



PIT SIGNALS



LATE BRAKING NEWS FOR THE VARAC VINTAGE RACER - November 2016 - JEREMY SALE



The Al Pease MGB (above) is for sale! Let's keep it in Canada! Details in our Classified Section. Plus, Chris Rupnik, on "The Saddest Day of the Year!" Your 2016 VARAC Award Winners, the Club Champions, and more! Plus VRG at the Glen with Alain Raymond and Gary Allen, The Whiskey Hill Classic, from Alain, and the 2016 season with Tim Sanderson...



The Jim McGregor Spirit of Sportsmanship Award



The membership of VARAC votes for the club member deserving of the McGregor "Spirit of Sportsmanship" Award. The award is "Given annually to the individual who in the opinion of the racing members of VARAC best exemplifies the spirit of and dedication to vintage automobile racing in Canada." This year the award went to David Holmes.

"I am ever so pleased and honoured to be given this award. It feels it strange to be awarded for something that I am having such a great time doing. What an incredible sport for a father and son to do together. I also can't think of another sport where you are fiercely competing with a person that will drop everything to help you fix your car if you have a problem, to get you back on the track. I have met so many new and wonderful people. I had little time for anything else but work my whole life and can truly say the last ten years have been the best. Thank you all." David Holmes.

The James Fergusson Challenge Trophy

Awarded to "A VARAC member, who, in the opinion of the Directors, has made an outstanding contribution to vintage racing in Canada according to the aims expressed in the VARAC charter." This year the award was given to Joe Lightfoot.



"It was a great honour to receive the Fergusson award, not only because of what it stands for but also because of the people who chose me as this year's recipient. This board, led by Del Bruce, is a board like we've never seen in my 18 years with VARAC. Wonderful, dedicated, competent people with a can do and will do attitude." Joe Lightfoot.

CONGRATULATIONS 2016 VARAC CHAMPIONS!



Vintage Historic

VH-1 1st Brian Thomas

VH-2 1st Richard Poxon
2nd Joe Lightfoot

VH-3 1st Robert Searle
2nd Gavin Ivory

3rd Peter Lambrinos

VH-4 1st Chris Rupnik
2nd Phil Soden

VH-5 1st David Di Cesar

Classic

Classic E 1st Dave Margolese 2nd Mike Steplock 3rd Del Bruce

Classic F 1st Doug Kurtin 2nd Ted Michalos 3rd Mike Strelbisky

Classic G 1st Gord Ballantine 2nd Perry Mason 3rd Emily Atkins

Vintage Historic Overall Champion:

Richard Poxon

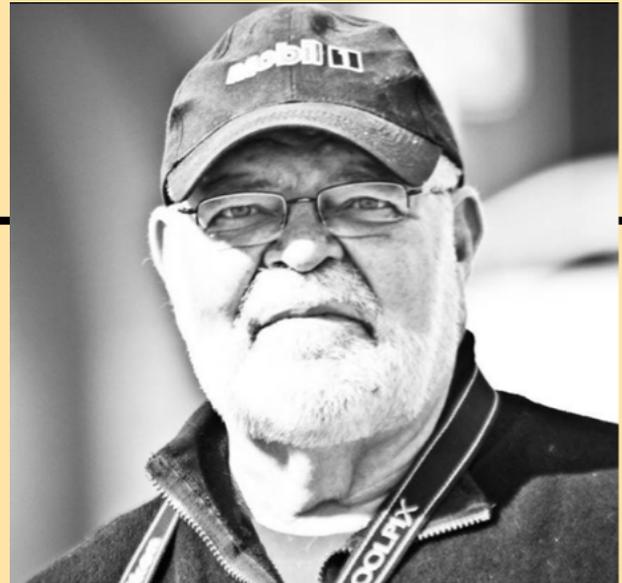
Classic Overall Champion:

Dave Margolese

Overall Club Champion:

Dave Margolese

Peter Jackson



Peter Jackson died at his home in Oshawa on Monday, October 31, 2016 at the age of 69. He was the much loved husband and best friend of Aileen Ashman. A celebration of life service was held in the Barnes Chapel. Peter and Aileen were the faces we all saw as we went into registration. Motorsport has lost a great friend. Peter was known and liked by all who knew him. He was active in CASC-OR, VARAC, OMSC, as well as other areas of motor sport. He was well-known in the race community and his presence will be missed by his many friends, but not forgotten.

