



PIT SIGNALS



LATE BRAKING NEWS FOR THE VARAC VINTAGE RACER - DECEMBER, 2017 - JEREMY SALE

Inside: F5000 at VARAC Vintage Grand Prix!

2017 VARAC Champions...AGM Report...Horst Kroll...Mt. Equinox Report...Highlights of 2017...Return of the Merlyn...Dennis Prophet...What is the Velo Stak?...Haggis Basher...Dunlop returns!...and more...

Happy Holidays to all!





TRACK TIME!

JUNE 14-17, 2018
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2018 MGVR FOCUS EVENT! FORMULA 5000 FEATURE!

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CLASSIC AND MONOPOSTO**

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AND TOYO TIRES F1600**

**WATCH THE VARAC WEBSITE FOR MORE DETAILS
WWW.VARAC.CA**



Plans for the 2018 VARAC Vintage Grand Prix are well underway!
We expect full and exciting grids, so don't delay, get your entry in!

Formula 5000 to celebrate Golden Jubilee with VARAC!



Photo by Bob Harrington

To mark the 50th Anniversary of the birth of Formula 5000, initially Formula A, the Formula 5000 Drivers Association has announced a four-race 2018 schedule that will visit three classic North American circuits that were part of the original professional series during its all-too-brief life between 1968

and 1976. This includes the VARAC Vintage Grand Prix at CTMP Mosport as well as Road America and Laguna Seca.

“As Formula 5000 reaches its 50th Anniversary in 2018, I am thrilled to be able to announce a season of racing events at three of North America’s best race tracks where F5000 cars competed from 1968 to 1976,” said Seb Coppola, Formula 5000 Drivers Association president. “The Formula 5000 Association is very pleased to bring its Revival Race Series to these historic tracks in 2018 to celebrate the Golden Jubilee of F5000 race history. So far, more than 50 drivers/cars have expressed an interest to participate, including participants from Australia, England and New Zealand.”

Kicking off at the June 14-17 VARAC Vintage Grand Prix at Mosport the series moves on to Road America and Laguna Seca. The Formula 5000 series ran in the various countries around the world from 1968 to 1982. Originally intended as a low-cost series aimed at open-wheel racing cars that no longer fit into any particular formula the '5000' denomination comes from the maximum 5.0 litre engine capacity allowed in the cars. Manufacturers included McLaren, Eagle, March, Lola, Lotus, Surtees and Chevron.

For further information check out www.F5000Registry.com

2017 VARAC Champions

Overall Club
Champion:
Peter Viccary

V/H Champion:
Kye Wankum

Classic Champion:
Ian Crerar



FC-K: Ed Luce, Kevin Young, Claude Gagne

V/H: 1 Brian Thomas

VH2: Bob Eagleson, Richard Poxon, Ivan Samila.

VH3: Phil Cooper, Walter Davies, Larry Coste.

VH4: John Kinnear, Phil Soden.

VH5: Paul Austerbury

VH6: Sara Rowland

H: Tim Sanderson

E: Del Bruce, Rob McCord, Geoff McCord.

F: Ted Michalos, Emily Atkins, Neil Young.

G: Gord Ballantine, Perry Mason, Bob Paterson.



2017 VARAC Club Champion!

“I am honoured to be VARAC’s 2017 Club Champion. I was joined for the trophy presentation (above) by my grandson/crew chief Ayden and son/engineer Shane. I wouldn’t be racing without them!

The VARAC championship favours participation over raw speed: 5 points for a start, 5 points to finish, plus 3 points for 1st, 2 for 2nd, and one for 3rd in class.

I attended six events in 2017. I was usually the only one in my class, but I started and finished all 18 races which were available to me. Sometimes the turtle beats the hares!”

“VARAC is a great club. The camaraderie is top drawer. Thanks to the board for an excellent season and the VGP Committee for an amazing event. See you in 2018.”

Peter Viccary.



SVRA MG Collier Cup at Watkins Glen 2017.

At right is Collier Cup winner Dave Good. The “Collier Cup” took place during the U.S. Vintage Grand Prix which was held from September 6 through 10. More than 400 vintage and historic race cars competed in 11 vintage race groups. The race groups showcased many well-known marques, including Lotus, Porsche, Shelby, Alfa, Ferrari, Corvette, MG and Jaguar.

Running as a part of this event this year was the Trans-Am Series presented by Pirelli.

The “Collier Cup” race is for MGs only, and includes cars from Pre-War MGs to MGBs. SVRA has been running this all MG race and awarding the Collier Cup-in memory and of the MG racing Collier brothers-since 1985! It is not won by the race winner, but rather is awarded to the MG racer who best represents the “Spirit of MG Vintage Racing” in both car preparation and driver conduct on and off the track. The winner is selected by a vote of the MG racers at the event. Past VARAC winners include Jim Holody, 2015, Frank Mount, 2000, Tony Simms, 1986. Many congratulations to the winner for 2017, VARAC’s David Good!



Congrats to Dave Good!
Photo by Kinsey Good

John Greenwood was created a Lifetime member of VARAC at the 2017 AGM. We asked John to tell us a little bit about himself for Pit Signals.

“I came to Canada from the Scottish southwest seaside town of Ayr, on my 21st birthday, Christmas Day, 1957. I went trudging the streets of Toronto looking for a job, but of course everything was closed for Christmas! Good move, John!”

“In January I had an interview for a job at Shelton Mansell Motors, a small BMC dealer at what seemed then to be the edge of the world, Yonge and Steeles. Brrrrrr! It was bloody cold riding out there on the unheated streetcars. I had no money and had to borrow 25 cents for my streetcar fare back to my rented digs at Bloor and High Park. Happily the bosses at the garage, Dick Shelton and Ken Mansell, were involved in racing MG TDs, and I was later invited to go along to work on the race cars, unpaid of course!”



“When the Sprites first came out in 58/59 they were immediately used as race cars. I remember the excitement over those first Sprites and I was very happy when a Shelton-Mansell customer asked me to help him with track repairs, in exchange for driving his race prepared Sprite. I raced this Sprite in the Novice race class and I won the first race I entered and in fact I won every additional race I entered that first year at Harewood and Greenacres, though I probably had the best car in the novice field. I did this for a couple of years and eventually bought the Sprite by making weekly payments. I continued racing it until 1964, including racing in the inaugural race at Mosport in 1961.

Anyway, let’s fast-forward to the 1963 season. I was driving through corner nine at Mosport when a Lotus Seven passed me, making it look sooo easy! I thought, “I gotta get one of those!” So In 1964 I mortgaged my soul and bought a used "race prepared " Seven from England. I took it to the inaugural race event at Mt-Tremblant and that is where I first met John Sambrook. He was on the front row of the production car race, also driving a Lotus Seven.”

FIRST IN CLASS



1st In Class, 2nd Overall In
4-Hour, 291-Mile Sebring Race

On March 25, 1960, Stirling Moss drove an Austin-Healey Sprite to victory in a 4-hour endurance race at Sebring, Florida. He covered the 5.2 mile circuit 56 times at an average speed of 72 m.p.h. . . . defeating cars costing many hundreds of dollars more!

Sprite at speed . . . Harewood Acres, Ontario

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(Just East of Davenport and Yonge)



Photo by Canadian Motorsport Hall of Fame Archives.

“I continued to drive my Seven and also had some invitations to co-drive customers cars, like Dick

