
Bobsy Formula Vee.

"The amount of
track time was
amazing. Could
have had four races
on Saturday. They
were so good at
keeping to a
schedule."

Joe Lightfoot.

*(Photos by
Dan Sheehan)*



www.BlackWindSix.com



At Grattan:
Mike DeWeerd
with his Triumph,
(left).
Middle: Lots of
variety and
elevation changes
at Grattan.



Below: Ted
Michalos with his
Ferrari.

*Photos by
Dan Sheehan*



Dan Sheehan Photographs

Calabogie

BY TED MICHALOS

"The Thursday before the Ted Powell Memorial Races had some of the heaviest rainfall at Calabogie the locals can remember. It pelted down to the extent that people were considering a move to higher ground. I reconsidered going (say it not so) – until I realized that I had a cheque for MCO for all of the preregistration fees CASC had collected on-line. So went and of course the weather turned out just great..."

Top: Peter Lambrinos,
Right: Jean-Claude Tremblay,
Bottom, Fred and Randy Samson





"The feature race on Sunday was won by Kevin Young in his 1971 Crossle 20F (above). Kevin was a full minute ahead of Andre Gagne in his Lotus 23B, who was half a minute in front of the pack. The rest of us (well not me – the car died on the pace lap) enjoyed our own battles as the grid broke into 2 and 3 car races." T.M. Below: Bob Eagleson



"I didn't see the G70+ races as the VARAC grids were back to back, but on Saturday a certain 911 driver forgot to check his teammate's hood pins before the 914 went out on the track. The 914 lost its hood around corner 1 – it flew 30 feet into the air and floated down to the grass. Luckily, no one was hurt and the hood itself



suffered only minor damage. The 911 driver was suitably muted after the session. The 914 was riveted back together and went on to edge out a win in the Sunday feature over Patrick Ferrier's 911, with Mike Steplock's 911 (above) right on his heels."

"I had the joy of leading Peter V (right) around the track in his Vee with one of my Bugeyes. True to form, he drafted behind me until the last lap then slingshotted around me in one of the last corners. Classic FV stuff – the "\$%#@&*! Other than that it was a great weekend!"



Ted Michalos.



"Numbers were down for VARAC this year – we had 12 on the VH grid and 13 on G70+. No major on track incidents, very clean racing. I would be remiss if I didn't mention the return of the freshly repaired/repainted Volvo 142 of Peter Lambrinos – very nice! A hearty "thanks" to Doug Kurtin for putting on a fish fry Saturday night, excellent food, excellent company, and we didn't have to do the dishes!"



Above: 95 John Kinnear
and Claude Gagne 61

Many thanks to Diane Dale for the photos!



Above: Claude Houde's Unipower

"I enjoy Calabogie very much," says John Kinnear, "part of it is trying to remember all of the 20 or so corners. Much of it looks the same, but just beyond that blind rise is a

