



PIT SIGNALS



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



VRG at The Glen...



Loretta



Tim Sanderson



All In The Family...



Highlights of The Year!

Thanks, VARAC!



"The worker breakfast for the Celebration of Motorsport weekend was generously sponsored by an anonymous VARAC member this year. The breakfast tickets are distributed to the marshals, grid marshals, pit officials, starters, scrutineers, and registration staff, as well as the volunteers who work behind the scenes at regional events - timing and scoring, clerks, stewards, and the rescue and track workers. It takes about 150 volunteers to run a regional race weekend successfully, and one of the higher costs of operating a race weekend is meals for all our volunteers. On behalf of the volunteers who gave their time for our Celebration weekend, on behalf of CASC, and for myself, I would like to say "thank you" to VARAC for supporting us, it is greatly appreciated."

Deb Johnston.



VRG at “The Glen”



Storm Field, 1972 MGB GT V8

Photo by Nial McCabe

Vytas Svedas reports:

“We arrived at Watkins Glen on Thursday night for the VRG event and parked the trailer. We unloaded the car Friday morning and proceeded to Tech and Registration, which were both a breeze. The staff at Tech and Registration were extremely friendly, giving only suggestions and positive comments. My Dad and I had decided to share the car this weekend, alternating turns, as we both knew that there would be plenty of track time. I was thrilled to drive his car, since I hadn't driven the car in a long while. My Dad improved every session, perfecting his line and getting plenty of seat time.” (cont'd)



Vytas Svedas Alfa GTV

Photo by Nial McCabe

“All of the groups ran like clockwork. The racing was so relaxed this weekend that between races, we had plenty of time to chat with fellow vintage racers. We wandered through the pits, not fearing at anytime that we were going to miss our next session. The time went slowly, which was really nice for once and allowed us to enjoy the entire race weekend, both as racers and spectators.

We had a fairly large grid of around 30 cars, and with many of them running similar laps times, this made for some exciting racing. Some fellow VARAC racers that made it out were: Ed Luce, (photo below) Doug Elcomb, (see next page) and John Coey. Highlights of my weekend included the Saturday Afternoon race with plenty of passing and re-passing, all very close and clean fun, and then, in the Enduro, posting my fastest lap time of the weekend 2:24.9. The lap time doesn't seem stellar, but given that we were running a stock motor, it was. A great weekend overall, likely be back next year!...” *Vytas Svedas*



Photo by Bill Stoler.

www.billstoler.com

“The VRG folks put on a nice event,” says Ed Luce, “plenty of track time over the three days, plus I acted as a volunteer fire-man during the Enduro, there's an actual re-fueling stop! It was nice to see the ex-Stefan Wiesen Elva still in action, by the way.

Group 4 was FFord and Club Ford cars (with an occasional F2000 just to keep everyone on their toes). I did get stuck behind a trio of Club Fords that were slower overall, but of course capable of being quite a bit faster when they felt like it (i.e. every time I got in front of one of them). What does that blue flag mean again guys?

If Watkins Glen is on your 'bucket list' (and it probably should be), this event surely deserves consideration! *Ed Luce.*

Doug Elcomb reports from VRG "The Glen" 2014



Photos by Bill Stoler. www.billstoler.com

"I had a good final weekend at Watkins Glen with crew Dave Johnston. A bit of a thrash getting the car ready due to work commitments. Straightened the nose on Monday night (last Lime Rock damage to fix). Did alignment on Tuesday night, then entered the event after knowing the car was pretty ready. Got a room at the Seneca Lodge due to a cancellation. They put me in Group 4 with a single Sport2000 and a bunch of FFs, both Historic and Club Ford. In the first practice session on Friday, I found the throttle cable was sticking. We pulled out the inner cable and blew out the casing. Got rusty water out of it. Evidently I need to figure how to keep the water out of the cable. Dripped oil into the casing and blew it through. Much better! Changed one of the return springs to a stronger one as well. No problems with the cable after that.

Friday was partly cloudy with a morning temp of 4C, high of about 16C. In the afternoon qualifying race, I got stuck behind a FF (Richard Morris that I met at Lime Rock last year) that was LIFTING in the Esses. Almost nudged him a couple of times as I am usually flat through there. He pulled in after the penultimate lap due to overheating, so I put my head down and pushed for the last lap. His best (at that point) was 2:29, I put in a 2:25 with a clear track. (This was the first chequered flag I have seen all year!)

It was cloudy all day Saturday so it started at 8C and only got up to about 10C. More windy so it felt colder than that. Two races on tap. In the first, I was gridded on the inside, so I was able to block Richard just enough to stay ahead through corner 1. Followed Frank Newton up the Esses saying 'please don't blow your engine' over and

over as Frank's engine was sounding really bad but I didn't want to lift. He pulled over and I kept my momentum. That gave me the jump I needed to keep ahead of Richard. The only vulnerable part of track was coming out of the Toe of the Boot. The exit is all up-hill and the FFs torque kills me there. So I chased a Club Ford (Arnie Levine) for the rest of the race. Good to concentrate without worrying about being too close.

Warmer for the afternoon race. I was on the outside of Arnie this time. Drifted over a bit to make sure Richard could not come up the inside at the start. Arnie and I got away clean, but he pulled a good lead on the first lap. I started to catch up and set my best time on lap 4 (2:23.69) getting right behind him by start/finish. He messed up the exit of the Bus Stop, so I got by going into the Boot. He thought about attacking after the Toe a couple of times, but did not. He said it would have been a low percentage move. Good thinking. Complemented my car control since he got to watch all my slides.

Clear overnight so had to scrape the truck windows. Just at 0C at the track at 8am and we were 2nd group up at 9am. So still really cold, but sunny. Arnie was slow off the start. I think he was tentative and lost confidence with the cold track. Never saw him after that. Got jumped by a Lotus 51B at the start (Michael Moore). He had been getting faster and faster all weekend and he said that he knew he had to get me at the start. Jim Van Deurzen (Merlyn 17) was also in the mix fairly close behind me. I reeled in Michael by lap 4, but caught him in the Esses and had to lift. That allowed Jim to get me coming out of the Toe. Now chasing Jim. On the last lap, Jim bobbed coming out of the Toe (missed 2nd gear and had to go to 3rd) so we went side-by-side through the Heel. He had a better drive out, but went wide at corner 9 (again could not get 2nd gear) so I got by and held it to the finish. It also turned out that he had lost rear brakes so was not stopping well. Good race all round.

Decided to skip the Enduro and All-Comers race as things were going well and did not want to push it in a mixed grid. Good ending for the season.