Shelton’s TVR shown here, in

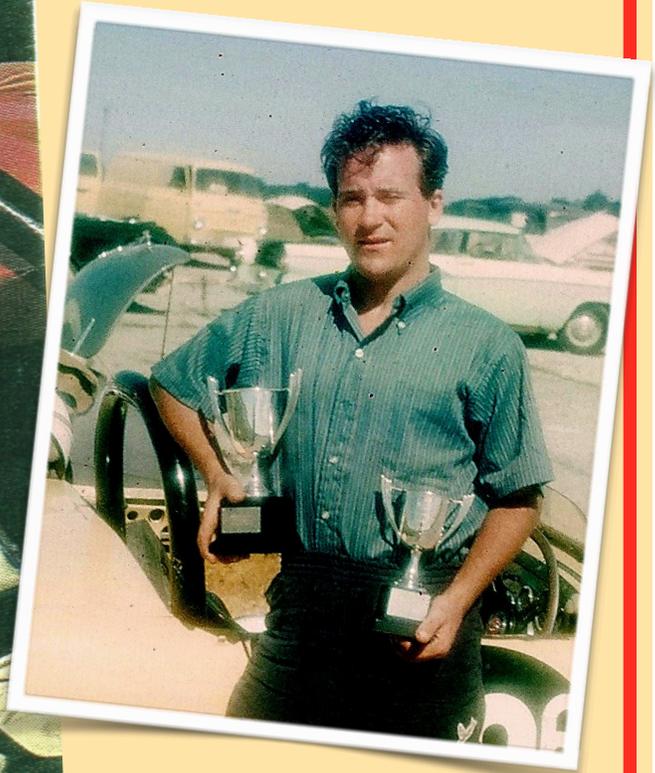
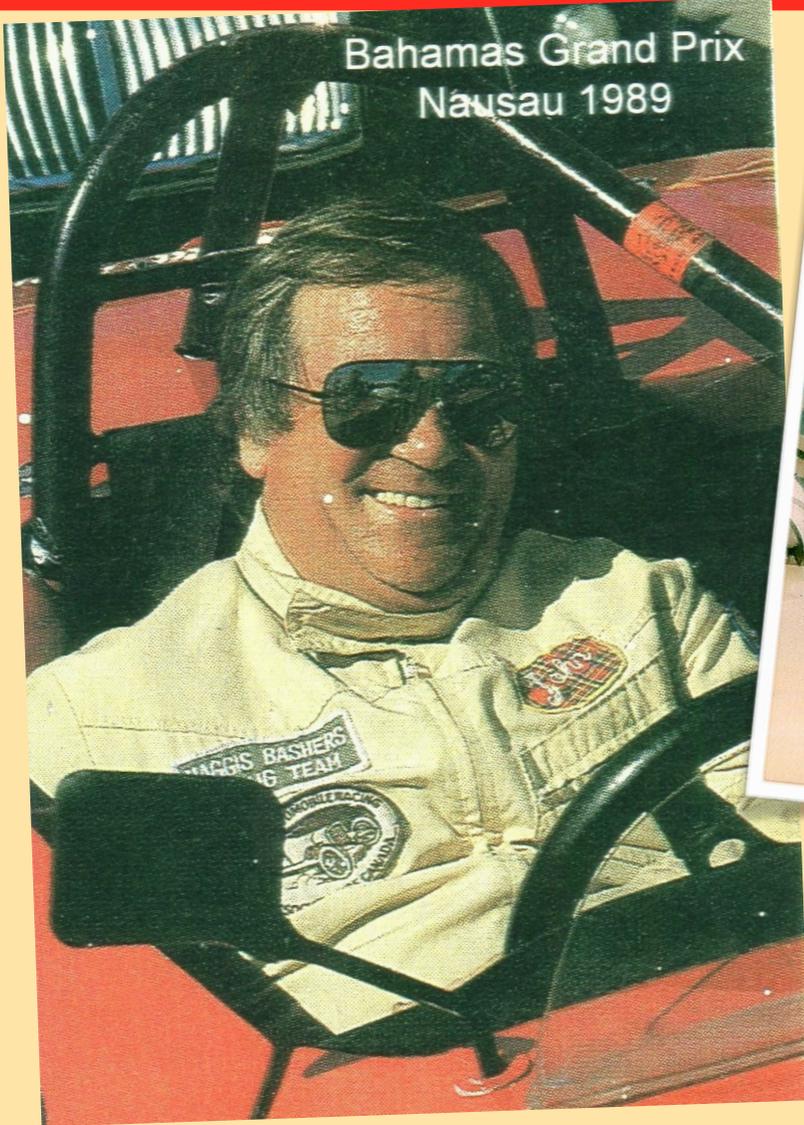
enduros such as the Sundown Grand Prix and in various team races. I raced my Seven often during the early seventies but then I took some time away from racing, until I came across a Ginetta G4 "project car" parts of which seemed to be scattered across Ontario. I bought it, spent some time chasing down all the parts, fixed it and then joined VARAC. That was around 1983/84.”

“When I joined VARAC it seemed to me I already knew half of the early VARAC membership because many of them were the old gang that I had met at races through the years.

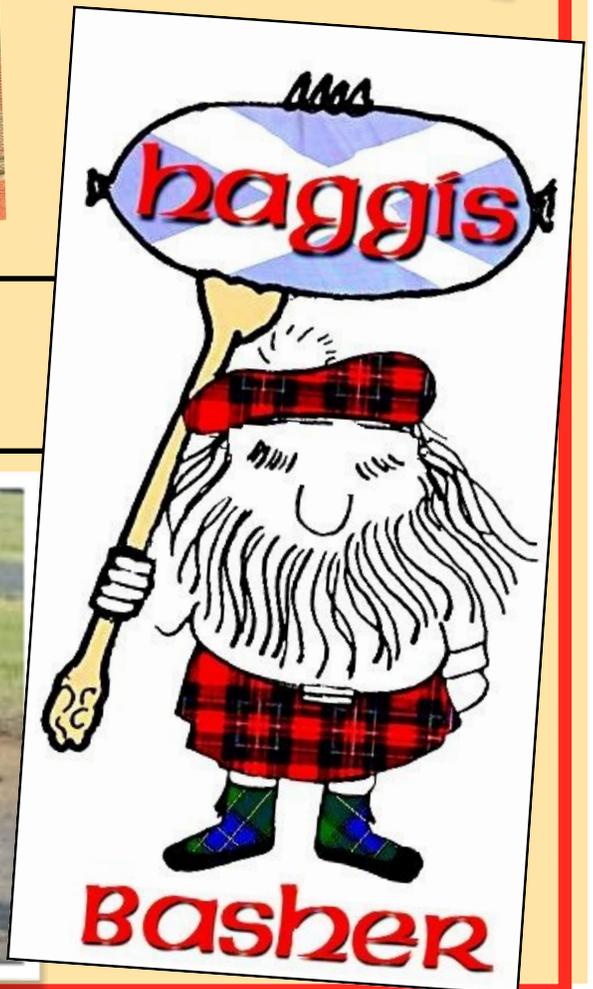
During my years with VARAC many changes were made and vintage racing gradually became a very popular form of motorsport. I am proud to say that VARAC members had a lot of influence in the formation of how the vintage rulebook came to be, how the Vintage Motorsports Council was formed and how we worked to get vintage car clubs interacting with each other, and to try to maintain a workable and equitable race calendar.”



Bahamas Grand Prix
Nassau 1989



Below: John determinedly searches for a
dime he dropped in his Lotus Seven....





John takes time to pour tea during Enduro

“During my years at VARAC I undertook many positions on the board such as Race Director, Vice President (two terms) and as President (two terms).

I also took on the responsibility of “Festival Director” for highly successful race Festivals including the Vintage Can-Am Reunion and the Formula One Reunion, which

were the beginnings of attracting large spectator crowds and getting great press coverage to our Festivals, also helping to make the vintage races the most popular spectator event of a regional weekend. During my years on the BOD I was also involved with the mechanics of meshing the race calendars of Ontario and Quebec races and racers, hoping to improve the car count at vintage events. “

“I have taken on a workers role as well as being proud to be an entrant in every VARAC Festival since I joined VARAC in 1983. I have always done my own towing and “wrenchin”.And I’m happy to say I have never been suspended or even warned...well, except when Mary Lobbin exclaimed:

“Wee Johnnie Greenwid, yee shid ken better!”



Canadian built car takes special award at New York Concours!

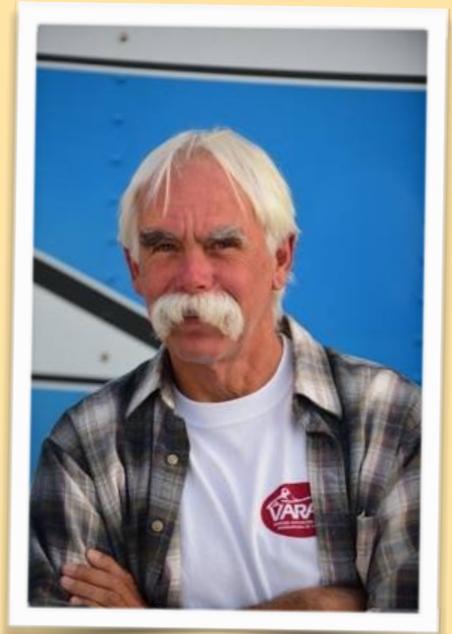


Story and photos by Seann & Carole Burgess

Last month we were invited to bring our homebuilt Can-Am racecar to the “Art in Motion” Concours at Monticello Motor Club, just outside New York City. The invite was initiated by Mark Moskowitz, who had judged our car at Cobble Beach last September (2nd place). He was to be the Chief Race Car judge at the upcoming 2nd annual event at Monticello, and having being so taken with the car, suggested it to the folks at MMC.

We received our invitation in September after sending some history info and photos to the registrar. The race cars were to be judged by “country of origin”, and filling out the forms it was immediately obvious that “Canada” was not on the list. Now we all realize that we are not recognized worldwide like these other 8 countries on the list for having produced large

numbers of sought after, collectable vintage race cars, although many wonderful and successful race cars have been produced here. The fact was that our car was coming to be fully judged, without a category. I suggested to registration (in a friendly way) that maybe it was time for a new category, and the response was “I’ll make you a deal...you show me 8 other cars that are as pretty as yours, and we’ll have a Canadian class here next year”. I took that as “progress”, and we packed and headed for NY.



