



PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS APRIL 2022 - JEREMY SALE



Gary Magwood and Perry Mason go Ice Racing! Plus! VARAC Corral at Drive Festival! Conduct Committee notes! Ted's Turner! Announcing a Combined Formula Libre/Formula Classic Grid for '22!



Sept 10, 11, 12, 2022

DRIVE
FESTIVAL





AGAINST THE WORLD



JUNE 16-19, 2022

42ND VARAC VINTAGE GRAND PRIX

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Late Braking News...

From John Hawkes

The 2022 season is coming up and it looks to be an exciting year with record entries for VGP and a lot of initiatives happening to improve the club and the services for members. I am starting this column to let you know what your board and other volunteers are doing on your behalf whilst also trying to run their day jobs and get cars ready for the season.

VGP and PJGP.

Peter Lambrinos took over the VGP director role from Ted Michalos and has drummed up a record attendance from both sides of the border. We will have the paddock crawl and dinner this year and we will again run the test day with a street car lapper group to help support the cost of the event.

We have large, but not too large, grids for all classes and have entrants from as far away as California. This year no FEL but we will have quite a large gang from the MG club joining us.

Dave Good as Race Director has worked up a great 10 race schedule for us this year and again we will have a one day PJGP at Shannonville on August 6th. I have had a couple of members ask me why we don't run a two day at that event. As we made a small loss last year, a two day event would double that loss and we are looking at ways to mitigate that but still keep the race entry low, stay tuned! I know that for one car teams it works but for multi car teams and trailers it's a lot of loading and preparation for a one day event. For what it's worth a one day historic event in the U.K is 495 pounds!

Member Survey.

A small committee was formed to plan for a survey to reach out to all

members to see what we could offer as a club to get more entrants out to the regional events in the year, where in some cases we hardly had enough cars to justify a grid. You will see a SurveyMonkey survey coming to you shortly and we really hope we can get a majority of members to give serious consideration as to what else we can be offering to make the race events more attractive and welcoming and to get the entry levels up throughout the rest of the year. To whet your appetite to respond we are offering **a free race entry!** to one respondent. The last question in the anonymous survey is the one that asks you to fill in your membership number if you want to be eligible.

Conduct reporting and management.

Ivan Samila has headed up a small committee to develop a fairer and more consistent conduct procedure. I know he has spent many hours on it and he has produced something that is even being considered for CASC. Different rules of course but the logic is applicable. Ivan has more on this elsewhere in this issue!

Drive Festival and VARAC Corral.

We have been approached by Adam Ruppel at Drive Festival to feature VARAC at this event that takes place September 8th 9th 10th at CTMP. **We are able to offer up to 10 cars** representing all three grids that are able to run the Hill Climb which is a counter clockwise run from Corner 5 to the front straight. This is a great opportunity for us to try and attract new members and show our club off as a low cost well run racing organization for folks wondering how and if they could get into racing.

While the site has serious security 24/7 for the whole event we will be needing volunteer owner/ drivers to stay for the day and manage the corral and promote the club .

If you didn't attend it is run along the lines of the Goodwood Festival of Speed. A lot of interesting display cars, old and new, and a couple of non competitive track events on the CTMP and DDT tracks. Members who went last year including Jim Biscoe, Russ Bond, Steve Gidman and Anthony Polito had a great time, this year the organizers are expecting over 50,000 attendees. If you would like to have your car considered for send a short note and a couple of photos to John Hawkes asap!

Ice racing: It's for everyone! Perry M Mason

This season my son Nicholas and I decided we should tackle the winter blues by building a car and competing in the 5 week CASC ice racing series in Minden. Never having raced on ice before, and with the constant nudging by ice race director Brad Elkins to come try it, we took on the task. We were lucky to find a clean front drive



Mitsubishi Ralliart cheap, took out the airbags, lights put a roll bar in, studded tires and a set of belts left over from our Varac Audi. We decorated with some Canadian plaid and maple leaves and tossed on a Varac sticker. Covid regulations did not allow passengers this season so my son was not able to ride along, but he was great crew and he learned a lot. I stuffed it into the snow bank my first race and DNF'd. That was my initiation. We just went forward from there. Car set up and getting the right traction/balance combo is the key. So much to learn in order to go fast, maybe next season if we do it, we can get more dialled in. Hey, I got to race with Gary Magwood who came out with a in a well set up rent a racer. Yes he beat me, and that

was highlight that I'll never forget. I've known him since I was a kid and he and my Dad raced together.

Everyone needs to try this racing discipline at least once. Bottom line, it was a blast! 🏁



CAR CURLING by Gary Magwood

In the frozen wastes of the North American continent reside some very hardy motorsport enthusiasts. In the depths of winter when the temperatures drop to minus stupid, these hardy individuals will drive for at least a couple of hours to a small dot on the Eastern Ontario landscape called Minden. Here car club folks under the supervision of ageless Tom Prentice carve out a kidney shaped race track then flood it with lots of water. Viola an ice surface that is treacherous to even walk on.