Ed Luce did his good deed for the day on Saturday by donating a water pump gasket to get Leo Basile's Cooper T75 Formula 3 'Screamer' running. Lovely sound of a 10,000 rpm 1 litre Cosworth. In his restoration blog, Leo described the Cosworth crankshaft as 'polished by the tongues of angels'. Hard to put something so beautiful back in the engine!

Doug Elcomb

Photos by Bill Stoler.

More photos at www.billstoler.com



VRG at The Glen was well run with a variety of cars and classes. If you have never been to Watkins Glen you really owe it to yourself to make the trip! Plenty to do on and off the track which was a big bonus with my family. As a motorsports fan the history is everywhere throughout the town!
Cheers, John Coey.

Thanks Ted!



Another nice gesture at Celebration....as you see above Ted Michalos gave all of the volunteers working the weekend a \$25 Esso gas card. About 175 or so were handed out, about the same as last year. Thank you, Ted, on behalf of the great people who make it possible for all of us to race. A generous gift to some very important people.

Photos courtesy of Richard Coburn, www.coburnpix.com

Introducing Mark Brown and Loretta (his Lotus Seven S3)

My father raced at all of the usual tracks in the UK, in his road cars including an Austin Healey 100/4 BN2 in the 1950's. He enjoyed working on the cars himself; driving them to the track, taking out the picnic lunch



Dad racing his Healey, Silverstone, 1958.

and mum's passenger seat, putting on the aero screen and racing the wheels off them before heading home, with a smile from ear to ear. Dad said racing became a contact sport once his fellow racers could afford to trailer the cars to the track, because they did not have to preserve them for the drive home!

Once he hung up his helmet (compressed cork and leather!)

dad continued his passion for motorsport as a volunteer track marshal and steward with the BRSCC. Needless to say, I tagged along, starting out in the timekeepers box while I was too young to be out on the track, then graduating to a flag/track marshal, doing crazy stuff that would probably not be allowed these days,. Like jumping over the Armco barrier with a bucket of cement and a yard broom to clean up oil after the last car in the pack went by, and jumping back over the Armco to safety before the leader came around again. And that was a tall order at Mallory Park, where lap times were sub 50 seconds!

When I started work and had some cash we started looking for a race car and eventually settled on the Lotus Seven, because shoe-horning myself into an Elan or Europa seemed impossible. It had to be a Lotus, because all my childhood heroes raced Lotus. We undertook a frame up restoration and race preparation at weekends and during holidays. I began my racing career with the 750 motor club, in their road going sports car series.

A few years later the Lotus Sevens (of which there were 25 racing at the time) were transferred to a new Lotus Seven racing series, run by the Historic Sports Car Club, the series still runs to this day.

The HSCC banned the use of Lotus Twin Cam motors, which most of us were running with 750 MC, and required that we all revert to the engine the car came out of the factory with. They allowed twin carburettors but enforced a maximum choke size of 30mm and maximum jetting for each engine type. My car came out of the factory, Yellow and Aluminum with a Cosworth Holbay 1600 cross flow, so we rebuilt the original motor, which we had stored in the back of the workshop, and the same motor is still running to this day.

I had modest success but a whole lot of fun in this series, running at all the classic British race tracks; Silverstone, Brands Hatch, Thruxton, Oulton Park, Mallory Park, Snetterton (the old Lotus test track) and my favourite, because I notched my first race win there, Cadwell Park, (an old motorcycle race track, ideally suited to the Seven).

We emigrated to BC in 1999 and have thoroughly enjoyed racing at Mission, Seattle (SIR) and Portland (PIR) Oregon ever since. Mission is a technical, sprinty track, but the concrete walls freak me out a bit, having grown up with expansive run off areas, tire walls and earth banks, in old Blighty.

Having eventually secured long-term work and a wife (Sara, June 21st 2014) in Ontario this summer, I trailered Loretta to taste the fruits of the legendary tracks "back east". So far I have only managed to take in Mosport (what an awesome track) but if this is anything to go by I am looking forward to racing here for many years to come. 2014 is our 25th year anniversary of racing together and



Turn one at Seattle International Raceway circa 2005



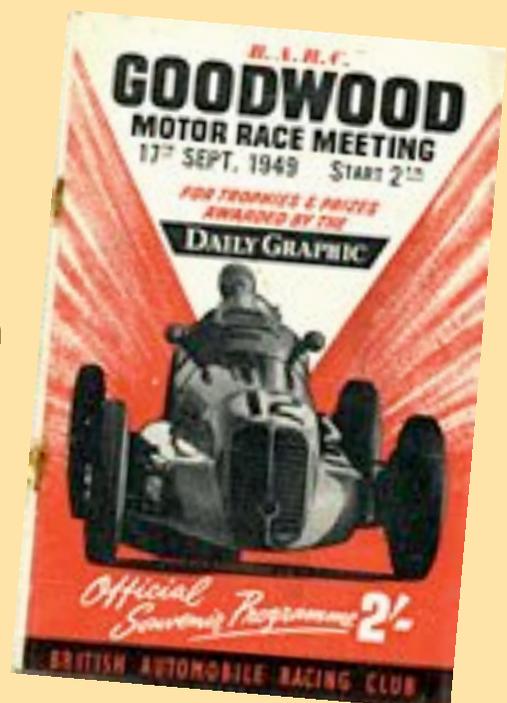
At Mission, BC 2006 leading a Dino and Tiger

"Loretta has been good to me during that time, forgiving me when I miss my braking point and go in too hot, and getting me out of several sideways moments when I forget the tyres are cold or simply all worn out.

The three constants in amateur racing that are always there, wherever in the world you race, seem to be the amazing track volunteers, who tirelessly give up their weekends so we can race, the friendly camaraderie between racers, and yes, track food tastes even better when there is a hint of Castrol R in the air.

Thank you all for the warm welcome to VARAC, CASC-ON and see you all in the spring! We (Loretta and me) hope next year to venture further afield and learn some more of the classic race tracks you have on your doorstep. And a final thank you to Sara, my wife, for putting up with my passion for racing and looking after the farm while I am away, and yes, I am going to finish building the Jensen Healey for you this winter, now that I have built the workshop!"

Cheers, Mark Brown. #74 Lotus Seven S3



Highlights of the Year!

Chris Rupnik. "The 2014 racing season was the first complete one for my Fiat #418 after its rebuild. Some teething problems at Spring Classic at Tremblant led to a absolutely flawless remainder of season. The car went the entire CHGP - including the Enduro, at full speed and with no issues, and after more improvements finished the Summer Classic with a personal best for the car. I certainly enjoyed not only the driving - but also the camaraderie of the members.

I am especially looking forward to unveiling the infamous "Project X" in 2015 to all curious members!"