Seann Burgess

We had been told in advance that this was to be a “very high end” event, and it sure was. I drove my car to the race car paddock/show area on day one to park beside none other than Mark Donahue’s 1973 Porsche 917-30 Can-Am car. Wow. The lot was filled with an amazing collection of beautiful historic cars. The added bonus to having a concours at a private race track, was that all cars were encouraged to be driven, which we and many others took advantage of all 3 days. There is a long and a short track, with every conceivable twist, blind turn, fast straight and hairpin you could want...what would you expect when Brian Redman was involved in the design? Add to that, the place is spotless...like a fancy golf course except it’s for cars. Saturday was show day for race cars, with the awards dinner to follow that evening. Sunday was for road cars.

The awards banquet was held in the new 15,000 sq ft steel/glass building situated beside the paddock where we were treated to gourmet food by a very friendly staff, and entertained by Brian Redman, Danny Sullivan and Tommy Kendall. The awards were handed out to the owners of all the beautiful cars with the 917-30 taking best in show. Just as we thought things were wrapping up, they announced that there was one more special award to be given out...the “Spirit of Racing” award....and would Seann Burgess please come up to the microphone!

Carole and I looked at each other, totally shocked. Wayne Carini (host of TV's Chasing Classic Cars) was standing off to the side of the stage, and it had been his choice to pick who best represented the award, and amongst all these fantastic owners and machines, he picked us! In a note he sent me the following week he said... "It was my pleasure to award the "Spirit of Racing award" to you, at the Monticello racing concours. I was impressed with the car, but mostly with your long term connection to it. Not only building it, but campaigning it for such a long period of time. Congratulations. You, your wife and the beautiful car deserve it. All the best."

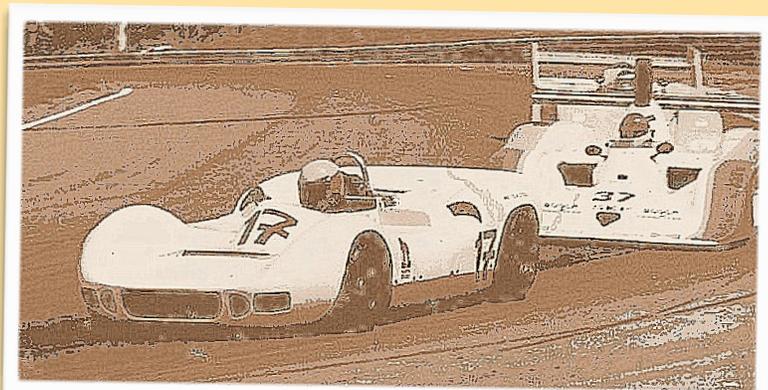


At right with the award and below with Brian Redman.



What comes to mind now is dragging this car around to Can-Am races in our converted school bus 32 years ago. Not in our wildest dreams would we ever have imagined anything like this happening now. In the last 18 months the car has lapped Mosport at the Can-Am 50th (featured on poster), has been signed by Mario Andretti ("Bella Macchina"), has received a 2nd place ribbon at Cobble Beach Concours, has been displayed in

"Auto Exotica" at Toronto Int'l Auto Show and now this, Art in Motion's "Carini Award". What a way to finish celebrating Canada 150!



Horst Kroll

Horst Kroll and Dan Proudfoot were friends for 45-plus years since Horst rebuilt Dan's 356B's engine. Dan wrote this story for Pit Signals.

Of the multitude of cars Horst Kroll raced, he bought only one new. He relished telling the story. "I flew to England with the money in my pocket, and found my way to Lola Cars," Horst recounted more than once, in the course of our friendship

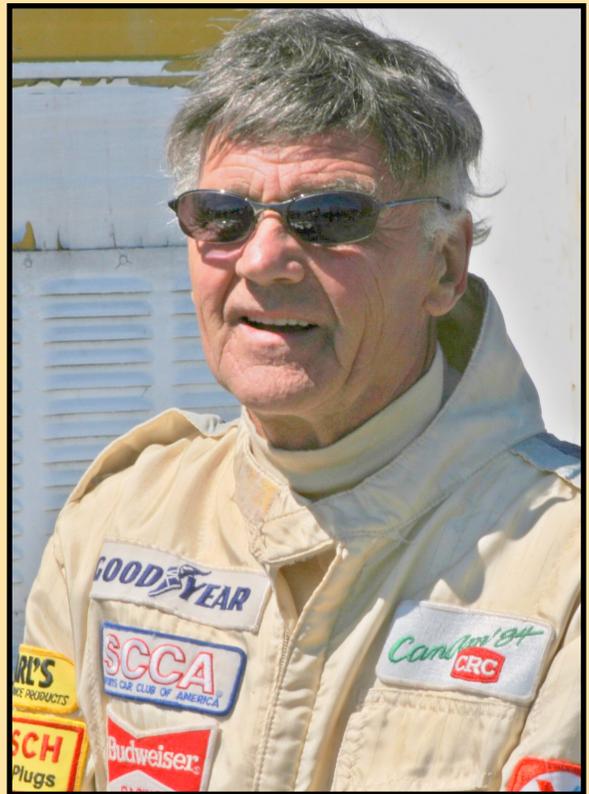


Photo by Ron Kielbiski.

"Eric Broadley couldn't believe it when he saw I had the \$15,000 in cash. He took me to the pub for lunch!"

Kroll, who died in October at age 81 (five months after Lola-founder Broadley's death in May), will be remembered as the last Can-Am champion as Sports Car Club of America finally killed the faltering series in 1986.

"Can-Am champion raced on a shoestring," the Globe and Mail obituary's headline stated. In fact he'd race all year for what the front-runners spent monthly. And let it be noted that although he was never a member of VARAC himself, several of the cars he raced cars came close to qualifying! The Kelly-Porsche he drove to the 1968 Canadian championship was five years old, competing against nearly new McLarens and Elvas. Wayne Kelly had commissioned the copy of a Lotus 23 while serving in the Royal Canadian Air Force, based in Trenton, Ont. Kroll finally discovered a way to make it work when Eppie Wietzes suggested he try firmer springs in the back.

Buying the Lola T142, in Kroll's view, gave him a shot at rising as far as his driving talent could take him.

The new Gulf Canada-sponsored 1969 national championship actually offered prize money, a breakthrough at the time, and there was more on offer south of the border in the new Continental Championship. Kroll had been quoted by Frank Orr in The Toronto Star as saying his mechanic had won a set of tools in 1968, "but all I got was a handshake and a busted trophy."

His time in England had to have been the closest Horst Kroll ever came to seeming a high roller. He took his new T142 to the Oulton Park Circuit for its first shakedown – in fast company, the opening round of Britain's Guards F5000 Championship, April 4th. Three days later, another round at Brands Hatch.

The track programs listed Altona Racing Partnership as entrant, intimating wealthy backers, but in fact it was a variation on Altona Motors, the shop Kroll rented on Altona Road just east of Toronto, where he serviced Volkswagens and Porsches.

If any partnership existed, it would have been with the BP station around the corner, or a dealership principle who remembered him from his time servicing Porsches at Volkswagen Canada.

Rising star Peter Gethin won in his McLaren M10A and went on to take four in a row on his way to the Guards title. Gethin would stand third in the Can-Am in 1970 driving for McLaren, and won the Italian Grand Prix in 1971.

Kroll? Sixth at Oulton, eighth at Brands, amid heavy attrition as he raced the likes of David Hobbs, Mike Hailwood and Andre de Adamich as well as Gethin. The new cars were failure prone: Kroll failed to finish at Brands with an oil leak and fellow Canadian Bill Brack fared worse in his Lotus 42B with a coolant issue after four laps.

In any event, this began 18 years of high-level racing. Although he'd only win two Can-Am races, he goes down in history as the last champion of the storied series: he enjoying telling people he was last, John Surtees the first, putting him in the company of the world F-1 and multiple motorcycle champion.

For a race-by-race account, please refer to that excellent website, racingsportscars.com. We'll consider only a few moments, aspiring to nothing more than giving a taste of what he made of life.

Begin with the first Gulf Canada championship in 1969. The defending Canadian champion (with the Kelly-Porsche) was 33 years old and nowadays might be considered up in years, but he was really only starting. Brack also was 33, Wietzes 31.

Five times Kroll finished second, five times Wietzes won. It established a pattern. Throughout his professional career, Kroll often was not quite as fast as the front-runners; he'd put that down to the necessity of preserving his car, lacking the money for repairs. A larger factor in 1969 may have been Wietzes's ample experience racing powerful cars, including a Formula One start in a Lotus 49 in the first Canadian Grand Prix.

In the American Continental championship where Lolas were outclassed by McLaren and Surtees chassis – Kroll's best was a fourth in eight starts. He tied for 16th in points with 24-year-old George Eaton. Tony Adamowicz, forever remembered as Tony A-Z, age 28, emerged champion, although British-born Canadian John Cannon also won races.

Your reporter met Kroll a month before he flew to England to buy the T142. The Toronto Star's Frank Orr had written that his race cars were beautifully prepared: my Porsche 356B wasn't running so well, so I made my way to RR 2, Pickering. An engine overhaul was overdue, he said, and suggested lunch at the Robin Hood Inn might sooth my nerves. As Eric Broadley would with Horst a few weeks later.