Given the propensity for lots of snow in Halliburton County, the track is surrounded by large snow banks that I'll discuss in a minute.

The next part of the 'activity' involves many, many rather dubious looking four-wheel contrivances that, probably 20+ years ago were used to get groceries, take kids to school or even drive to Florida to sit on a beach in warm sunshine.

These vehicles are towed or trailered to the track or just left in an area loosely called a paddock. The action gets underway with dozens of floor jacks hoisting up the dented and rusty vehicles in order to install the most important component that makes this seeming insanity feasible: very special winter tires that are either tractionized or studded.

Tractionized means that a very expensive brand of winter tires is offered up to a spiked drum and rotated at speed to create a sort of 'shredded' surface that, in theory, enables these vehicles to accelerate, brake and corner on glare ice (more about this later)!

The other option is to embed other very expensive winter tires with tiny (expensive) Tungsten studs to a specified number per tire circumference.

The end result of all this tire technology are \$500 vehicles mounted on a couple of Ks in tires.

I opted to compete in the rubber to ice class, given my age and lack of experience. A call to Zack Wenzel, who has a 'fleet' of five or six ice racers, secured a questionable looking Honda Civic of unknown vintage, (shown below with myself and partner Patricia Stanley.)



My first question to Zack was, "Does the Civic have a working heater?" The second question was, "Where is the mock grid?" Prior to this stage I had to join a CASC club, apply for a Class C Competition License and purchase a helmet that was manufactured in this century; all relatively easy to do if one is a techno wizard.

So on a freezing cold Saturday morning, I clamber into the 'roll-caged' Civic, and buckle up, line up for practice, show my wrist band and head out onto the 'track'. With a lot of coaxing, gentle brake and throttle inputs it was feasible to get the Civic around the corners, albeit at a slow speed. Up the pace and understeer becomes the defacto 'attitude'; simple, more throttle means more understeer. I must mention that these vehicles are broken up into various classes: front wheel drive, rear wheel drive and all or four-wheel drive that can race in rubber to ice or studded classes.



That was practice. Line up another 20+ vehicles, wave a green flag and the entire grid moves off in slow motion, gathers speed and enters into the first corner. That's when the 'car curling' began in earnest: A bump here, a little nudge from behind and I'm relegated to the back of the field. The leaders fast disappeared so I gave chase. Around 5 laps of the 10 lap race, I was introduced to a snow bank: Poof, straight in like a dart! The balance of the weekend and subsequent weekends was spent learning and watching. The experienced regulars handed me my butt on a plate! Humbling! After watching the studded classes compete, I opted to join them for my final weekend. The same Civic now equipped with studs was transformational: suddenly car curling became drifting on ice. Pitch the car sideways, stay on the gas, twiddle the steering wheel to keep it pointed in the right direction and accelerate onto the straight. Huge grin! The grin! The most fun I've had behind the wheel of a car with my clothes on!

If you've ever had the inkling to race, I would suggest heading up to Minden, check out the "vibe" and talk to Zack about one of his ice racers. Racing on ice is probably the least expensive, most fun, hard-to-get hurt form of motorsport anywhere. But pack a Union Suit (Google it!) if you decide to go north...

Perry Mason supplied the pics of Gary and Patricia, and of Perry with his wife and son. "I enjoyed my first season testing the ice racing scene" says Perry, "Everyone is super nice, the racing is so much fun!" All photos by Perry Mason and Brian Graham.



Ice racing back in the day...



When VARAC's Ian Crerar isn't on the water chances are you'll find him behind the wheel of one form of racing car or another.



This winter Ian participated along with a full field of 75 entrants in the kickoff to the Rally season in the French Alps, the 2022 edition of Rallye Monte-Carlo. This is the second time Ian and team has participated in this event.

Ian's competition interests go from from boats to motorcycling to all kinds of auto events. Many of you will be familiar with Ian's VARAC entrants and, of course, his rally 911 which he's fielded since 2019. For this event, however, he was behind the wheel of a Renault Alpine.

About the Alpine Rallye car

Renault describes the Alpine as a “pure racing car, powered by a 4-cylinder turbo-charged engine that delivers over 300 bhp. It contains lots of modifications designed for rallying: revised engine torque curve, 3-way shock absorbers with hydraulic tappets, Brembo brakes, integral roll-bar and SABELT bucket seats with six-point harnesses. Its centre-mounted rear engine (ideal for weight distribution and drive), aluminium chassis and low weight form a perfect basis for versions specific to the different types of competition.”



Hey-Open Wheelers!