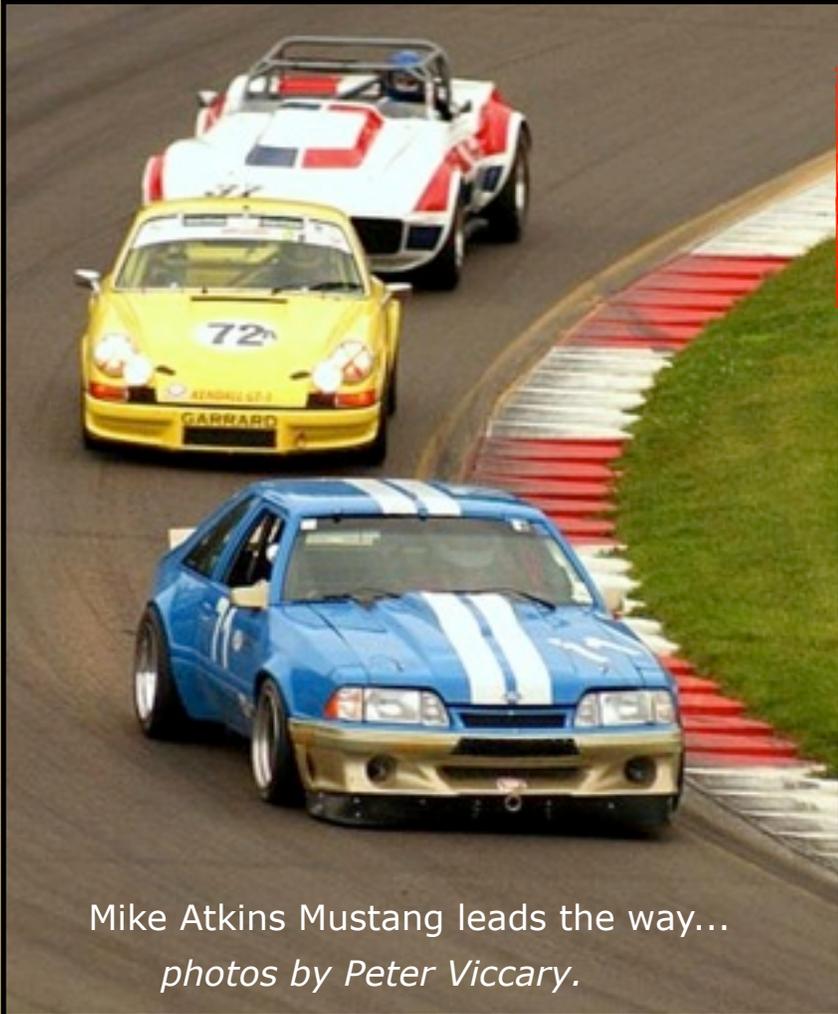


different corner then before. Keeps you on your toes! I had some good racing with Ted Michalos and Peter Viccary (above) as well as Jeff Clark and Randy Samson. In the final on Sunday, Randy, Jeff and I spent the whole race in close proximity, with me bringing up the rear. During a slight bobble at 'Temptation' I was able to sneak around the outside and pass Jeff and get beside Randy for a while, but he was able to pull back the lead. Jeff made a great effort to get back past but I was able to hold him off the rest of the way to the flag. At the finish, the organizers provided cold bottles of water, which was much appreciated by all! Also appreciated were the bottles of wine from a local winery that went to first place finishers." *John Kinnear.*

Watkins Glen

Gary Allen reports:

"Got down to the track Wed PM only to discover no helmet etc in the Jeep! Started to go back but halfway down the hill remembered Keith Jewell was coming down with his B Thursday and has a key to my house because of his company Jewell Home Improvements upgrading at my new place. Being the good guy that he is, he



Mike Atkins Mustang leads the way...
photos by Peter Viccary.

agreed to drive to Brooklin from Stoney Creek to pick up the gear bag- and then drove all night to deliver it at 9 the next morning!! This is the same good guy who drove to Colorado in winter to pick up a tub for the 42 MGB after the big off at Grattan!! Many thanks are due!!

Our cars ran in two groups, Collier Cup Group B and Group 3 but we were mainly interested in the all MG Collier Cup. In quali 1 Richard Navin qualified 1st with Allen 4th, Eagleson 9th, Lightfoot 13th, Davies 17th, Cooper 21st, Holody 31st, and Baggio 48th of 54 cars. In second quali, Navin kept the pole while Eagleson improved to 6th, Allen slipped to 7th, Cooper moved to 18th, Davies slipped to 26th, Holody moved up to 29th, Dave Good ran 38th, Lightfoot (with a mechanical) slid to 44th, and Baggio held station.

Grid was set by best time, so Richard Navin, after a late night strategy session, led the then 19 car field away -but that was all she wrote as the venerable 246 MGB suffered a loss of drive due to a diff failure., In the result,, Allen was 5th overall, 3rd in class, Eagleson 8th and second in his class, Cooper 11th and 6th in class, Lightfoot 15th and 8th after a superb drive with only 1st and 4th gears! Holody was 24th and 9th in

class, Good 31st, winning his class, Lino was 37th and 14th in class and unfortunate DNF's for Richard and Davies. Our MG Vintage Racers group put on great hospitality each day and the weather mostly held up-so a fun time for all, there was a great car show, wonderful surroundings and don't miss the Chinese restaurant!!" Cheers, Gary Allen.



What are S.O.B. Racers?

Tough bunch of MGB dudes from Canada including Phil Cooper, left, Richard Navin, middle, Joe Lightfoot, right.

Gord Ballantine, left, Richard Navin, centre Del Bruce, right..



Below: Doug Kurtin watches his mirrors as a Cobra outbrakes hisself...



Notes from Watkins Glen

By Richard Navin

We made our annual September trip to Watkins Glen, important this year as MG was the Feature, and coupled with the Collier Cup it was going to be a big deal for MG racers. And it was a big deal as they announced an entry list of 96 MG cars to be split into 2 groups of fast and faster cars.