"I first met Peter at a Solo One driving school I attended in 2003. We seemed to hit it off from the get go. Possibly similar ages and liking of things "Motorsport". (Little did I know that he would be my best man when I later married Maureen. And Aileen would be best lady!) Peter was my instructor on the skid pad at the driver development track. The idea being to experience the car breaking loose in a controlled safe environment. We were increasing speed driving in ever decreasing circles. Peter was getting agitated wondering why my Corvette hadn't spun. He asked "do you have the traction control on?" where I responded "yes" showing him the traction control button. Seconds later the backend passed the front end and we came to a stop. His next comment was something like "that's better".

We'll miss you buddy.....Brian of the Blue Mallock"



Ralph de Winter

Ralph passed away October 5th of heart failure while bicycling in Killbear Provincial Park. Ralph and Jennifer de Winter operated CSC Racing Products, a family owned

business that has been running successfully in the USA and Canada for over 40 years.

CSC Racing Products was originally a stock car business that Jennifer's dad, Bill Salter bought in the early seventies. Today the company Ralph and Jennifer ran covers everything from kit cars to vintage racers, from Trans-Am development projects to GT's. Ralph and Jennifer were well known and highly respected by people in the racing community. Ralph will be missed by his many friends and acquaintances.

VRG at The Glen with Alain Raymond

Photos by Bill Stoler Photography

“Prompted by Jason (the Beetle Kid) DiCesar to attend the VRG event at Watkins Glen, I registered at the last minute and met Jason and his wonderful Beetle (right) near Montreal as we headed to Syracuse to meet his brother David with his MGA.”



“Glorious sunshine on Friday and a great way to re-acquaint myself with the Glen. I had not been there since 2009 and the resurfaced track is simply wonderful. The Abarth sang its way around at 7000 rpm, particularly enjoying Turn 1, followed by the curvy downhill and uphill Esses, reminiscent of the legendary Eau-Rouge at Spa. A rainy and cool day on Saturday was highlighted by my spectacular 360 at the Bus Stop, fully documented by my inboard video and confirmed by Nial McCabe’s video. No harm done but obviously yours truly needed to pay more attention to the greasy surface.” *Alain.*

Nial’s montage combining his video and mine:

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

Thanks for the photos by Bill Stoler Photography



Alain's Abarth
enjoys the sun...

VRG at the Glen...

“The Saturday evening VRG meeting allowed us Canucks to witness the friendly and positive attitude of all present and to find out that VRG has some 640 members. Not bad at all! Future events were discussed, including the possibility of running weekday events in order to allow lower entry fees. Not a bad idea since many of the “grey heads” are of the Retired variety. Back to dry on Sunday with an All Comers race to end the weekend: 53 cars on the grid, from Mustang and Camaro to VW Beetle and Abarth and the many, many Sprites and Midgets. A delightful ending for a great weekend on a truly sensational, historic track. Sure, I had to call it quits a couple of laps before the chequered flag (drive belt caput) but the whole thing was worth the seven-hour trip from Quebec.

Thanks to VRG for a great event and to my friends Jason, David, Claude and Nicole for great company.”

PS: The Abarth did improve its Best Lap by 2 seconds vs. 2009. Getting younger? *Alain Raymond*