Announcing a Combined Formula Libre/ Formula Classic Grid for '22

VARAC and CASC have agreed to combine the present Formula Libre and the Formula

Classic grids into one "robust" open wheel grid. With this VARAC open wheelers will no longer have to be combined with VH, they will have an open wheel grid to race on. This grid will be made up of those open wheel cars presently considered Formula Libre cars (modern open wheelers, F4's) and VARAC open wheel cars (F90's, "Vintage" FF's, FJr's & F1200's).

With this structure we'd expect a grid of 16-20 cars, similar to the grid at '22 Celebration. Typical make-up of this grid would be expected to be:

Modern Formula cars 1, F Classic 3, "Vintage" FF 6, F4 3, F1200 4-7

This grid will be considered a VARAC grid, in that racing conduct will be to VARAC/ Vintage racing conduct rules.

Generally, modern sports racers (ie Radicals) will be considered closed wheel cars and not eligible for this grid. By exception, we may allow one or two on the grid, only on approval by VARAC Race Director and CASC Chief Race Coach. To assist with visibility, forward facing green lights will be recommended for cars on this grid.

Thanks to VARAC open wheelers for showing up and getting our numbers to the point where we can do this. A special "tip of the hat" to Peter Viccary for his work on this. Also thanks to the VH racers who supported having open wheelers on their grid to allow this to come to fruition.

Let's keep it going....Looking forward to some great open wheel racing!

Dave Good

Sept 10, 11, 12, 2022.

DRIVE FESTIVAL



Created after touring the world's major car events and modelled after the famous automotive event, Goodwood Festival of Speed (United Kingdom) Drive Festival (Sept 10, 11, 12, 2022 at CTMP) is the ultimate event for auto enthusiasts in Canada. Showcasing all the best in new car technology and unparalleled test drive opportunities on three test tracks. Our test tracks include our off-road, manufacturer and performance circuits. These tracks offer attendees the opportunity to drive new manufacturer, hybrid and electric cars in a controlled and safe environment.

Plus, see and hear the best collections of exotic, race, manufacturer & classic cars roar up the Dream Car Speed Run all weekend long. Our Dream Car Speed Run is a 2 km contained run for the world's most exciting vehicles to drive at speed in front of crowds!





VARAC CORRAL AT DRIVE FESTIVAL!

This year's Drive Festival will have a special VARAC Corral with up to 10 cars representing all three of our race groups. The site will be under 24 hour roaming security. If you would like have your car in the corral/or run in the hillclimb submit a couple of photos and one or two paragraphs of the history of the car and we will select 10 cars based on standard of preparation, history and representation of what VARAC stands for.

Send your info to johnhawkes@rogers.com.





Above: Inspired by Goodwood Festival of Speed's famous hill climb, attendees will hear and see amazing cars racing up our hill at Canadian Tire Motorsport Park in a safe and controlled way.

Drive Festival brings an innovative, dynamic and interactive approach to the Canadian automotive landscape. It's three days of automotive nirvana. We are



striving to get more classic and race cars in our lineup for 2022.

We are also displaying cars that might not drive in our Dream Car Speed Run. Adam Ruppel, Drive Festival, Co-founder, Festival Director
Email: adam@drivefestival.com

Ted's Turner!

By Jeremy Sale



One of the cars in John Greenwood's recent garage sale was this Turner...

“When Ted Michalos bought this car I mentioned to him that through the years with VARAC I had heard bits and pieces about it; that Bill Hirst was a previous owner/racer, and that later on both Kevin McGuire, John Greenwood and Mike Matson had raced the car. I also heard that Kevin McGuire had supposedly moved to Australia. The whole story was so confusing and mysterious to me that I finally decided to track it down properly, just so that I could finally get the story straight in my head!

My first move was to get in touch with Jonathan Hirst out west; he kindly sent me a nice story about his dad, Bill, and his exploits with the Turner. Yahoo! Content for Pit Signals! Thanks Jonathan! After that I went to the Googler and entered something like “Kevin McGuire, vintage racing, Australia”. Bingo! Up popped an MG car club newsletter in Tasmania with Kevin's name in it, and, yahoo! An actual email address!

Feeling a bit like a detective/troll/Pit Signals editor desperate for stories, I emailed Kevin and, what a good guy, he also sent me a story! So let's start with Jonathan Hirst's story, followed by Kevin McGuire's.

My thanks to both of them!” JS.

The Turner...

Bill Hirst (in the photos below) was the first owner. His son Jonathan sent this story...