<https://www.youtube.com/watch?v=frs2NQKN4Es>

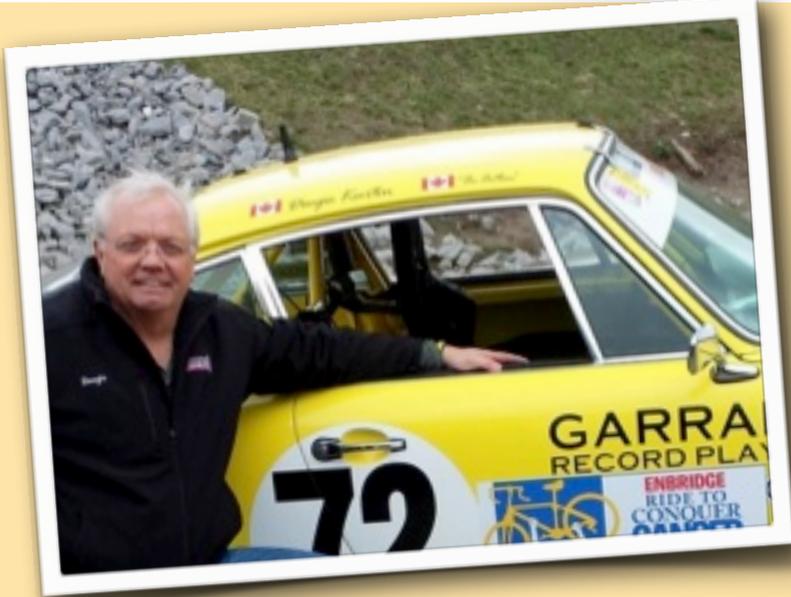
Jon Brett: "Sometimes you have an off year. 2014 was one for me. First event was Indianapolis with SVRA in the 1999 T/A Corvette #88, broke a spindle early in the second session. Parked it and partied, what an event. Attended VARAC Canadian Historic Grand Prix the very next week with the 1980 T/A Corvette, hit the wall coming out of 10, overheated the tires. Parked it. Then went to medical and then sent to the hospital for an eye injury. No party that weekend. Third event at Waterford in the Motorola Cup Firebird, clutch was toast, parked it and partied. Great fun. Final event Watkins Glen #88 Corvette, clutch toasted second to last session, parked it and partied. So more beers were consumed than laps completed this year. Hmmm, maybe not so bad after all!"



Left to right: Andre (#515 Fiat) Rousseau - Australian Guest Peter Mohacsi, Chris (#418 Fiat) Rupnik, Robert (#172 BMW) Searle



Jon and The Gang at Indy....

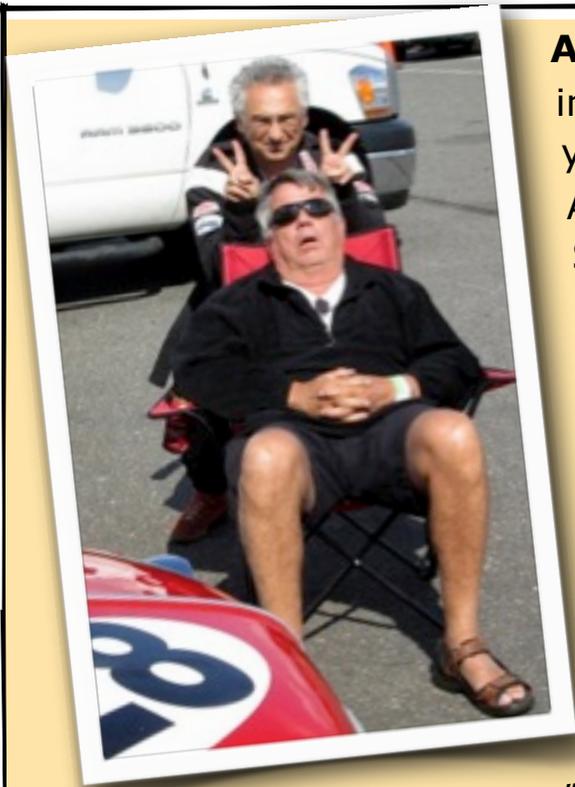


Doug Kurtin: "My highpoint of the season was at Celebration. On the Sunday I broke out on three different occasions. Man, it felt great to push and push to get there. Three years ago, when I started racing in VARAC, I was overjoyed when I broke 1:45 in V/H. Then last year when I broke 1:40 I thought I was in heaven...this year, doing 1:34s, well, words

cannot describe how I feel! It is also truly amazing that when someone has a mechanical problem our great VARAC members will do anything to help get you back on track to compete. I look forward to many more years of racing with VARAC."



Gary Allen: "Two highlights actually, one was the CHGP and a first in the MG Triumph Challenge. The additional highlight was a visit from Tony Simms in the paddock, who admired the handiwork of John Dodd on the 42 car and then asked whether I was going to the dinner and pointedly suggested I do so. Retrieving a ticket from one of Keith Jewell's numerous "crew" members, I was delighted to be handed the Tony Simms Award during the dinner. I had watched Tony in his B during my early racing and spectating days so was particularly pleased to get the award, although Van Worsdale barely let me touch the real one—at least the keeper requires less dusting!!"



Alain with Yvon "Mr. Plumber"
Lepinay, loyal Pit Crew member.

Alain Raymond: "It all started at Tremblant in 2002 at the Fall Classic. Pretty nervous, as you can image. First race in my 1968 Fiat Abarth 1000TC, first time on the track. Second lap : the meat-ball flag! Oh no, have I blown something? "Le *hood* est ouvert!" screams the marshall over the engine noise. I immediately thought of the *front* hood, held by rubber catches.

"Non, c'est le *hood* à l'arrière!"

"*Mais il est supposé être ouvert, c'est une Abarth!*"

" Oh! OK, sorry!"

Twelve full seasons later, *le hood* is still open and *le engine* just recently refreshed following four reliable

seasons. Then, catastrophe strikes: three blown head gaskets in succession, starting at Thompson (CT) and ending at Légendes, at Tremblant. I will spare you the details, only to say that all's well now with a *corsa* head gasket and *competizione* head bolts direct from Italy. Cost? Don't ask! Lime Rock Historics, with its North American Abarth Gathering, was a delight and my two Abarths (yes, I own a genuine 1968 595SS) were honored by leading the 250-car 20-mile parade in the countryside on Thursday afternoon. The races went well, and a couple of weeks later, my 50 year-old 1000TC repeated its satisfying performance at the New Jersey Motorsport Park, in Millville.

Speaking of performance, I am happy to report total satisfaction with my 2012 Dodge Grand Caravan. What a pleasant surprise : tons of room, below 12L/100 km with 3 people, all tools and race car in tow!"