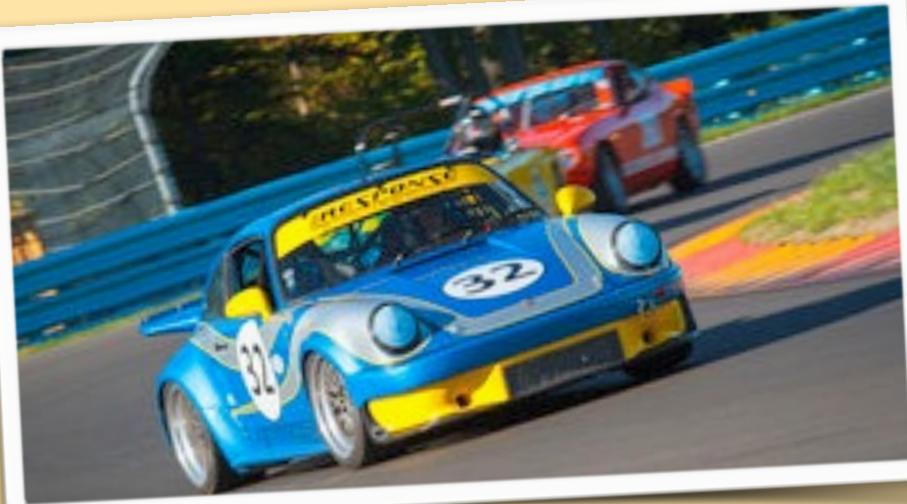


VRG at The Glen,
from the top:
David DiCesar
Claude Gagne.
Neil Young.



More VRG at The Glen-with Gary Allen

“Arrived Thursday on a beautiful warm fall day for registration setup and tech - Tivvy had a road accident on the way up from the Carolinas so tech ran late into the dark but efficient. Friday morning practice was short and cold but the afternoon quali was warmer and very windy - Neil Young was in my group with his re-powered 240 Z -320 Hp! - and was 2nd in his class while I was a poor 4th in mine.



The 1st race was 8 laps and Neil managed 1st in his class while I was 3rd in mine but first Porsche -biggest engine! Next morning was cold with rain and our "race" was a 3 lap

joke with only 3 cars out -

the 2 Canucks and 1 Yank - 3 different classes so we were all first in class! I then missed the afternoon race with a flat rain tire which I was too slow in having repaired - Neil had a good run to another 1st in class. Sunday dawned cold and wet but our race got off on a drying track with 43 cars as groups 3 and 4 were combined -I was 3rd in my class, Neil won his. I skipped the last race which was all comers with 3 groups together and got an early start for my 6 hour haul home. VRG does a good job with their events, no hassles with reg or tech, paddock uncrowded, good dinner after brief AGM, and while weather conditions can be variable-snow has happened! - a worthwhile extension for the race calendar - I will be back ! “ *Gary Allen.*

My Saddest Day of the Year, by Chris Rupnik



Maybe you will agree with me that the saddest day of the year is the day that you have to store your race car for the winter months. I had done the necessary engine removal previously; so at least moving the car around was easier. I have a few top secret storage spots around Montreal where the cars are stored - so the day would involve shuffling cars around to aid in the winter logistics.

First stop was to bring 418 and store it in the spot currently occupied by the ex-Andre Rousseau 515 Spider. The “cousins” were happy to see each other - even if it was only in passing. Loaded up 515 into the trailer for its winter rejuvenation project for a spring reveal!

Then a pit stop to visit the Rosato Garage in the east end. It was a Friday afternoon and the Rosato Brothers were hosting a typical Italian afternoon late lunch of pasta and a little vino...



...Sam Cerasuolo was there - he built the new Ferrari 348 seen at the Spring and Summer Tremblant events. He also races the Dailu - the flame-spitting car pictured above. He will be racing this car at the Legends event in 2016. Needless to say - there was a lot of joking - bench racing and raising our glasses to celebrate a great year. It certainly made the saddest day of the year a lot more bearable. It truly is "all good"! Below,our Fiat Tifosi, Susannah Rupnik, Sandra Celovsky and Andrew Celovsky at Turn1.



The 2016 season of the Ultra 94 Porsche GT3 Cup Challenge Canada by Yokohama...

This season consisted of six race weekends, from Mosport to Watkins to the Canadian Grand Prix at Circuit Gilles Villeneuve in Montreal, as well as the Honda Indy Toronto. Among the competitors was VARAC's Tim Sanderson, (right).



Tim, when did you start racing?