A heavy crash at Seattle in early 1970 left Kroll concussed. Our friendship began with my writing about his recovery in The Globe. My covering the 1972 Russia-Canada hockey series spawned deeper conversations that never really ceased; I visited him a few days before his fatal stroke, and when I returned from vacation a message from him was waiting, "Are you back yet? Call me when you are, please." A modest, if proud man, he invariably was polite, except when someone tried haggling over the price of a used car or a rebuild.

Volkswagen Canada employees, or ex-employees who started their own shops, fuelled Ontario motorsport in the late fifties into the sixties. For a time Horst and Rudi Bartling lived in the basement of Klaus and Ruth Bartels's house on Celeste Drive, as did others newly arrived from Germany. Ludwig Heimrath became best known of the German immigrants, but other stalwarts of Toronto's Deutscher Automobil Club included Rainer Brezinka, Bartling, Horst Peterman, the Bytzek brothers Klaus and Harry, Fritz Hochreuter and Gunther Decker.

Clubs with 'British' in their names, BEMC and BARC, included Wietzes, Craig Fisher, John Cannon, Nat Adams, Harry Entwistle, Grant Clark and Al Pease, not to mention the elegant Francis Bradley, known then as Toronto's fastest bus driver (his regular job was with the TTC). Heimrath, Kroll and Bartling, of course, all have been named members of the Canadian Motorsport Hall of Fame.

"Karl Kainhoffer sent me the money to come to Canada," Kroll said of Porsche's best-known emissary to America, sent to care for the complex 4-Cam Fuhrman motors, who later became Penske Racing's first employee.

"I repaid Karl as soon as I could. Later on, I helped Dieter Inzenhofer and Arnold Wagner get jobs at Vasek Polak's dealership in California – and they went on to form ANDIAL with Alwin Springer, which contributed so much to Porsche racing in North America. We all knew each other."

That Kroll was forever approachable and open, made him every sports reporter's friend – and helped as well in finding a long string of volunteers for his race team, plus sponsors such as the City of Scarborough, Volkswagen Yonge and Judy Welch Modelling Agency (models appeared at Mosport pushing his cars on the paddock, and Horst negotiated a modeling course for his daughter, Birgit, who had the presence but not the temperament to continue).

Because he'd insinuated himself into Porsche's pits at Avus, the Berlin banked oval, while still working in Porsche's VIP service department, by wearing factory overalls and carrying a wrench, and later in Canada helped a young

Roger Penske at Harewood Acres, near Jarvis, Ont., he expected everyone to be equally willing to do whatever to step inside the sport. This, incidentally, was how he came to sleep with Roger Penske, an anecdote oft-told by this

reporter and other vintage writers. When Roger discovered he had no place to stay, he gave Kroll his motel room's bed and slept on the floor.



Kroll's pit volunteer varied in their dedications. Once he pitted for gasoline to find his crew had wandered around the course to watch the race; he claimed he'd had to climb out and fill up himself!

Above, 1963 Mont Gabriel Hill Climb, Porsche Carrera. Below, 1963 Porsche Carrera at St. Eugene. Photos by Canadian Motorsport Hall of Fame Archives.

His own logistics sometimes stumbled as a consequence of his deep belief that things would work out. "Don't worry about it," was a pet phrase. Arriving late at Mid-Ohio for a Can-Am race in 1981, he insisted the signs saying all campers must clear the pits by nightfall did not apply to racers. At midnight, security turfed the camper van from the premises; I know because I was there, writing a feature *The Sunday Sun* titled *Team Poverty*. No problem, said Horst, we'll drive to the head of the line of race fans waiting overnight for

early admission. Except, the fans were partying all night. Except that, the alcohol-fuelled fans started rocking our camper van and threatening worse.



We retreated. We got very little sleep. Next morning, Kroll got up and qualified mid-field. We set up camp next to Paul Newman; when Horst's daughter, Birgit,

excitedly said the Academy Award winner was barbecuing burgers for his team, Horst asked who he was. Kroll never went to movies. After dinner, we made the rounds of the funded teams' garbage cans looking for rejected ring and pinion gears. Wasn't it dangerous ignoring best-before dates? Not really, Kroll explained, those parts still had lots of racing miles left in them. Friends on those front-running teams were known to wait for him to make his rounds before tossing the good stuff.

Of course the Can-Am Championship that's legendary ran from 1966 through 1974; people remember the roar of the McLarens and the whistle of unbeatable Porsche 917-30 Turbos who never actually saw them.

When the Continental Championship and Formula 5000 proved to be incapable of attracting Can-Am sized crowds, the power brokers within the Sports Car Club of America decided that wrapping F5000 chassis and 5.0-litre engines with enveloping bodywork and bringing back the Can-Am name might be magical.

Incredibly, Kroll almost won the first race of the new Citibank Can-Am Championship, at Mont-Tremblant, June 12, 1977. Roy Hayman, like Wayne Kelly a RCAF alumnae from Trenton, built the body for the Lola T330 Kroll and remembers what transpired.

"Horst only had rain tires mounted for that race," the 90-year-old recounts. "When it rained, he took the lead. But somehow the team had brought only another three wheels, not four, so there was no possibility of switching to dries. When it stopped raining and the track started drying, Horst aimed for every puddle but there weren't enough. . .so he ended up third."

The original Can-Am featured the best international drivers at their peak. The second go-round's drivers tended to be climbing the ladder: Alan Jones was Can-Am champ in 1978 and Keke Rosberg runner-up in 1979 before going on to F-1 titles; Patrick Tambay won in '77 and '80 and was a worthy F-1 foot-soldier; Al Unser Jr. and Danny Sullivan, advanced to Indianapolis 500 and Indycar championships. Jacky Ickx, of course, already was an immortal with four victories in the 24 Hours of Le Mans before his Can-Am title in 1979.

In such company, Kroll's fifth-places at Mosport in 1977 and Watkins Glen in 1979 counted as major achievements. But his highest profile came in 1983, when Silverwood Dairies opted to sign on to promote their new Chipwich ice cream sandwiches.

The Chipwich Charger had the measure of every car on the track in looks, with multi-hue stripes along the sides enhancing the deep cream paint. And the Charger looked even faster after Kroll got access to the Canadian Tire team's Galles GR3 Frissbee body molds, in payment for providing Jacques Villeneuve Sr. with a spare nose after he'd broken two at Elkhart Lake.

Trouble was, the 10-year-old Lola T330 hidden within the au courant bodywork may have been a winner for Alan Jones in F5000 in 1976, but it wasn't in the same class as the GR3 Frissbee in which Al Unser Jr. made his name in 1982, that Villeneuve now was racing to the 1983 crown.

Fourth at Trois-Rivieres and Sears Point, fifths at Mosport and Lime Rock, earned Kroll a tie with another Canadian, Dr. Charles Monk, for fifth in the 1983 series standing. Major teams were migrating to the upwardly mobile CART Indy Car series – Truesports, Newman, Haas, Canadian Tire – so Kroll Racing became more competitive year by year. In 1984, third behind Michael Crawford and Michael Roe, a Scot and an Irishman thought to have golden futures. In 1985, second to Rick Miaskawicz, unknown but a winner in the ex-Unser, ex-Villeneuve car.



Photo by Ron Kielbiski.

Kroll also recorded his first Can-Am win, at last, at Mosport in 1985 - after pace-setter Miaskawicz crashed. If he'd beaten Bruce McLaren, Kroll couldn't have appeared happier than that June day. To top off the triumph, Joe DeMarco stood third in another Kroll Racing entry. Kroll emerged as the Can-Am's champion in another sense, other than points, as the series wound down. Mosport owner Harvey Hudes, a long-time Can-Am proponent, counted on Kroll's sizable stable of older Lola conversions available for rental to make the car count respectable. And Kroll featured Canadian stars in his best backup car, thus scoring a one-two in the 1986 season opener as he won and Bill Adam was the only other driver to finish on the same lap; Paul Tracy in the same car as Adam famously beat Kroll in Mosport's second race in September, concluding the series long life.

With only four races in 1986, Kroll's win and runner-up at Mosport along with a second at St. Louis and fourth at Summit Point edged out Bill Tempero in a March 84C, retired Indy Cars having been allowed to keep the series alive.

He never gave up on the Can-Am continuing. When I'd show up at his West Hill shop for lunch at Ted's Restaurant next door, he'd invariably be on the phone cajoling car owners to make the next race. "The only way we'll get more prize money," I remember him insisting, "is if we give the tracks a decent car count so we can put on the kind of show that will have them wanting us back next year."

But they didn't. After the SCCA summarily killed the Can-Am, Tempero, Kroll and other advocates tried repurposing their cars in a CAT Thunder Car Championship in 1987, but few paid attention. Oval races at Sanair, Milwaukee and Phoenix were a new experience for Kroll; even so, he stood third in the championship.

And when he understood it was over, he retired without ceremony, returning to servicing Volkswagens and Porsches full-time, his shop over-run by stray cats because he never forgot the fate of the family cat as World War II was ending and his mother was fleeing with the children toward Dresden.