Paddocked in a row of Canadian MGB's was myself, Joe Lightfoot, Bob Eagleson, Gary Allen, and Keith Jewell. Across the way was the MGA's of David Holmes, Line Baggio, Dave Good and Jim Holody. Nearby was Walter Davies, Frank Mount, Phil Cooper (sorry if I forgot anybody) so VARAC was well represented. Also in the paddock was Dave Morgan, Larry Coste, Del Bruce, Andrew Atkins, Phil Lamont, Ivan Samila and I am sure many other Canadians.

The primary focus for me was the MG Feature on Sunday, but I also competed in the Group 3 races as well. Qualifying for Group 3 went well, finishing fastest MGB and fastest in class. The Saturday Group 3 race was busy, and basically uneventful once the grid started to space out, and did finished first in Group 3D. Bob Eagleson was quickly moving up the grid and I think was the fastest MGBGT all weekend, Gary Allen was going well, Keith had a valve issue, and Joe developed a transmission problem leaving him without 2nd and 3rd gear.

We had 2 qualifying sessions for the MG Feature, one on Friday and one on Saturday. The track was crowded with 52 cars but on Friday, amazingly I qualified P1, somehow getting a clean lap. That put a lot of pressure on me to maintain this on Saturday's second qualifying session, but the car was going well and managed to be fastest again in Session 2, so it confirmed my pole position for Sunday's MG Feature Race. A VARAC car on pole! It was an amazing experience on Sunday to lead the field of 52 cars to the start. Sadly, it did not last long as I broke a rear axle right at the start, and pulled in on lap one. In 12 years of racing, this is the first axle I have broken, and what a bad time for this to happen. Nevertheless, it was a fantastic weekend of great racing and great camaraderie all enjoyed under outstanding fall weather.

Richard Navin

Fun at Watkins Glen...



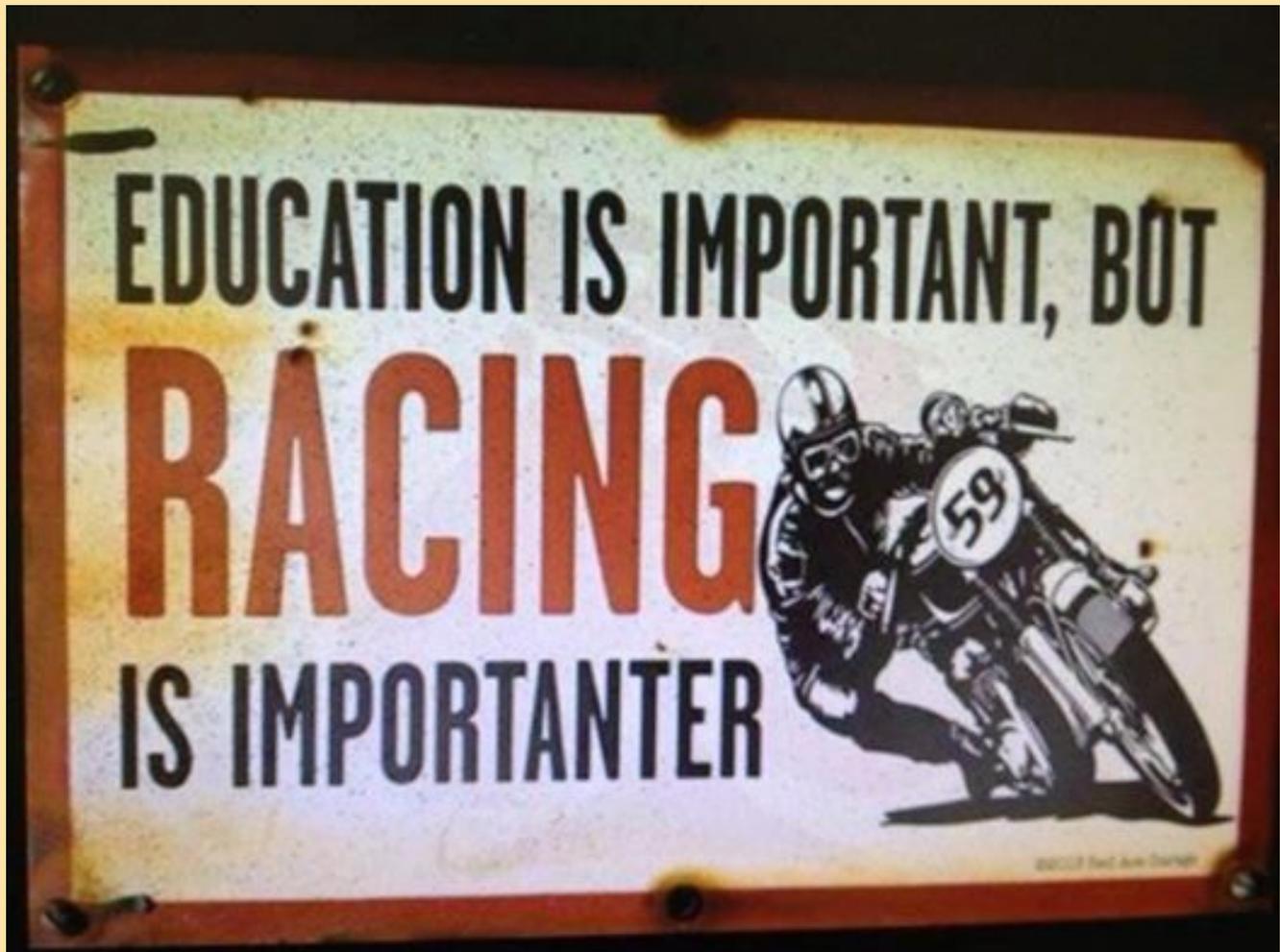
Top: David Holmes,
Right: Joe Lightfoot.
Below: Keith Jewell
and Dave Good.