I did the race school at Shannonville, that was phase one. The second phase was at Mosport DDT. I bought my first race car, a 1982 911 SC converted race car, 16 years ago. But I was hooked before that. Prior to the 911SC racecar, (which was a converted street car I bought from a guy in Virginia, the same car I have today, #160 VARAC), I had bought a 1980 911SC Euro.

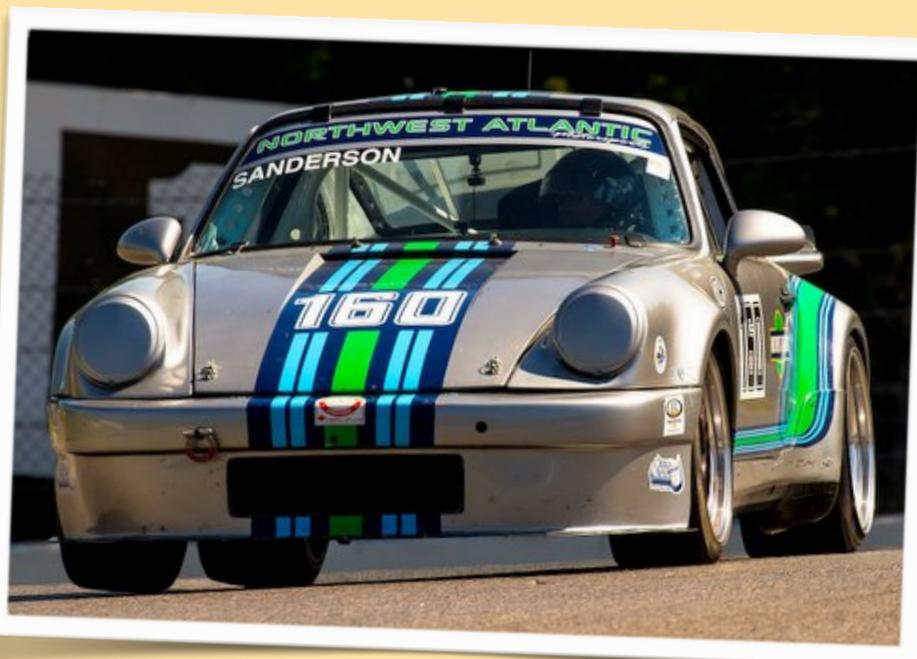
What sparked your initial interest in racing?

"I always knew that I wanted to race cars someday. My uncle is Bill Brack; so of course he was my hero as a youngster. We lived in Oshawa, all of my dad's relatives are farmers out and around Enniskillen, so I grew up in the hills around there, hunting groundhogs, camping, and so on. I started going to Mosport when I was five years old. I can remember being at an F1 race at Mosport in the late 1960's watching my uncle Bill, who drove in three Canadian GP's. In fact I recall jumping

over the wall on the front straight and chasing the convertible he was riding in during the driver parade lap! Bill would often stop off at our house in Oshawa on his way back to Toronto from Mosport with a racecar on an open trailer. I would jump in the cockpit and just wouldn't get out. Twenty kids from the neighbourhood would be drooling around the whole scene!

What kind of support have you had in these adventures?

My partner in this adventure has been Yarko Matkiwsky of Response Engineering in Whitby. Yarko has rebuilt #160 from the ground up more than once. My experience in each car has made me a better driver in the other car.



I'm sure you have a few "Best Racing Moments"?

Yes, many! Like my first race win in class, at Sebring (first time there) in #160 in a PCA club race. Very rewarding because I chased the first in class car for the last five laps of the 90 minute Enduro. After watching his line in the last corner several times, I decided to go inside of him at the exit and out-dragged him across the finish line. Then winning the gold class championship in the GT3 Cup Challenge Canada in 2014 was a true highlight. Our season was awesome from beginning to end and the championship came down to the very last race.

How about this season?

2016 in GT3 Cup was awesome. A second and third overall in two races and within two points of the master's class championship, so a very strong finish. Great satisfaction in that I felt steady improvement at every race, especially at Mosport on the last weekend, when my teammate, Daniel Morad, convinced me to take a different line in corner one, and I was able to adapt and see the improvement.



And do you have a bucket list?