His enthusiasm for partying seemed to grow in inverse proportion to the absence of speed in his life. In one of only a couple of returns to the track, after preparing a basically-stock Saab 9000 for a 24-hour race at Mosport, the result is long forgotten, but the presence of a Miss Nude World of Wheels remains in the minds of anyone who saw her.

The Saab was entered by World of Wheels magazine. Coincidentally, this young friend of Horst's was an exotic dancer who billed herself as Miss Nude World of Wheels because she performed on roller skates. When not sunbathing atop Kroll's camper she roller-skated around the paddock, not nude but nearly so - until the magazine threatened legal action. The publisher had become incensed.

Horst asked me to drive his friend to Kitchener the next day for an upcoming week's engagement, knowing I was on my way to Windsor. "That old man," she fumed along the way, really downcast by all the foofarah, "he's such a prude . . . and he has no sense of humor."

Horst's sense of humor always prevailed, along with his determination and an enduring pride in all he achieved. And not just in the big cars, but in Formula Vee, and at Sebring with Rudi Bartling's Porsche and the Sundown win in another Porsche, and co-driving with Mike Rahal, Bobby's father, in a Lotus Europa, so many stories.

The partying ended after a serious stroke several years ago. More recently he spent his days in front of his large-screen television watching racing, especially Formula One – live in the middle of the night if available - European soccer, sports of all sorts,

German news casts. To the end, he handed out the same spectacular business card he had for 30 years, bearing his car at speed and the words '1986 Can-Am champion.'



Photo by Ron Kielbiski.

Dennis Prophet



Dennis Prophet, who died November 29th, was well known in the Canadian race community. He was the founder of Reputation Tuning of Scarborough. As a former competition manager for BMC Canada Prophet naturally had a soft spot for the Mini. This, plus a liking for the Ogle SX1000 led to developing the Reptune Gullwing GT. About 33 were built and later about 35 GT bodies were sold to be dropped onto the basic Mini body structure. (Right)

Prophet also imported Broadspeed Minis and was a backer of the Al Pease Racing Partnership.

In the early 60's the Canadian arm of British Motor Corporation had what amounted to a national "works"



adjunct to the English factory. Prophet managed the Canadian works team and prepared a number of cars, including a team of BMC sponsored Healey 3000's that ran at Sebring. Prophet told stories of how they used to show up at Mosport, Harewood, etc, with a truck loaded with engines, cranks, rods, heads, etc.

"I first met Dennis back in the sixties, I think", said Gary Magwood. "I was working for RedeX, the Brit oil and gas additive biz run by a character named Peter Murdoch. He was the organizer and owner of The Racing Drivers School of Canada and he owned a Connaught F1 car that he wanted to convert to a two-seater sports racing car! As I stretch my memory, I think Peter had "done a deal" with Dennis for slightly lower rent if Dennis would work on the Connaught project in his spare time. Dennis' skill at tuning SUs and making Brit stuff go faster filled his shop at that time. Dennis was an absolutely charming individual, always smiling and most amenable to chatting about his various projects. It wasn't hard to drag him out from under the hood of whatever he was "doing his magic" to discuss the state of the Brit car industry!"

Right: Reptune raced by Hugh MacGregor and John Kerbel in 1967.



Dennis Prophet's interesting life was further changed when he saw his first UFO. An RCAF veteran Prophet had no interest in unidentified flying objects until 16 January 1974. That was the night that he experienced his first sighting. "When you've seen what I have seen and what my family has seen, you've got to believe", he explained. Prophet equipped and modified a van for UFO tracking purposes. He was a member of MUFON (Mutual UFO Network) and founder of his own UFO group, Reptune Research. There's more in Prophet's own illustrated pamphlet "The Amazing West Hill- Pickering Sightings" (1975).



Above: "Over 52,000 people at the Player's 200 at Mosport, June 1964, saw three BMC cars score victories. Al Pease drove the MGB to win the Production Sports Car race, while Don Kindree won his class with the Austin-Healey 3000 in the same event. Al Pease then won the Touring Sedan race with the Austin Cooper. Left to right are mechanic Dennis Prophet, Don Kindree, team manager John Clark, Al Pease and mechanic Mike Holden."

Below: The Mini Based Reptune

CLEAN SWEEP FOR BMC CARS AT MOSPORT!

BMC cars enter four events—and win all four—including rugged Sundown Grand Prix of Endurance!

Through 1964 and 1965, BMC has been the most successful car maker in the world. In 1964, BMC won the 1964 British Grand Prix of Endurance at Mosport, and the 1964 British Grand Prix of Endurance at Mosport. In 1965, BMC won the 1965 British Grand Prix of Endurance at Mosport. In 1964, BMC won the 1964 British Grand Prix of Endurance at Mosport. In 1965, BMC won the 1965 British Grand Prix of Endurance at Mosport.

4 EVENTS—4 VICTORIES!

1. British Grand Prix of Endurance

2. British Grand Prix of Endurance

3. British Grand Prix of Endurance

4. British Grand Prix of Endurance

BMC The British Motor Corporation Limited



VSCCA Mount Equinox Hill Climb

by Stephen Burnett



This August I joined three other Canadians and about 30 American drivers at Mount Equinox, to participate in this iconic event. Racing on the exact same road course as John Fitch, Bill Milliken, Briggs Cunningham, Carrol Shelby and René Dreyfus.

The ascent of Mount Equinox is now in its 52nd year of continuous competition. It is one of the undisputed and iconic “must participate” events in North America. I have heard it described as "an item in the bucket list of competition experiences". But that would be grossly underselling this extraordinary competition, which cannot be appreciated in a single visit. 850 feet above sea level at the start line, to an awe-inspiring 3.790 feet and 5.2 miles to the summit. Deceptively fast sections, tricky slow and ever tightening corners with a few hairpin first-gear turns thrown in for good measure.

The Mount Equinox short course uses the same road, ending at mile marker 3.10 and an elevation of 2.500 feet. The VSCCA could not have been more welcoming to us and they really know how to put on a superb weekend. The relaxed atmosphere in the paddock reminds me of similar events in the UK, at Harewood and Shelsley Walsh. Spectators are welcome. Drivers and crews are happy to pitch in and the organizers have developed a superb formula. Most competitors can get in six or seven attempts at the Mountain, which helps with the steep learning curve. VARAC tech regs' are acceptable for this event and the cars ranged from a Sunbeam Rapier - The Old Grey Mare...a flat head V8 powered single seater – a 1934 Amilcar single seater – Morgans – MG's – Alfas and my rather slow Jaguar XK 140 Special, shown above!



On Saturday evening the VSCCA rented a lovely period-renovated barn for their traditional dinner. The barn was illuminated with twinkling lights and locally woven quilts decorated the walls. (how Vermont is that?) They served really delicious food and presented an amusing revue of the event while we were munching desert.

The drive down to Mount Equinox is quite easy and as we elected to set off for home after lunch, we easily made it back to Kingston in time to put the Jaguar to bed and tuck her in. I am happy to chat with anyone who would be interested in joining me for the 70th running of the Mount Equinox Hill Climb on August 11th and 12th 2018.

Stephen Burnett, Kingston



Photos clockwise:

Misty Morgan, Indianapolis Hudson and the Old Grey Mare.

Year End Wrap up, Highlights of 2017

Pit Signals asks “What was your highlight?”

Let’s start with Ted Michalos, how was 2017 for you?

“What a year we had at VARAC! New cars, new drivers, large grids, and a great VGP (if I say so myself). Personally, I attended more events and had more time "on track" than I have in the last three years combined. I missed some of our regulars on the Classic grid and I hope they are back next year.



I am really looking forward to 2018 so I can see just what my Lotus 23 can do. I have been told at least two other "sports racers", an Elva and a Merlyn, will be joining the VH grid next year. If that happens we could have some very exciting racing indeed.

I know it sounds cliché, but I'd like to thank the Board and all of the club members that give so freely of their time and effort to keep VARAC running. In my role as CASC Race Director I am familiar with most of the racing clubs in Ontario and I can tell you that we have a great group of people in our club. It is a pleasure both on and off track to work with VARAC.

See you at the track!

Ted Michalos
President/Race Director/VGP Chair
VARAC

“My highlights?”

“It was the best of times, it was the worst of times....”

Nick Pratt.

Yes, to quote Mr. Dickens, it has been quite a year. I

budgeted for four race

weekends and the only one I managed to complete was the Festival. It seemed on that weekend the gods were smiling down on me. With the exception of Dave Morgan, the arch nemesis Mini crowd was nowhere to be seen this year and I missed the frenetic activity of being in the middle of the swarm.

The car ran superbly. We got caught in a third lap downpour during the MG/ Triumph feature and I had brand new Hoosiers on the car for the first time. They felt like Inters and that allowed me to stay ahead of my fellow MGers but I couldn't catch a very fast red Triumph, which took the overall victory. When it came to the feature race - I think I was gridded 5th - the track was still a bit damp and I'd had the luxury of finding the grippy bits in my previous race, so at the start I had the confidence to take an outside line into 1 and essentially drove away from the rest of the field, finishing 40 seconds ahead of the second place car. To top it off I won the Tony Simms award for the second time. What a great start to the year I thought! But thunderclouds were looming...