Richard Navin: "This year I had a reduced race schedule as outside projects had to take priority in 2014. Regardless there were many highlights. As always, the VARAC CHGP was an amazing weekend, this year more so as the MG/Triumph Challenge was the feature. We had a great turnout of cars, and despite a double yellow for most of the feature, the weekend was still a success. MG was also the feature at this years US Vintage Grand Prix, another fantastic weekend, highlighted by 246 being on pole for the feature race. Unfortunately the rear

axle broke during the race, but the experience of being up front in that level of competition will remain with me for a long time. Looking forward to 2015 where my normal race calendar will resume!"

Nick Pratt: One highlight was when I had a very satisfying weekend at Waterford Hills, winning my class and enjoying the experience of doing a lap with the checkered. The Sunday feature was marred a bit by a cheeky Porsche 356 that forced me off the track in Turn 1 at the start but it was fun working my way back up the pack. The most positive aspect of the event for me was shaving 1.1 seconds off my best lap time in the eight years I've raced at Waterford in the "modern" era.



Doug Switzer: "My 2014 high point was the Celebration weekend, marking my return to VARAC racing after almost a year and a half of financial challenges, my daughter's wedding and my cancer scare. We had a good turnout with 30 cars on the V/H grid and at the end of the weekend I had managed 19th — respectably mid-pack. At least that's what I tell everyone! In fact, there were 19 cars running at the end, so I was actually last! We had a five car group running together that made for some fun dicing between the MG's of Dino Micacchi, Dave Good, and John Kinnear along



Doug Switzer and Peter Viccary...
....Gimme that trophy!

with the two FV's. In the end, fellow FV aficionado Pete Viccary won our class and the hardware. I didn't break any personal records, but I finished intact and shiny! Actually, my car ran so well I didn't have the engine cover off all weekend! It's good to be back!"

Peter Viccary: "I attended five events this season, four at Mosport, and Calabogie. I experienced the full spectrum of emotions at these races. The low came September 13, Indian Summer Trophy, Saturday qualifying, heavy rain. Just as I was entering turn 9, I spun on the wet track and slid into to the outside wall. Not that hard, no personal damage, but enough to my Kelly Formula Vee that it wouldn't be a quick fix. Dumb ass, should have stayed in the paddock! I really wanted to race at Celebration, especially with all the chatter and hype about a 30+ car field. I have a second vintage Vee, an Altona, which I hadn't looked at for about 15 months and was safely tucked away in my Daughter's garage. She was on vacation in Italy and wouldn't be back until late Wednesday, three days before the race. I picked up the car Thursday, "race prepped it", and took it to the track Friday. Recipe for success, right? Friday afternoon, I took it to tech for annual inspection, Mike Nilson pronounced it safe for the track. So far, so good. At least it started.

Saturday practice, I really didn't want to push the car and I started not to feel too well; perhaps a touch of flu. In Qualifying the car started to feel pretty good and I felt rotten. Still, I qualified not so badly, less than



Peter and son Shane...

1/2 second behind my arch rival Doug Switzer in his TS Vee. In the afternoon race I had to concentrate not to throw up in my helmet. That would have been fun...Doug was well ahead of me but I finished just behind Dave Good's MGA and nicely ahead of my other arch rival, Ted Micholas in his Sprite. Later my son Shane asked me what kind of times I turn in the Kelly. "My best is around a 1:55, I think." "Well", he replied, "you just did a 1:54 flat in that race." Hmm.

Saturday night my wife and I went to a Lighthouse concert (70's rock & roll) and I actually perked up a little.

Sunday morning I felt a full 75% healthy. It doesn't get much better than that. In the morning race I finished just behind John Kinnear and just ahead of Dino Micacchi (both in MGBs) and Doug Switzer. Even better, I got down to a 1:53.4. A precursor to the Trophy race.

In the afternoon race, Doug finished 19th out of 31 cars, not last out of 19 finishers. Likewise, I finished first in class, not 17th. Once the field sorted itself out, Doug and I became embroiled and a 5 car tussle with the MGA of David Holmes and the MGBs of the aforementioned Kinnear and Micacchi. It was great fun, each of us taking a turn at the front and the back of the line. David finally got away, I battled with Dino but slightly lost touch near the end as I move over in turn one to let two lapping cars go by. Doug and John were playing just behind us. An FV is pretty nimble through the turns but I have taken naps on the back straight at Mosport. The challenge is to be far enough ahead of a car coming out of 5B that he can't pass going into 8. As I flew up the back straight on the last lap, I looked in my mirrors to see what threat I could expect. Oh no, John is already ahead of Doug. Surely he doesn't have enough speed to catch me before 8. Stay to right, if he's going around, he's going to go the long way. Closer and closer. I can take 8 flat out. Damn, he's right beside me, maybe an inch ahead. But he can't take 8 flat out, and I scoot through 9 and ten ahead, in 17th place. I mean class winner, and a new personal best time of 1:52.7. Gimme that trophy! Monday morning I felt like crap again. It lasted a couple of days. But not Sunday. It's amazing what a little adrenalin can do for you..."

Joe Lightfoot: "A lot of friends have asked me how my race season went this year. My answer is always the same. "It has been the most incredible year...and the most awful year".

The first race of the year was unbelievable. On last years' half worn out Hoosiers, in cold, wet and windy conditions, I managed to be fastest in Practice and Qualifying, then led the race from flag to flag. I didn't even do too badly in the dry on Sunday...



Joe and Cheryl

Then we went to Summit Point, "the trip from hell". To make matters worse, in a three day weekend, that probably cost me \$1500, I got about 55 minutes of track time...

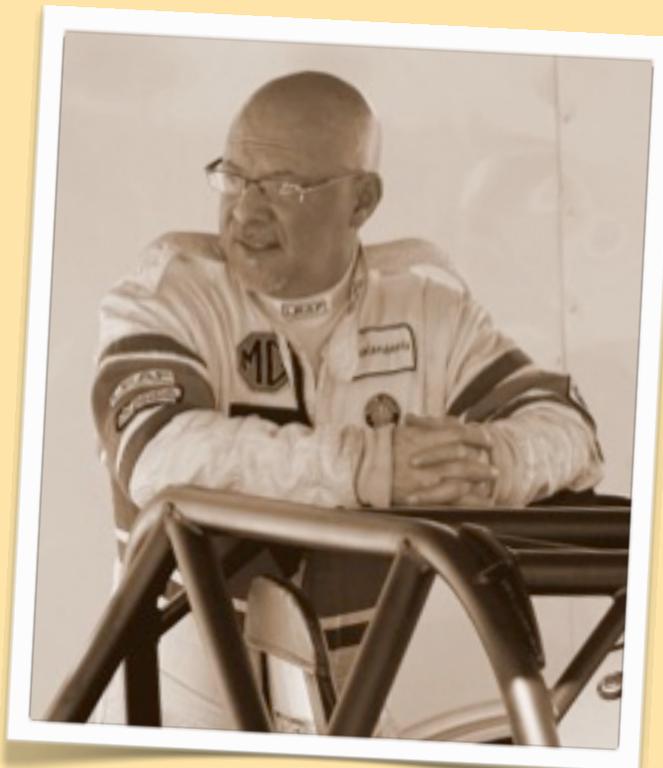
Then there was the CHGP. In the "MG-Triumph Challenge Race", I didn't win and I wasn't the fastest, but man, what a race. I still love to watch that video!