That would include potentially another season of GT3 Cup. I've done five seasons so far. And of course continuing to run #160 in VARAC. I think I will always keep #160 and continue to run in it. I have tested a Radical and am intrigued by the car and the growth of that series. Carlos de Quesda, the owner of the team I have run with in Cup car (Alegra Motorsports) has offered me the opportunity to run his Cascar and that is of some interest. I would also love to get back to Daytona and Road Atlanta as well as race at Laguna Seca and Road America.



photo by John Avery

2016 Whiskey Hill Classic: By Alain Raymond

Since starting in vintage racing in 2002, I have raced on 12 circuits in Canada and the US, the latest being Palmer Motorsport Park, aka Whiskey Hill Raceway: 2.3 miles long, over 190 feet of elevation, blasted from Whiskey Hill granite at a cost of many millions, 15 turns, including several uphill and downhill hairpins. More like a hill climb in the Alps. A delight for small nimble cars, a real challenge for large bore powerful muscle cars fighting for grip. So here we were, end of July, a group of vintage racers, including Dugald Reid in his Lotus Super 7, Claude Gagné in his Lotus 61, and yours truly in his sometimes trusty Abarth.



photo by John Avery

The weather cleared for the second practice session and qualifying, the Abarth placing 6th in a field of 12 cars. Important to note that Palmer is a “silent track”, local noise regulations mandating the presence of mufflers on most race cars. Thanks to gorgeous weather on Saturday, we were treated to a great racing day.

More from the 2016 Whiskey Hill Classic: By Alain Raymond

Unfortunately, we only had eight cars on the grid in my group for both races, but still, I thoroughly enjoyed the close racing with Nial McCabe's Spridget, Kevin Gosselin's Spitfire and Eric Russell's MGA. At one point, my unusually "silent" engine went full blast, prompting me to lift in order to check all instruments. Everything looked normal and that's when I realized that the Supertrap contraption I had bolted on the end of the exhaust pipe had come off, taking the exhaust pipe with it. "I saw it fly off to the side of the track in the middle of the turn", reported Kevin Gosselin who was following closely in his Triumph Spitfire. No harm done, luckily. As often happens with VRG events, the last race of the week-end brought together "all-comers", totalling 18 cars and including several VSCCA racers on a wet track, causing me to execute a beautifully choreographed 360 while trying to fend off Alex Vogel's mean-looking black Volvo in the middle of a sharp uphill turn. The Abarth lost 8th position but still went on to finish 13th. Best time was clocked on Saturday by Kent Bain in his very fast Triumph Spitfire (1:58.492), and I came home with a 2:07.033. Would I go back to Palmer? Yes, definitely. By then, showers should be operational and the paddock surfaced to allow sleeping over in... my trusty "Italian" minivan.

Story in Victory Lane: http://victorylane.com/articles/2016_10_36.pdf

Video compiled by Nial McCabe: <https://www.youtube.com/watch?v=4sgO4aJqV38>

Photos by John P Avery www.VintageRacer.net



Claude Gagne Lotus 61

IN OTHER NEWS...

Lowly Midget coughs up part to get Formula 1 car running at Mont Tremblant!



Nick Pratt reports:

“I had to leave M-T on Sunday morning due to an engine issue. When I was loading the car up Saturday night, David Clubine came over to ask me whether I would be agreeable to cannibalizing the car by lending him a special nut from the throttle on the Midget's Weber so they could keep their Formula 1 Cooper running!”

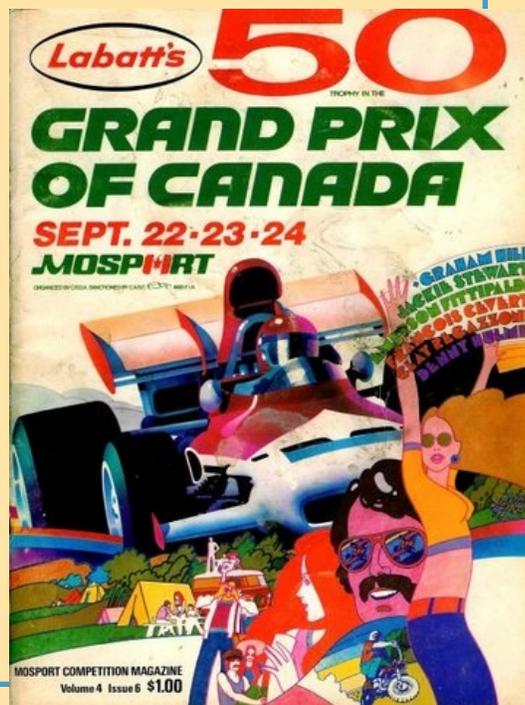
Seems that Nick's racecar “Gidget” has been looking rather smug since the incident.