At Shannonville I lost all my gearbox oil due to a worn driveshaft. Unbeknownst to me, a considerable amount of that oil ended up under my seat, which I didn't discover until Sunday morning. I had managed to soak the seat, my driver's suit, two pairs of underwear, even my camp chair! What a mess to clean up! On to Waterford Hills where I broke three half shafts during the weekend... But these were minor irritants compared to the finale at Celebration. On the third or fourth lap of the first combined Practice/Qualifying session, a mechanical failure, just as I crested Turn 4 flat out. The ensuing crash into the Armco immortalized Gidget by leaving a mural of her (page 30) as a warning to future racers - Keep Left! The car suffered serious damage but like Arnold, I'll be back.....(My wife says, “And *why* do you do this again?”)



Our Highlights of 2017...

by Colleen and Ivan Samila



“Personally I was extremely surprised and honoured to have won the James Fergusson Award, I didn’t even quite know what it was all about. “

(Note: “The Fergusson Challenge Trophy shall be awarded to a VARAC member, who, in the opinion of its Directors, has made an outstanding contribution to vintage racing in Canada according to the aims expressed in the VARAC charter.”)

“In saying that, I was thrilled to be recognized for the hard work that Ivan and I had put in over the past 9 months... almost like having a baby! We were able to see the member database come together, include past and present members in one system, with the ultimate goal of creating a system to compile VARAC car and member history. One of our other goals was to make membership payment and documentation process easier for the membership. It is all coming together. The membership has now had a chance to put our efforts to use, by utilizing the new on-line registration and car information system.

There was no off the shelf database that would do everything we wanted. After much searching we found a system that was close, but to make it work for our needs my background in databases and programming would come in handy. I am sure we will have a few growing pains, but in the end the hard work will pay off for current and future members as well as the VARAC organization for years to come.”

My Highlights of 2017...

by David Holmes

“Well, the 2017 race season was not kind to me, in fact probably my worst. I’m trying to think of who said “buy a Twin Cam” because I would like to get revenge! The car overheated at Spring Fling and blew a piston at the Canadian Historic Grand Prix. Evan was trailering the car to Watkins Glen for me when the D rings in the new tie downs failed and the Twin Cam went sideways and partially off the open trailer. The car didn’t make it to the Glen, fortunately there was little damage to the car.”

“I made it to New Jersey Motorsports Park and in four times out on the track the car quit between corner one and corner two. I sat on the side of the track in 95 degree weather for each entire session. Celebration was a little better but the car would run fine one time out and then run like crap the next time.”

“Dave Good and I raced Schenley Park, Pittsburg . I took #137, the push rod. I love this race its very challenging, winding city streets, trees, telephone poles and huge crowds. But it did not start well as the car quit in qualifying and I did not get a time. Thus I started last in the feature race Sunday. But 137 ran great. I passed about fifteen cars and finished seventh. I had a blast. Dave ran great and finished third, made the podium. I can’t wait for 2018.”



My Highlights of 2017...

By Kye Wankum

This year, I decided to run the entire VARAC schedule. I got full points at BEMC but there wasn't that much competition out yet. I do not mind the rain so, while others fall off the road or give up, I just keep going. This helped me to drastically improve my starting positions several times throughout the year.

At Tremblant, I was rusty after an absence of 12 years, so I got a third in class on Saturday and first on Sunday. The CHGP at Mosport was awesome in so many ways and weather helped me move up on the starting grid from 20th to sixth position overall in a wet qualifier. Again, I got full points. I had not been to Shannonville in 24 years and had a blast with some great battles, and again I got full points. Calabogie wasn't as kind. I lost my clutch and, having no spare, packed up and went home before the race weekend even started. Zero points.

Next was BEMC at Mosport for the Indian Summer Trophy races, a beautiful weekend, with full points. For Celebration the weather was beautiful, but "breaking out" during qualifying meant I had to start from the back of my class, 36th out of 37 cars! I made my way up to 18th in three laps but that was it, as the entire remainder of the race was run under full-course yellow. The Sunday morning race did not go well at all, a broken rocker in the engine. In the end I ran 11 out of the possible 14 points races, and won the 2017 VARAC Vintage Historic Championship.

I had a wonderful time with some good battles and I want to thank my fellow VARAC competitors for their camaraderie and for putting up with my noisy car forever holding them up going into the corners; but that is the only way to drive a 911 – in slow, out fast!



My Highlights of 2017...

by Ian Crerar

I am NOT a Porsche guy...at least that is what I keep saying. To the casual observer I would look exactly what a like a Porsche guy should. I have 996 turbo daily driver, I race a 996 turbo in GT Challenge and won CTCC in that car too. I rally a 911 SC sometimes and am restoring a 914.

Oh, and I won, by the narrowest of margins, the Classic VARAC championship in my 1989, 993 bodied 911...maybe I am a Porsche guy...huh. BUT I am not PCA member, so there you go...not a Porsche guy!

This year's championship series was a lucky fluke for me, to be honest. I started the season with hopes of doing well. I had some good finishes and an overall win at the VARAC Vintage Grand Prix. The classic car had ups and downs though; including broken valve springs one race, a broken rocker in another, and finally a catastrophic crankshaft failure mid season.

At the Ted Powell Calabogie race I was without a car, as my spare motor also needed some rebuilding. Very kindly, Ted Michalos lent me his 944S2 to keep my championship points race rolling. I had a great battle holding off constant attacks by Emily Atkins. She was showing amazing speed and had started by leading the race early, and after spinning out on lap one, she gained all but two places back by the checkered. (Some say I was a very wide obstacle -- sorry Emily). I was able to stay ahead of Del (my main opponent for the championship, who was also racing a 944 that weekend) and gain some much needed points to stay in second in the championship.

The Championship ended with a one-point margin in my favour at the final race. Del and I had a great battle, me collecting him up on the tighter sections with the lighter and more nimble Porsche and Del running away in the Corvette on the straights. Ultimately, due to the untimely engine failure of Del's formidable Vette, I placed ahead and with that took the Championship.



© Brian Graham



More highlights of 2017! Formula Junior photo above and F1 photo below by John Walker. At bottom, no slacking off between races at Waterford!





More moments from 2017...





The good and the bad...





Some "lesser" moments...



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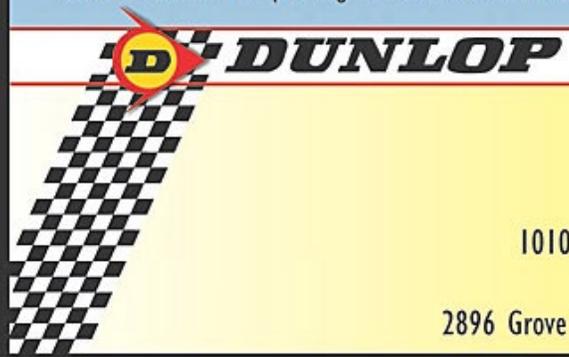
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The Return of the Merlyn....

By John Hawkes

The start of it all.

In 2016 I headed off to the UK to visit my brother and go to the Revival at Goodwood. Surprise...not a Porsche to be seen on the track but what there was, was the most beautiful collection of pre war to 60's open wheel and closed cars you could imagine and I started thinking about going back to my heritage...there was a discussion with Gordon Shedden, current BTCC champion about the Heritage A30 series, a short chat with Joe Bamford of JCB fame, who owns one of everything and some hanging out with the crew on a Maserati 4CLT. But I really enjoyed the Madgwick Cup for sports racers of the 60's. So for the last year I spent some Google searching time on everything from Lotus 11s to various Formula Junior and F3 cars. Eventually I decided to go the closed wheel approach and found three Merlyns to look at, all Mk 6As.



Narrowing in.

There were three of the approximately twelve Mk 6A s that were built that were or might be for sale. So I contacted those three owners and started to

gather some information on the chassis numbers. As with Lotus 23s, of the 25 Mk 6 and 6As built, there are only about 47 left, so good to verify the provenance!

Unfortunately, (but fortunately, as it happens) I was not able to run my 914 at the Festival so came up to mope around and talk to a number of the FJ owners, one of whom needed a master cylinder I happened to have at home. Next day I brought the part back and Tom O'Grady, the owner of a beautiful T 59 Cooper and a Stanguellini, tried to convince me to join the FJ group.

When I told him I was thinking more along the lines of a B or C sports race car he said, "Well, I do have a Merlyn I am thinking of selling". I agreed to go see his and one other car in Houston, and in October went down to discover the car was the car that Brian Evans owned in 1998 when I started with VARAC. In short order the deal was done and two weeks later I did the 4,400 km drive and picked it up, a very happy camper!

Early History.