The next two races were Waterford Hills and Gratton. I was expecting to do really well, but at both race tracks I was slower than I have been in the past. How could this be, my car is way quicker. The only excuse I have is that the new setup on my car does not suit tight, twisty tracks. Let's face it, it couldn't possibly be the drivers fault...

At Watkins Glen I had so many issues with the car; brakes, tranny and differential all decided they'd had enough abuse, but I persevered and ended the weekend with a respectable finishing position with only 4th gear for Sunday's feature races.

This is the first year that I haven't done Celebration. The car was "running" but there wasn't any point in going to Mosport with only one gear. I did however really enjoy watching all my buddies in V/H and G70 having at it. It was a rare opportunity that was almost as good as being out there,**not!**

Dino Micacchi: "That was the year that was...well, for me it actually began in 2013 at Waterford. I blew my motor in my #33 Corvette in turn 3, doing two 360s, going off into the grass and making the local newspaper! But that meant for 2014 I had a choice: a new motor or a new roof for the house...I wisely chose the new roof. I had this '73 MGB anyway that would easily (and inexpensively) convert to a racer. With a set of wheels and a roll cage from Gary Allen all I had to do was strip the car, rewire it, lower it and put in a fuel cell. Off to the CHGP I went. On the Parade lap of the feature I stalled three times. Into the pits and the knocking in the engine turned out to be a spun bearing. Rebuilt the engine for Waterford Hills. It did not run right and shortly after that I spun a bearing again. Rebuild again in time for Celebration. (BTW the roof looks good). First session my lap time was 2:07! I was faster (1:53) in my old Sprite!! Third session I managed 1:54. Felt better but still slow. After the carnage in the Sunday morning race I questioned the sanity of taking a car in good shape out for the afternoon. But everyone knows racers are not sane...I talked with a few people and changed my line and braking points. That race was for me one of the best sessions I have ever had: 1:51.09! I was in a group with John Kinnear, Peter Viccary and Doug Switzer. All I can say is, wait 'til next year (the house needs nothing)!"



Highlight of the year-SPLAT-TACULAR!

Andrew Celovsky: "After toying around at the back of the F1600 grid for years, I concluded that my lack of pace was solely due to an older, uncompetitive car. After all, surely it couldn't be the driver? Although there are a couple of older cars that put in fabulous lap times, those cars don't fit my pre-conceived notion about the cause of my slow lap times, so I ignore those cars and drivers. In recent years, the F1600 grid has seen a resurgence, with the introduction of a modern Honda FI power plant as an option to the venerable Ford Kent unit. Couple this with the efforts of Jason Sharpe and Diane Dale (of VARAC fame) to promote the series, and with Toyo series sponsorship, we suddenly have grids of 30 cars. Then it gets even better, with brand new cars appearing (all running Honda power); Spectrums from Australia, Pipers from the US, and Mygales from France. Wow, what a fun place to have a second childhood; a grid of new cars, driven by mostly 20 year olds, and the occasional seasoned veteran...

As a quick primer, cars are grouped into two broad classes; A and B. Cars 1995 and newer are A class, while older cars are B-class. The B class cars tend to run Kent power, while the A class cars tend to run Honda power. There used to be a C-class to which my older Reynard belonged, but there were just not enough cars running to form a C-class, so suddenly my Reynard upgraded to a B-class car.

With this background, and with a set of fortunate circumstances, the 1982 Reynard was sold and a new-to-me 1997 Van Diemen appeared in my race stable. Coincidentally there was a sudden drop in my bank account at about the same time. Now the best Mosport lap time I have managed in the Reynard was 1:35, whereas the Van Diemen in the hands of a skilled driver such as the previous owner (Nigel Mortimer) had a best lap time of 1:28. Before the weekend, I bragged that there would be a 5 second difference with the new car, and after an unpromising start, this proved to be the true...

By Saturday morning, the wheels in my little head were spinning wildly, as I dreamed about a podium position in my debut in the new car, on the last race weekend of the series! Let's see if we can figure out exactly where my little plan went awry....

Since I have done thousands of laps at Mosport, there is no need to waste time with the Friday practice. Then, the track looked a bit ominous for Saturday morning's practice. A very grey day with a heavy mist in the air. One of those days where greyness blends from the pavement straight to the sky. No real heavy rain, but then again, not dry either. The Reynard was always quick in the rain, and I used to enjoy the wet track. Surely I'll do even better with the new car. You see where this is heading....

I bolt myself into the car, and I am a going to be a superstar in practice in the wet with a new car. Unfortunately, on the fourth practice lap I lose control in Corner 2 and spin the new car into the inside concrete wall.

Apparently the Van Diemen is not so forgiving in the wet. On the positive side, the Van Diemen offers superior driver protection to Reynard. Alas, I damaged both left side corners of the car; two wheels, two tires, along with control arms, push rods, uprights, wheel bearings and brake discs. By 10 AM on Saturday morning Bob's towing had my broken new car back in my paddock. Here's the funny thing about these cars, Britain West sells spare, shiny, new race bits for them, right at the track. How cool, but buying shiny race bits wasn't in



keeping with the financial plan after buying the car itself. Nevertheless, by Sunday morning, with the aid of my crew, we had what appeared to be fatal damage all sorted. Let's just say that replacing corners on F1600 cars may look straightforward, but it's a lot of work.



Vroom vroom, ready to race. Out for Sunday qualifying, but with more modest driver expectations. Let's just say, the lap times in my Fiat sedan are faster than the qualifying time I managed on Sunday morning. So, starting the race from the back on Sunday afternoon, Ted Michalos was kind enough to show me around the around the



Sunday morning, ready to race!

track in his B-class F1600. I was able to keep pace with Ted for most of the race, but I was still the slowest car on the track. And although I finished last, I did finish. Caterham ... I am your kind of driver!