BTW. Did you notice that racecar spelled backwards still spells racecar? That does it, it will be race car from now on...

In still other news:

Racer wins despite finishing upside down and in flames...

<http://www.autoblog.com/2016/11/21/race-car-driver-crashes-and-wins-race-anyway-while-sliding-on-ro/>





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FOR PRESIDENT

This position has been filled.

Porsche 914 \$8,500



For sale 197? Porsche 914. I have the ownership and CASC log book. Only raced once, it comes with two engines, one is in complete but unknown condition. The other is stripped down in parts and looks to be all there, but no guarantees. Standard transmission. It's a rolling shell. It passed tech the one time, so all is in order.

If interested please call John Stammers
905 788 9772 or krustyjohn@gmail.com

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<http://www.britishracecar.com/MikeAdams-MG-MGB.htm>

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82 911 “935 Look” Track Car For Sale



935 Look conversion and supercharged 3.6 Twin Plug rebuilt in 2014 by Auto Associates. One owner since 1985. Custom G-50 transmission, 935 front end, Big Red Brakes, coil overs, Fuel Safe fuel cell, Safety Designs full roll cage, Recaro Race Seats, Schroth 5 point harnesses, Kennedy clutch and pressure plate, Patrick flywheel, Albins ring and pinion, Guards Limited 60/40 slip differential, Hargett shifter system, Lobro turbo strength half shafts.

Car located in Connecticut. \$55,000.00 OBO

Contact Barry (bltblt@aol.com) or 860-302-0292 for more photos and complete details of modifications

1978 MGB

I have a 1978 MGB that has been sitting outside for a number of years.

It starts and runs very well and can be driven around the yard (without brakes). It has an overdrive

transmission. The body looks like crap but the underside is in very good condition. I am quite impressed with the condition of the underside,

solid floors and rockers, even the

jacking points are solid. \$1,300 for the whole car, or \$1,000 for the motor and tranny if you take it out. Joe Lightfoot, 613 813 5401. Picton, ON



1968 TITAN FORMULA B

Lotus Ford Twin Cam motor, Hewland gearbox. New brakes, fuel cell and belts. Many spares, including complete body, 3 wheel sets, 6 gear sets, fuel pump, oil tank, etc. Plus Formula 3 MAE motor almost complete, with exhaust, bell housing adapter, and all needed for F3 specs. Maintained by Britain West Motorsports. Turnkey, ready to race.

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1981 Mazda 626 Race Car.



Reduced to
\$4800

This car was professionally built, raced by Luigi Lazzari of Cornwall, Ontario, apparently constructed as a project by a race magazine, with a different element of the build featured each edition.

Luigi sold it to me years

ago and I had intended to race it myself, but my plans have changed as I am selling my house and moving to B.C. and wish to sell the car soonest. It's a lovely car and would be an ideal entry-level vehicle for anyone interested in getting into racing.

Presently equipped with 13B Rotary engine that needs rebuilding or replacing. Two sets of rims, spare gearbox and differential. Disc brakes and adjustable suspension with extra springs.



Contact Roger Haspeck at roghasp@gmail.com
Phone # is 613-446-3358





1969 Caldwell D9 Formula Ford

For sale with fresh engine - 20 min break-in time only, new pistons, bearings, etc. New paint, front body section, 4 complete corners, many gear sets, freshened gearbox, new powder coated exhaust.

Maintained by John Dodd, VARAC car ex-Hinchcliffe, Lamont.

Monoposto eligible, Vintage FF, etc

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