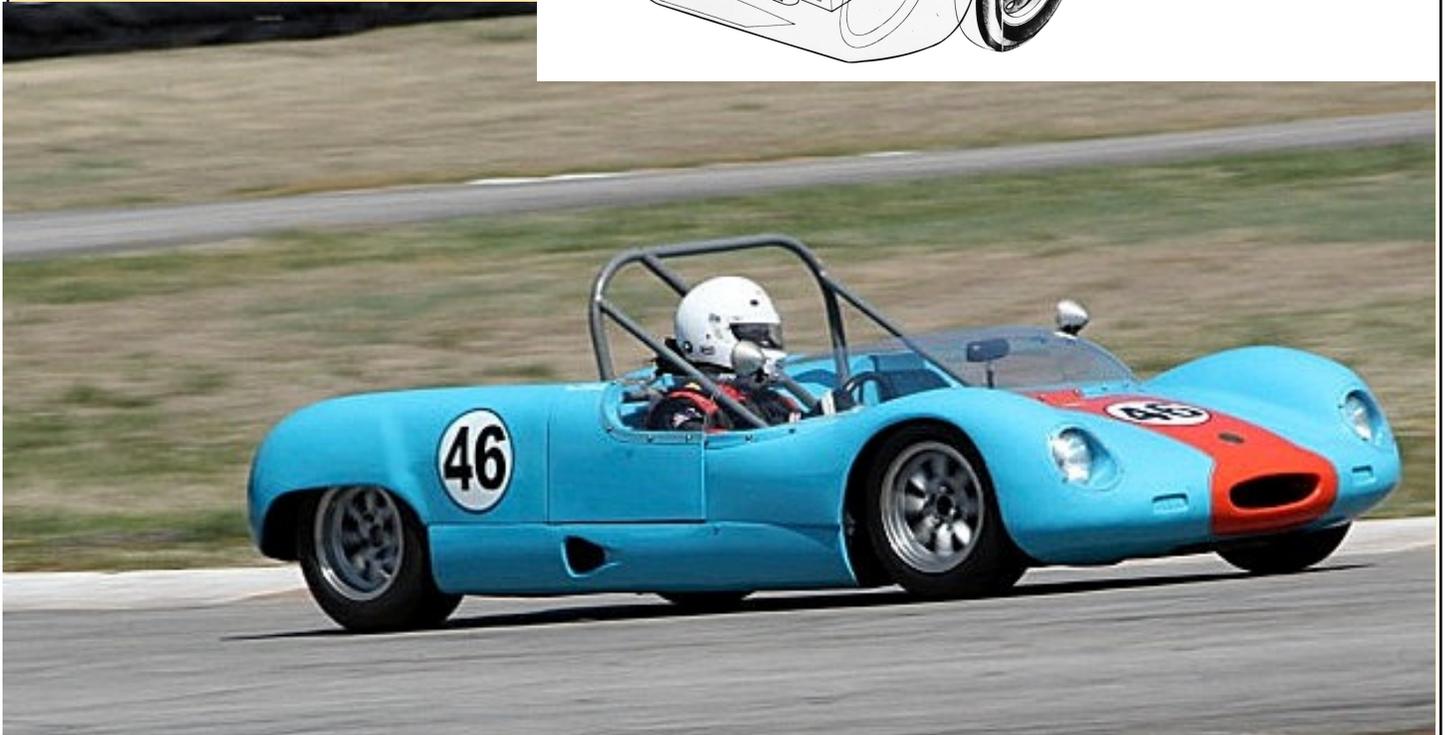
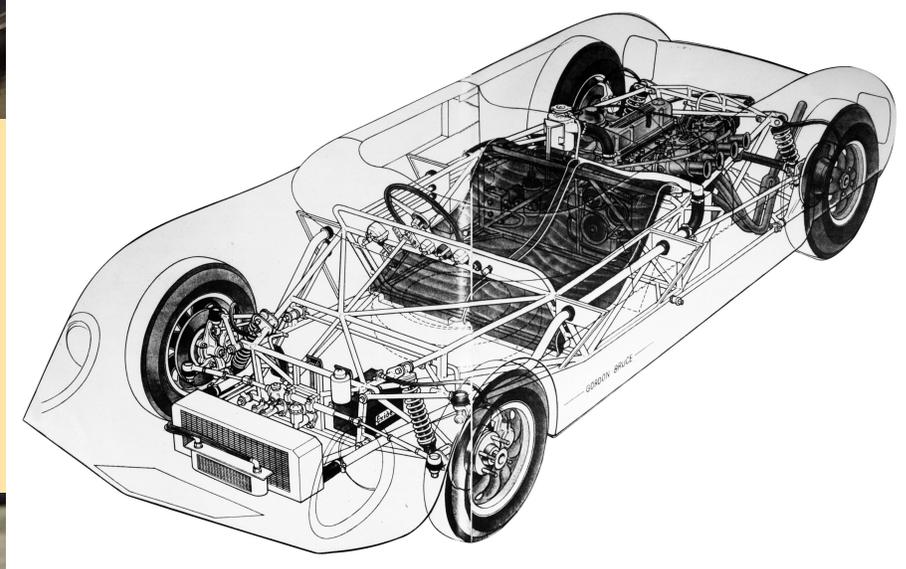
Chassis number 76 RS was built in 1964 and shipped to Ron Evans of London, Ontario via Flanery Racing Enterprises of Lake Charles, Louisiana, the Merlyn dealer at the time. Ron was the owner of Leavens London Motors, a BMC dealership, so he wanted to run with a 1098 Morris A series motor. Thus the car was bought with no engine. There appeared to be some serious misunderstanding about the scope of what was to be provided, as there was an exchange of an Englishman's sarcasm:

In a letter from Ron Evans to Selwyn Hayward of Colchester Racing Developments, (Merlyn):

"Normally I would list the items that I believe are missing, but in this case I will list exactly what I got (since it will take less time) and ask you to advise either what was stolen from the car during transport or merely that I expect too much for my piddling \$3700".



“...As with Lotus 23s, of the 25 Mk 6 and 6As built, there are only about 47 left, so good to verify the provenance!”



And in reply:

“We stress we strongly object to supplying cars without engines... the difficulties owners encounter fitting engines...we have no experience with BMC engines, all of our experience being with Ford”.

Eventually Ron fitted his 1,100 cc BMC FJ engine but must have seen the light and in 1967 fitted a Martin Ford engine of 1,865 cc with a three valve crossflow head. The unfortunate demise of the car occurred in 1972 at turn three CTMP née Mosport when it burned badly.

Revival and modern history:



Ollie Clubine bought the car from Ron Evans and started to accumulate parts for a full restoration. In 1996 Ollie had moved to Formula Fords and Brian Evans came along with an offer that Ollie took. Brian continued the restoration and had the car back on the track in (I believe) 1998.

Coincidentally this was the year I started racing with VARAC with the ex-Glen Storey Porsche 914/6. (Brian is shown above in the Merlyn with myself following in the Porsche.)

Brian then sold the car to Ed Ziegler in the US in October 2004, Ed replaced the Martin engine with a Ford Kent crossflow engine and replaced all suspension and brake parts. Ed sold the car to Tom in 2014 and it has run about 30 events since its restoration. The specs and performance of these 60's sports racers are pretty close, unless you consider the BMW or Porsche powered Elva Mk 7 and Mk 8 cars, which were more advanced. As can be seen from the pics the car is very pretty and has been babied by its previous owner. It will be fun to go from my sticky tired G70 car to a purpose built race car with some inherent liveliness! *John Hawkes.*

Once upon a time...

at a kitchen table in Schomberg...

A couple of years ago, Christopher Creighton (Alfa Dogs #105) and his friend, Bob Whitehouse (a transplanted Aussie with decades of racing experience) were sitting at Christopher's kitchen table having a coffee and talking about vintage racing. Lamenting the costs involved, Christopher and Bob began to discuss ideas to legitimately offset the expense of racing.

Bob has vast experience with CAD and computer-aided manufacturing, and Christopher has been moulding and casting catalytic plastics for years. The discussion quickly turned to how this wealth of experience could be applied to Vintage Racing. While the first ideas were directed toward the manufacture of suspension components, the project eventually developed into a quest to produce a new and better velocity stack. Long hours were spent at that table, on the phone, via e-mail and at the local Tim Horton's working out the details for Velo Stak.

(Right: Velo Stak for Weber Side and Top Draft Carburetors, Showing the Dimpled Air Entry Surface.)

After many months, prototypes and design changes as well as extensive computer modelling, flow bench and track testing, they settled on a design with some pretty unique features. The result, Velo Stak, is a cast design able to be cut to length to suit torque requirements and space restrictions. It's cast with an air boundary surface-enhancing pattern (have you ever wondered why every golf ball you've ever seen has dimples?) and a fully transitioned outer lip for smoother air flow into the Stak, and these features result in improved throttle response and an increase in horsepower and torque.



Right: Velo Stak in Cutting Jig.

The process begins with Bob drawing the part in CAD. The drawing is then sent to a 3D print shop, where a prototype is made.