I am already looking forward to next year and, having checked my ego on the concrete wall on Corner 2, I look forward to some "driver development". There is a huge difference between driving the older Reynard and the newer Van Diemen.

And, by the end of Sunday's race there was, indeed, a 5 second difference in lap times between my older Reynard and the newer Van Diemen. I was 5 seconds slower in the Van Diemen...

Until next year, Andrew Celovsky.

"My perspective of 2014"

By Mrs. Duck of the Ugly Duck Race team-Colleen Samila

It was the first race of the season, BEMC at Mosport in May – first time I would be unable to attend a race with Ivan... and the last if I could help it. Maybe fateful, it was cold and rainy, not a particularly nice weekend and a hard weekend with a good friend of Ivan's helping out. With that said, as great as friends are, wives are more persnickety and I would never have let him run out of gas!

Second event was the Canadian Historic Grand Prix in June – another fantastic event – the camaraderie with everyone is bar none, the social on Saturday was great, and the food was over the top, with different taste testing from everyone – an eclectic mix of good cuisine. The car show on Saturday was a ton of fun as I had brought my Nash Metropolitan (good support vehicle as the trunk can hold 4 race fuel cans) – and we almost had a divorce on the field as I brought the little black and white Met up to the hill, of course I was in a hurry to get back and help Ivan for the next race when a gentleman whom I had happened to park beside told me I couldn't leave my car in the dusty condition she was in! Well, this great guy proceeded to tell me the best products to clean my car, showing me by cleaning my car... I apologized to him and said I had to get back to my husband... well he was so cute, said for me not to worry he would clean up Cupcake (the name of my Met) and for me to get back to Ivan. Meanwhile his wife was infuriated at the fact he still had three of his own cars to clean! What a guy – Cupcake looked fantastic when I went up to get her at lunch for the Mosport track tour – not sure how all you guys go around that hairpin turn, I thought we may not make it with a Nash Met, not the greatest of turning radius'.

Next stop of the year was to Pittsburgh Vintage Grand Prix – what a learning lesson this trip was! First lesson – no more hotels, bought a generator as soon as we returned and I fell in love with Dave Good's

portable shower – I was also intrigued by the campers that fit on the truck beds, poor Ivan watching me spend the last few months looking at campers! Ah, Christmas is coming.

The Pittsburgh weekend was I have to say the best yet, from learning to park the trailer and truck in a small space in a downtown parking lot, meeting new friends from Colorado (and I thought we had a long drive), a brother and sister racing team who will now be lifelong friends – if Jeremy would give a few more pages, that story alone would take up half of Pit Signals. I also learned a hard lesson about tracks in the US and Canada – the wait to see whose Lotus had crashed on the track was a feeling I will never forget. I am sure some of the other wives/partners can attest to that feeling, but this weekend was my first. Rain, rain and more rain the whole weekend and it never dampened anyone's spirits. Truly a great weekend and such a thrill – a definite annual event to attend.

Then we moved onto Waterford Hills – last year was our first time with Joel and Kathy and what a weekend that was, so of course we had to come back. We were not disappointed. Again, a great weekend, fantastic people, food was outstanding – I said to Ivan, why am I BBQing when we can get a beer, hamburger and fries for \$5 that says it all. The volunteers, supporters & organizers are the best – needless to say the group of VARAC guys that show up make it a justifiable annual event.

On to Watkins Glen and the SVRA U.S. Vintage Grand Prix – we are up to five events at this point and I have to tell you I believe Ivan's Super 7 has stage fright. Ivan works on that darn car for days before a race and she runs like a charm the day before we have to travel. Needless to say, we go to put her in the trailer and she won't start! What the heck? Ultimately we have to get going, need to get the darn thing on the trailer – push her in, tie her down and off we go wondering all the way what the problem is. Travel down the highways and byways to New York, beautiful scenery, wonderful drive to arrive at the gates and they won't let us in – it was 5:35 – registration closed at 5pm, and they no longer allow you into the grounds until you are registered.

Well, I'd be darned if we were going to unpack EVERYTHING for one night in a campsite, so off to town for takeout pizza and beer – lawn chairs out and we waited until morning. Registered and found a great spot somewhere in a parking lot close, but at times not close enough to pit lane! Trouble shooting began – ah, she starts up and off Ivan goes first time ever on the track at Watkins Glen, I am so thrilled for him, he is so excited. Then I see a black flag with a red dot and it says 64 – Ivan's number, oh good god what has he done?!?! Turns out he spewed five gallons of race fuel; a line broke and thank goodness however many laps around the track, no fire! He sure has angels watching over him. Okay, fix the line, out for next practice – comes in after one lap, what the heck now? Similar sputtering and what not, broken spark plug (again, as this has happened on three previous occasions) I run all the way back to our trailer, run all the way back to pit lane (if anyone of you know me, I am not that physically fit) dying I hand him the wrench and new spark plug only to find out he needed the extended head for the wrench – GDI (acronym for how mad I was). In summary of this weekend, well it was a lot of money for very few laps, first race was cancelled due to rain, Sunday race was cut short due to an accident and run under yellow for 20 minutes (not much fun in that) and yet, Ivan did get to drive in the reenactment of the road race (a childhood dream)! See below.



Again, great people, great friends, fantastic weather, when it didn't rain, and we got to meet up with our new friends from Pittsburgh, who have officially coined Ivan's new nickname OLI, One Lap Ivan...

Then as most of you know that final race was Celebration of Motorsports – and we sure had a lot to celebrate! What a fantastic year, all in all we finished every weekend sunny side up, we learned something new with every race and we met some of the most fantastic people in motor racing. The wine and cheese held at Brian's trailer on the Saturday night was one of the best nights yet, casual yet it had flair, smiles on everyone and fun beyond fun. Concerning hors d'oeuvres – the requested recipe* is at the end of this for all who asked!

So thanks to everyone whom I have met over the year, thanks for the support and smiles, cups of tea and an ear when things didn't seem to be going well. Have a great winter and see you in the spring! *Colleen Samila.*

*Texas Sausage Balls

1 lb sharp cheddar cheese, grated
1 lb bulk hot sausage – out of the casings and fried (like ground beef)
½ tsp. garlic powder
1 egg
1 tbsp olive oil
1 tbsp water
2 cups Bisquick

Combine all ingredients and roll into balls

Bake in a preheated 350 degree oven for 20-30 minutes or until done

May be frozen on a cookie sheet and stored for use as needed.



Colleen also took this nice shot of Jamie Shelton at Celebration...



Tim Sanderson...

Tim Sanderson started racing with the Porsche Club, later joining VARAC, racing a Porsche 911SC Group 70 car. Interview by Gary Allen.

Gary: How did your racing career get started?