Photos by Peter Viccary



A VARAC group photo from Lime Rock Historics. Alain Raymond says "We could not get all the cars since some of them were "non operational". " From left to right: Alain Raymond (Fiat Abarth 1000TC) Doug Elcomb (Dreossi Special) Yvon Lepinay Gilles Nadeau (Porsche 911) Frank Mount (MG TB) Terry Watson (Jaguar E-Type) Richard and Reagan Odgers (Morgan) Phil Cooper (MGB) Phil Lamont (Lotus 18) Missing are Dorien Berteletti and Jack Boxstrom.





It's Go
Time at
B.E.M.C.

The weather was a bit mixed but 15 V/H and 22 Group 70+ cars showed up for the Indian Summer Trophy...



Photos by Diane Dale



Photos by Diane Dale



1: Christopher Creighton gets all concentraty before the race...2. "Now Ed, don't do anything foolish..."

3: Mark Brown's 1969 Lotus Seven S3. 4: ...Um...no idea!



Above: Dave Margolese. Below: David Holmes



Photos by Diane Dale



Photo by Robert Searle

Fall Classic at Mt-Tremblant



The fall colours were on full display at Mt-Tremblant and despite the date clashing with Celebration at Mosport, a great field of almost 30 vintage historic cars showed up to the Fall Classic, with Terry Watson winning both Sunday races in his 1958 Devin Special. At left is Joe Cannella's 1968 Alfa Romeo GTV.

Le Circuit Mt. Tremblant

Fall Classic



By Cam McRae

A recipe for disaster? Two vintage races on the same weekend drawing competitors from the same pool. The naysayers, yours truly included, said it was dumb, unthinking. Darn, it's nice to be proven wrong! (*BTW, it was not VARAC's scheduling decision! Editor.*) There were over 30 V/H cars at CTMP and over 30 at Le Circuit. A fine and portentous comment on the state of Canadian vintage racing - and an equally fine and portentous omen for the future.

I was committed to Tremblant for a couple of reasons. I really wanted to be part of the 50th year, as I had at Mosport. Fifty years is a long time... Plus, the Fall Classic is a family tradition for the McRaes. Our son and his wife spend the weekend with us. We all enjoy the racing. We eat at fabulous restaurants. We picnic beside Lac Moore.

And, man, did the weather ever cooperate this year. Golden sun all weekend firing up the magnificent fall colours covering the mountains. Last year it rained, and rained, and then it rained.

The Tremblant management has really ramped up the organization. Drivers' meetings were split into classes, held at a reasonable time in the morning and very well presented in both French and English. They even took attendance and followed up with the absentees! I also noted a bump up in the quality of the marshalling and safety. Really good blue flagging and the medical truck was fast! Michel Thirion missed a shift and spun off, right in front of me, hard into the tires, 'way off down at the far end of the track. By the time I got around to him again, the medics were there, they had him out and were walking him around. (no harm done).