The 3D print is then sent to Christopher (working out of a shop in Mitchell, Ontario) for a few hours of hand finishing to produce the pattern for that part. Once that's done, a mould is made of the pattern and castings are taken from the mould. Tolerances are critical and every part is checked on a jig to ensure proper fit. In the case of parts for Weber DCOE carburetors, they can be test-fit by walking across the shop and trying them on Fil, Christopher's 1972 GTV race car.



Right: Velo Staks on 1.25" SU Type HD Carburetors



Left: 45mm Velo Staks on Fil, Christopher's 1972 Alfa Romeo GTV Vintage/Historic Race Car

The characteristics of the materials used allow the parts to be cast in just about any colour, although the current choices are black mounts with red, grey or black barrels. All stainless-steel mounting and affixing hardware is included, as well as a bespoke jig specifically designed to make a straight cut should the buyer wish to shorten the Stak. Plans are underway to develop Velo Staks for other makes and models of carburettors as well as carb mounts and a cool air induction system for the driver. Cold air to the engine makes you go faster but cool air to the driver is just as important in the quest to reduce fatigue and brain-fade due to overheating.

It's been an interesting journey for Bob and Christopher and they're still having fun. Reactions to Velo Stak have been very positive. Many racers showed interest when they were displayed at the 2017 CHGP and orders have been placed by racers and a well-known engine builder in the U.S.A. A real bonus is that race entry fees are now entered into the books as 'Research and Development' and are a legitimate expense.

Nicely done! Velo Staks are very reasonably priced and currently available on eBay. Type Velo Stak into the search line to find them.

Article and photographs by Les More



VARAC Annual General Meeting

Report by Ted Michalos

For those of you that missed it, the AGM was held on Sunday, November 19 at the Sheraton Parkway North Hotel in Toronto. The business meeting came to order at 10:00 am, followed by lunch and then our Awards Presentations at 1:30. 40+ members were in attendance, with 14 proxies registered.

For those that want a detailed account of the day's activities the Power Point presentation used at the AGM, plus a copy of the minutes will be posted on the VARAC website. The rest of this document is just a "highlights" reel...

The meeting was chaired by none other than yours truly as President of the club. The President doesn't have to chair the meeting - call it a "perk". Of particular interest to the members was Ivan Samila's Membership Director's Report. He described in detail the advantages of the "new" membership database, the VARAC VMC licenses, and how we are going to expand the database to help us manage vehicle information, car numbers, and conduct matters. Ivan (and more importantly Colleen) have been very busy putting all of this together - it is pretty slick and will be a real benefit to the members and the club going forward. Thanks Colleen, and I am sure Ivan helped too.

Chris Rupnik, our Eastern Director has been appointed the "Keeper of the Rules". He brought two house cleaning items to the meeting - an issue regarding window nets vs arm restraints in Classic roadsters, as well as concerns about the tire rules for vintage now that Toyo has gone to an asymmetrical pattern in the new 888R. Once he has settled on the appropriate wording we'll update and post the 2018 Rule Book on the website. Watch your e-mails for the announcement.

The 2017 VGP was described as a "success". Plans are well underway for 2018 and thanks to all of the committee members, past and present, for putting on such a great event for the club. Well done everyone.

Julie Wildman, our Treasurer, reported that the club is in sound financial health. The VGP turned a nice profit and we have sufficient funds in the bank to cover the club's continued operations. In 2017 Julie updated the club's accounting system to a cloud-based package improving access and reporting capabilities at the same time. Thanks Julie.

Under new business, the Motion submitted by Geoff McCord was defeated as written, but significant portions of Geoff's motion will be resurrected and adopted on an operational basis for 2018. At next year's AGM we'll review the changes and submit a motion to the members for approval. The motion dealt with car numbers, their retention overtime and their use by other members. We've had informal rules about car numbers for years - now, in 2018 we're going to try and write them down so that everyone knows where they stand.

John Greenwood asked the members present to discuss the length of VH sessions on regional weekends. John suggested many members would prefer 20 minutes sessions, rather than the 25 minutes we're currently receiving. A straw poll of those present (not a motion) indicated a lack of support for shortening the sessions due to a fear of simply losing the track time. The Board undertook to investigate this matter further and report back next year.

The 2018 Schedule was announced and will be posted on the VARAC website. It features 7 events for VH members and 6 for Classic. The Drivers' Challenge will be the best 5 of 7 for VH and the best 5 of 6 for Classic. The 2018 Drivers' Challenge Rules will be posted on the website.

Time for lunch and wouldn't you know it, my daughter decided she needed French fries and chicken tenders, even though the club put on a nice spread of salads and sandwiches. Kids.

At 1:30 we began the 2017 Awards Presentations. Have a look at the schedule to see who won what. Of particular note, John Greenwood, a member since 1983, was awarded a Lifetime Membership for his years of service to the club and vintage racing. It was well deserved and for once in his life, wee Johnnie appeared to be speechless...

James Fergusson Challenge Trophy



Not to be outdone, the James Fergusson Challenge Trophy was awarded to Ivan and Colleen Samila (above) for all of the work they did on the new members' database this year, and the work they are going to have to do this winter as we expand its use and features. From all of us at VARAC, thank you Colleen, very, very much.

Thanks to the Board members for their time and effort, the club members for their continued support, and especially to Diane Dale for bringing her camera and recording the day's activities for us. (Now if we can get you back in your car and on track...)

Enjoy the "off season" everyone - spring is just around the corner and we're back on track May 12 at CTMP!

Ted Michalos
President/Race Director/VGP Chair
VARAC



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Call Gary Allen 647 405 4048.



Porsche 914 \$7,000 Cdn o.v.n.o.



For sale 1972 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



1969 Mini Marcos Mark III



Turn key race car, freshly painted and gone over. Engine and transmission are fresh, zero race time. Brakes and suspension ready also. Dynoed at near 120hp at wheels. \$25,000 or best offer. DAVEJFIXIT@aol.com More info at: <http://www.britishracecar.com/bobpolak-minimarcos.htm>



1962 Lotus 22



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

David Clubine

519-756-1610

davidwclubine@gmail.com

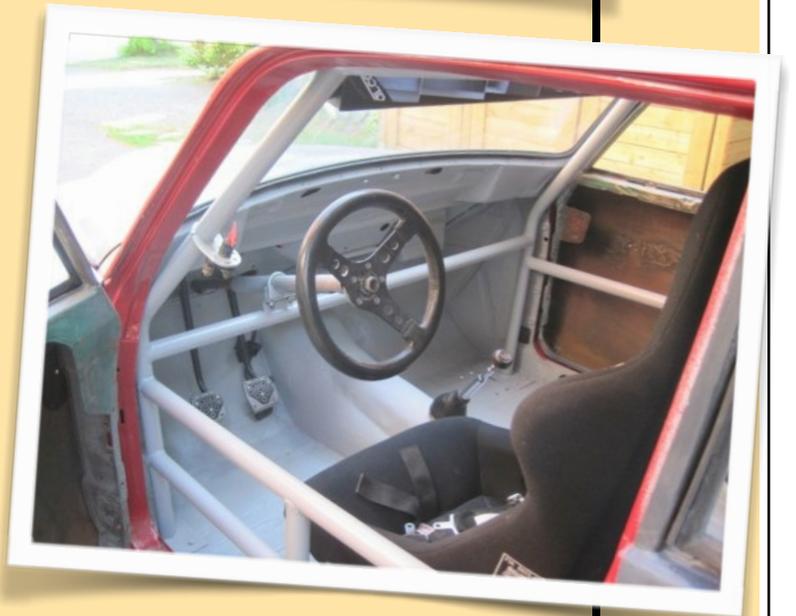
1967 Volvo 122S Vintage Race Car



Formerly raced at VARAC events by Brian Hunter. A solid, mostly complete car which requires finishing. Six point roll-cage with extension into the trunk to protect the fuel cell. B20 engine with modified cylinder head. Many new parts including Sparco drivers seat.

Asking \$6500.

For more information and pictures contact:



Bob Baxter at bobbaxter1961@gmail.com



The Mike Adams / Al Pease
Supercharged 1962 MGB
\$75,000 Cdn or best offer.

email: mikeatpmsgmarchitecture.com

Full details on this iconic Canadian race car here:

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



EX SCCA ITB ALFA ROMEO SPIDER RACE CAR



This car is a roller that could potentially be converted into a V/H racer. I have a set of doors, and a rough hood that would come with the car. I also have a 2 litre engine and trans that I would be willing to sell. Priced at just \$2300.00 OBO. Email flyinc10@yahoo.com or call 1-519-301 3761





LOTUS MK IX, Stage III 1100 Climax, Webers, de-dion, new pirellis, trailer, 8 wheels, spares galore. Entire car rebuilt and in absolutely immaculate condition. \$2500 or trade for slower competition, sports or American car and cash. Jack C. Boxstrom, 475 Eglinton Ave. W., Toronto 12, Ontario. HU. 3-6626.

Note! Above ad may be *slightly* out of date....Also! All preceding classified ads will be deleted in next edition unless you notify Pit Signals. Thanks!