"I joined the Porsche Club of America in 1998. I bought my first 911 SC Euro 3.2L and drove it around on the street for a season and then took it to my first track event in the spring of 1999. Actually, I was not that impressed with the car up until that time, to be honest. The transmission was very stiff and the car was not that comfortable to drive. After doing my Driver Education I was signed off to go on to the big track at Mosport. The very first time I went around corner two, I remember saying to myself, "Aha, now I get what these cars are all about!"

Gary: So then you went to Porsche Club Racing?

"Yes, I did a lot of Driver Education, ran around chasing down people on the track, having lots of fun, and then I bought the 911SC that I use with VARAC. I bought it from a guy in Virginia, and it's been heavily modified over the years with Yarko Matkiwsky of Response Engineering. It's gone through two or three different iterations. It's served us well and we moved up from DE to PCA racing. We still have it. I bought another 996 along the way, which we sold when we got into the Cup cars.

Gary: Tell us about the 996 and the Cup car.

"The 996 was a road car that had been converted for racing, but it was

certainly faster than anything I had driven up until that time. We took the 996 all over the place, Daytona, Atlanta, Ohio, Watkins Glen. So we did the circuit with that car at PCA Club Racing, it was great, I learned a lot."

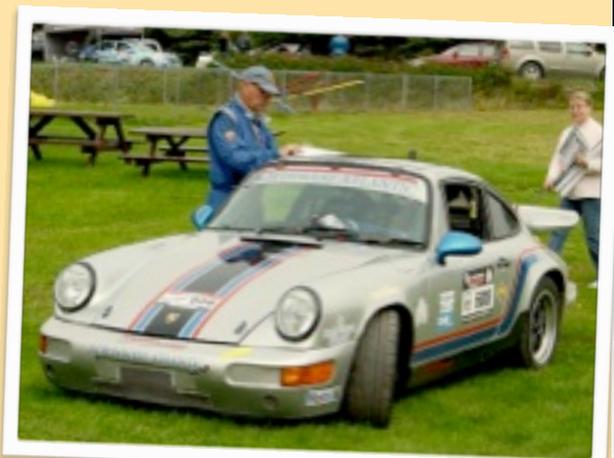
Gary: What difference do you find from driving the 996 to 997?

"Night and day! The 997 is a completely different animal. The first one we had was a 2008 version-1 997, so little slower, a little less horsepower, etc. I took it out to a DE event at the end of the season, two years ago and scared myself, because it really was so fast, compared to all the other cars on the track. It wasn't probably the smartest thing to do at the time. You know these cars are just, I don't know how to describe it, it almost feels like you're sitting on the back of a racehorse that just wants to go."

Gary: What are some of your best moments?

"Oh wow, there have been a few.....I will never forget the first win I had, in class, which was in Sebring. I was chasing this guy around the track, on the very last lap, on the very last corner in Sebring. If you know the corner, it's a big wide one and there are two ways to go. Go in deep and come out hard, or go in hard and come out deep, the opposite way. I was just watching this guy, watching, watching, and then what he did at corner 17 on the last lap, I did the opposite, and I out dragged him, went across the finish line a few car lengths ahead of him. I will never forget driving back up to Orlando that night, to catch my flight home the next morning, I was on cloud nine! So that was a fun experience. We had lots of fun at PCA events, the enduro racing is a lot of fun, the hour and a half enduros, but clearly the highlight has been this year, being able to finish at the top of our class in the Cup car series. And then we've done Targa Newfoundland a couple of times, 2006 and 2011, we went back to the 10 Year Anniversary, those were the highlights."

(See <http://nwa-motorsports.blogspot.ca/>)



Gary: What's the next step?

"Well, we can stay where we are and do another season in gold class, right now I'm in discussions with a couple of folks about trying to get into a 991 for next year, probably a 2014 991, possibly 2015 991. We would be disposing of our current car if we did that, which is a bit of a heartbreaker. When I bought the car a year ago I said to myself I'm going to keep this car for two years at least, and I have only run it for one. If the opportunity exists to get into a new 911 then we might pursue that."

Gary: Let's talk about the charity you are involved in.

"Our campaign started last year and we branded the car, as "Racing for Joanne's House", which is a local charity in Durham region, where we live, where I have grown up all my life. It's got 13 beds available for kids between the ages of 16 to 24, who have no place to turn. Unfortunately the financial need is much greater, and we are constantly trying to raise awareness and raise funds. We had a great campaign last year. I didn't know what to expect, but we raised \$35k through our Racing for Joanne's House, and this year we are going after more. My wife is the chairperson at the charity and she is working at it full time. You can check out our website at www.racingforjoanneshouse.ca

Gary: What about VARAC and Group 70+, tell us about that.

"I have been racing with VARAC for about 10 plus years. I have watched G70+ grow quite successfully. I really enjoy it. It keeps me sharp, the 911SC is a different car than the newer cars clearly, in terms of the way they have to be driven and the way they have to be handled."

Gary: Will you continue to run the 911 SC ?

"Yes, it's an amazing car I will probably have forever."

Gary: So, no Corvettes in your future then?
(Laughing) "NO! No Corvettes!"



Sanderson won the IMSA GT3 Gold Cup Challenge Canada 2014

The Racing Gibson Family

by Jeremy Sale

This is a story about a racing family, a family that really knows how to have fun, while competing at a high level. The cast of characters includes Colin Gibson, his son Sean, Ian Gibson, (Colin's older brother) Shaun Pascoe (Ian's step-son) and close family friend Brian Atkinson. I will try and keep all the characters straight, but no promises...



From left above, Brian, Ian, Colin, Sean. In front is Sean's daughter Payton. BTW, Payton is a racer, too. She and her sister race flat track dirt bikes...runs in the family. In the photo at right is Shaun Pascoe with step dad Ian. Did I miss anyone? OK, here goes...

Colin Gibson worked in the early sixties for the well-known Al Souter, proprietor of Souter's Sports Car Parts on Hwy 6 near Hamilton. Al was a colourful fixture of the sports car and amateur-racing scene in the sixties and Colin became involved in driving skill tests, autocrosses, and rallying, entering his first race at Mosport in 1963, driving an 850 Mini. He says, "The early days were mostly fix it, improvise, try to save enough money for parts, entry fees and so on. I watched Heimrath, Wietzes, Pease, all the names from the 60's & 70's. Since then I have raced Morris Minors, a Kiki MK1, an Austin-Healey Sprite, a Volvo 122, and now the Honda Civic". Colin has raced at Harewood, Mosport, Watkins Glen, Mid-Ohio, Waterford Hills, St. Jovite and Limerock.