My weekend almost fulfilled the disaster prediction, but it had nothing to do with racing - just getting there. Our tow vehicle developed a driveline vibration just before we were going to leave. Luckily, the service manager at Kingston Hyundai is a great guy - lent us the dealership's Entourage shuttle van, emblazoned with all the logos etc. It towed like a champ. Lots of room, 3500 lb rating, long wheelbase and it did get us there. As Woody Allen sez " Seventy-five per cent of life is showing up"

The Abarth, after all the years of effort is finally coming into its own. With 90 hp and 8,500hp on tap, I'm now fast enough to note a lot of handling deficiencies, all fixable. And, I'm overdriving the replica Dunlops. Time for some modern tires (Still legal, Joe)

Nonetheless I had a blast. I always do. Sometime soon, Alfisto Joe Canella will be posting a video of an Abarth sandwich. It was late in the race and I was storming along with the Alfa in hot pursuit, about to lap me. In my mirrors I could see a couple of orange Mustang fastbacks engaged in a furious dice. As they caught up to the Abarth, it could have gone one of three ways.

Mustang "A" could have gone by on the left with Mustang "B" tucked in behind.

Or, "B" could have taken the right side forcing "A" in behind. Instead,

they went by on either side, right on my door

handles. Jaheez, was it loud! Another racing memory, another story to tell.



I ordered those new tires this morning! Cam McRae

CASC Celebration!



The last race of the year at Mosport was graced by perfect weather and a big field of V/H and Group 70+ cars.



Photos by Richard Coburn

More from Celebration!

Right: Sometimes the trophies come with a few scars...."I got punted going into turn five on the first lap" says Doug Kurtin, "No problem!"



Patrick Ferrier, left, Doug Kurtin, middle, Richard Piper, right.

Move Motorsports Management (Canadian formula car series promoters) and Douglas Kurtin, President of CPS Flooring and founder of the Heather's Heros initiative jointly announced a partnership with the popular Toyo Tires F1600 Championship.

About "Heather's Hero's" by Douglas Kurtin:

Heather's Hero's was created after my wife was diagnosed with cancer 6 years ago; she fought a valiant battle and thankfully is in remission. We felt strongly it was time for us to give back and support the Princess Margaret Hospital. During our first 2 years we participated in the Road Hockey to Conquer Cancer and raised just under \$90,000. In 2014 we participated in the Ride To Conquer Cancer in support of Princess Margaret Hospital and raised just over \$47,000. We will again be participating in the Ride to Conquer Cancer and hope to raise \$50,000 in 2015. Anyone wishing to donate can go to www.conquercancer.ca and donate to Dougie Kurtin.



Photos by Richard Coburn

John Greenwood (above) said "It was a greet dee fer motor racing!"
Below: Bob Eagleson wheels his 1967 MBB-GT down the back straight.



Micetricide at Mosport! No Celebration for these little guys....

By Richard Poxon

"I started the Ginetta G4 for the first time on Saturday to go up to the practice session at Celebration - no problem, and once the motor had warmed up I chugged up to the mock grid (peaky cam chugs below 4,300 rpm). Once there I blipped the throttle but the engine revs started to scream so I turned the ignition off. Tried this a few times but each time the throttle remained open. Took off all the belts, gloves, helmet etc and opened the hood expecting to immediately see the problem but the throttle cable and linkages all seemed to be working correctly. At that moment, the ever helpful John Dodd, came to see if he could help he couldn't see what the problem was but after a few minutes turned up a clue - a dead mouse lying on top of one of the carb socks. We pushed the car back down to the paddock and took off the fibreglass box that protects the socks from the rubbish underneath the wheel arch. As you can see from the photo we discovered the rest of the mouse family and all their household possessions. That in itself wouldn't have been a major problem but they had eaten through one of the four socks (twin 40DCOE carbs) and a lot of

their stuff had been ingested into the throttle body and that had prevented the carbs from closing. A bent coat hanger was used to pull out all the material from behind the butterfly and that solved the problem. This will be one more item on the pre-race checklist!"



Dick Poxon

CASC Celebration!



A note from the editor:

For me it was the last race of the season, John Walker's photo above* portrays it perfectly. The beautiful fall colours, the weather, the fun of it all, a great race with Craig Pick's Kiki. What a way to end the season. Well, for most of us. Jake Kinsman had a bit of a rough ride, but he assures me "Scrapes and bruises only. Started looking for parts and materials to rebuild the chassis this week. Also working on my '65 Mini Marcos Mk1. I'll be back next season one way or another!" Good news.

This is a good opportunity for me to thank all the nice folks who contribute to Pit Signals, I really appreciate it! Keep those stories coming! And I can always count on several photographers, professional and otherwise, thanks so much. I rely on you all to keep members informed about who raced where. Thanks again! Jeremy.

*Check out John Walker's great photos at: (www.oneword.ca)