Older brother Ian Gibson naturally took a somewhat similar route; "My father took Colin and I to Greenacres in the late fifties and to the first races at Mosport and he guided me through the ownership of a long line of British sports cars. I never really considered racing until I went to the VARAC Festival at Shannonville, in 1982, where I ran into a character named John Greenwood. The following year I built and returned with the #77 Triumph TR-4, now owned by VARAC's Mike Deweerd. My early experiences were great; I was outright winner of the vintage sports car races at the Festival in '84 and '85. I also drove a Daimler SP250, last raced in VARAC by Ted Humphries."

Sean Gibson: "As long as I can remember I have been around cars and racing. My father Colin, uncle Ian and very close family friend Brian Atkinson, all started racing with VARAC in the 1984/1985 seasons. Dad had a Sprite, which is still being raced by Brian Hunt (and 27 years after the sale we still want it back!). Ian had the TR-4, still being raced by Mike Deweerd. Brian Atkinson had a Volvo P1800.



So as an 8-year-old boy I would get to go to the track and watch the races and learn all the ins and outs." *(That's 8 year old Sean at left, with John Greenwood and JG's Ginetta.)*

"My grandpa spent a lot of time at Mosport with us as well; he often had the job of bringing parts to keep things going! My first on-track experience was in 1985 at Mosport. There was a public lapping session and Dad crammed our family of five into

our tiny little Bugeye Sprite. Mom

sat on the floor with my two big sisters and I sat on her lap. (Back then the rules were a little different!) If I didn't want to race already, by the time we got off pit road and were half way down corner two, I knew that I definitely wanted to race!" "The year my Dad came back into racing (2009) he was using Dino Micacchi's Sprite" says Sean, "I did a practice session in it and loved it. The following year I drove the Sprite in half the Enduro, however it was mostly under full course yellow, a fun car to drive! Unfortunately that Sprite was stolen."

Shaun Pascoe says he became interested in racing for lots of reasons including; "A love of cars, becoming a mechanic, watching Ian race at Mosport in his Daimler SP250 while I was growing up, uncle Colin in his Volvo...watching my cousin Sean race at Mosport when he first started out. As a kid I loved being at Mosport, enjoying the environment, the campfires, biking around the track, playing with radio controlled cars in the pits. The Acura is the first car I ever purchased. From when I was 18 to about 21 I drove it on the street, getting too many speeding tickets, it then it sat in Ian's garage until it was ready to race four years ago."



Above: "1985, at the CAN-AM at Mosport, Brian Atkinson's Volvo (left) and Dad's Sprite. We had this cool 1966 GMC school bus that Dad and Grandpa converted. The Bugeye went into the back and there was living quarters up front. I think this is the weekend Stirling Moss was there, he needed a head gasket for a 948 which Dad gave to him." Sean.

How about memorable moments at the track?

Colin: "I would say the first race together with Sean, in identical Civics in 2010 has to be a biggie. And my first checker at Waterford Hills back in 1986 in a Sprite...and a Class win two years running at SVRA, Watkins Glen and Mid Ohio, in a Bugeye."

Shaun: "Memorable moments? Definitely passing cousin Sean at Waterford Hills last year with three laps to go to win the race, and then getting to carry the checkered flag around for a victory lap!"



The 1985 D.A.C. weekend. At left is Ian in his TR-4, (now owned by Mike Deweerd), then Brian Atkinson in his Volvo P1800 (Brian hopes to make his comeback in 2015) and at right is Colin in his Bugeye Sprite.

Ian: "The Festival this year, was really memorable. It was my first race back after 19 years, in a car built in just five months in Shaun's shop, with immeasurable help and donated parts from Sean, Colin and Brian. And I ran the fastest laps I have ever run at Mosport, finishing 6th in G70! During the Saturday morning race at the Festival my newly built racecar blew the #3 sparkplug completely out of the cylinder head. With everyone's help and particularly Sean and Colin's expertise we pulled the head, helicoiled the sparkplug, and the car was running again around 9:30 Saturday evening, it subsequently ran flawlessly all day Sunday. Such is the nature of this family, to quote my young nephew "Quitters never win, Winners never quit"



Sean: "Memorable moments? Winning a G70 feature race at the CHGP this year, after seven years was fantastic but top rank is from the Thursday test day at the 2014 CHGP when I followed

Dad's Civic, Uncle Ian's Civic, and Uncle Brian's Daimler onto the track, the first time in 20 plus years they had been on the track together, and there I was too, it was super cool!"



Japanese engineering....

How is it that the group seemed to gravitate towards the Honda/Acura makes? "Well, they are fast, reliable, they run on pump gas," says Colin, "...sure beats Porsche's!" Sean adds: "My Dad had a 1966 Honda S600 that he sold to fund the build of the first Sprite back in 1984. The Honda Michelin series was big and I loved to watch them, it was really great racing. I drove my car on the road for a few years before it went full track. I like that it is simple, runs on pump fuel, post 1982 no fuel cell, reliable, parts are still around, it can be raced in many classes. I also LOVE the unique sound they make. For a father of two girls (9 and 15, they both flat track race dirt bikes) my Civic is as affordable as it gets, it's competitive and a blast to drive!" Adds Shaun: The sound of a vtec engine at high rpm is amazing!"

NOT SO GOOD MOMENTS:
This one was unanimous...



Shaun: "Seeing uncle Colin crash in Turn 2 at the Celebration was tough."
Colin: "Yes, my crash top of 2 at Mosport. Complete write off. Celebration GT-Sprints last race of day, 2012."
Sean: "Yes, seeing my Dad get bounced into the wall at speed and destroying a car at the top of two at Mosport."

Even though I saw he was okay I didn't really want to finish the race, but I knew I would catch hell if I pulled off without finishing!"

WHO IS THE QUICKEST?

SHAUN: "Personally I think the two old gears, Colin and Ian, are the best drivers." IAN: Well, at the moment it seems that my nephew Sean, my stepson Shaun, and my brother Colin are all quicker than me, but we'll see how this goes at the 2015 Festival, after all, I am the oldest, so I should be the quickest, right?" SEAN: "We have a bet going; whoever gets under 1:40 wins a whopping five bucks!"

TOGETHERNESS:

"Racing with family is great!" says Colin. "The endless teasing, bench racing, the "I'm faster than you"...the absolute trust in each other when running close. And by the way, I am just .025 away from class breakout!"

Shaun: "It's all great, the posturing between us right after we get off the track and the time with family arguing who's best around the campfire, passing uncle Colin and cousin Sean, and I'm looking forward to passing Ian! Memories that will last for forever."

Sean: "I actually like it when we have a mechanical failure to some degree, as our family does not give in very easily, if we have the time we find ways to get things back on the track... makes it that much more gratifying to finish out a race weekend."

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