“My dad bought the car from Chris Smith, the founder of Westfield Cars in 1982 or thereabouts. I do not know how he found it, but I do recall him getting it shipped over by sea in a container. The car was delayed as the first ship it was meant to go on sank! So it was late and by the time it arrived Dad was quite amped up to get it home, so he ended up picking it up at the Toronto docks and bringing it back to Kincardine prior to final inspection by customs. I remember the customs people eventually came by the house. Dad had to keep the car parked on a tarp until they arrived to ensure no foreign soil fell from the car and possibly contaminated our Canadian soil. I am not sure if he pointed out the open trailer that he hauled it home on from Toronto, but anyway, they took their soil scrapings and gave Dad the all clear!

The car as imported was road going and had a BMC 948 motor with wire wheels, top and a full interior. Dad stripped the interior, installed an extinguisher, welded in a roll hoop, and installed a fuel cell. That was about it to begin with. He popped a frost plug at Shannonville in

the first season, which resulted in a terrible burn on his left foot, and ultimately a motor pull and race rebuild. The diff was welded up, and a more thorough clean up and prep followed.

By 1984 or 5, Dad had bought some 13 inch Cheviot Minilite style wheels, removed the windshield, and painted a blue stripe on the car to hide some nose repairs. The car was very competitive in his hands, and ran well against the other 1-litre Sprites and Lotus Sevens, and even a few 1275 Cooper S's. One of his best runs was at Watkins Glen, when he and Brian Redman (in a 1275 Mini) pulled away from the field and battled all race. Brian won, but it was a thrill for Dad to race so hard against him and initiated a meeting between the two expats, which would result in an acquaintance that would last for many years.

In 1986 Bill had his eyes on the Lola Mk1 stored in pieces in Hanover, so eventually the Turner was sold to then new VARAC member, Kevin McGuire. Kevin did very well in the Turner and Dad often remarked how satisfying it was to sell on a car and have it go just as well for the next owner....”

The Turner by Kevin McGuire

“I was first introduced to VARAC after meeting Stephen Burnett. I attended some races with him and at Watkins Glen in 1986 I mentioned to Jay Baxter (Lotus 7) that I really wanted to be racing. His comment was “No, you don’t”. Taken aback, I questioned his comment and he said “If you really wanted to, you’d be doing it!” I had all sorts of excuses – no tow car, no trailer, no garage. He repeated his response.

I then started making noises about buying a Bugeye and Stephen advised that Bill Hirst was selling his Turner. Next thing I knew I owned the Turner and had to go searching for a tow car, trailer, and garage. Anyway, it all came together and I started racing the Turner in the 1987 season. Jay was right; you can make it happen if you really want it.

Over the next 7 years I had some really good experiences with the Turner. It was a well-balanced, successful race car and a testament to

Bill's preparation and set-up. On-going race preparation and maintenance was done by John Dodd at BVR, who ensured the car was always competitive. Race wins came at Lime Rock, Grattan, and Waterford Hills. Can't recall any wins in Canada – probably because the competition was all VARAC drivers!

There were some really good races with Brian Hunt and Bob Mason in Bugeyes, Mike Rosen, Stephen Burnett, and Dave Morgan in Minis. I particularly remember Brian Hunt and I discussing strategy at a Shannonville festival. We were evenly matched, as were Peter McGlone and Jay Baxter in the Lotus 7s, but they were a *bit* quicker than we were. We were contemplating whether we could rein them in if we used the tow on the back straight to swap positions each lap. Can't remember what happened, other than we were still third and fourth. I think we had been watching too much TV!

A nice memory from my early days was at a Mosport regional race when I saw Ollie Clubine in the Formula Junior coming up to lap me. I waved him by at turn 10 but he stayed behind me. I then noticed he was pointing to the start/finish line and the checkered flag was out. He was leading the race and stayed behind to give me an extra lap. Such was the camaraderie at VARAC.

One of the most satisfying races was a win at Grattan against a Corvette. The nimble Turner versus the straight-line Corvette. Reminiscent of the first VARAC race meeting I ever saw; at a very early festival at Shannonville (short track) with Mike Salter's brother (Roger?) in the very quick Bugeye beating a Corvette!

The most memorable race (perhaps because it was my last) was at Lime Rock in 1993. Continually swapping the first three places with a Lotus 7 and Lotus 6. Result: Lotus 7, Turner, Lotus 6 with a total separation of less than 2 seconds.

Then there were the bad times! At a Mosport festival, rounding turn 10, the revs rose then settled down again. Foolishly, my only thought was

“that’s interesting”. It wasn’t until the gear change along the straight that I realized what had happened. Locked diff; broken half shaft; all the drive on one wheel; power off followed by power on; scrape (hit) concrete wall! The Shannonville festival was the following weekend and I gave up hope of making it, but with the encouragement and help of Mike Rosen and Irene, we repaired the damage and made it to Shannonville. Another example of VARAC camaraderie! (Bob Mason did a proper repair job over the winter and the car was totally repainted. The blue stripe was re-configured and the colours were a slightly lighter shade.)

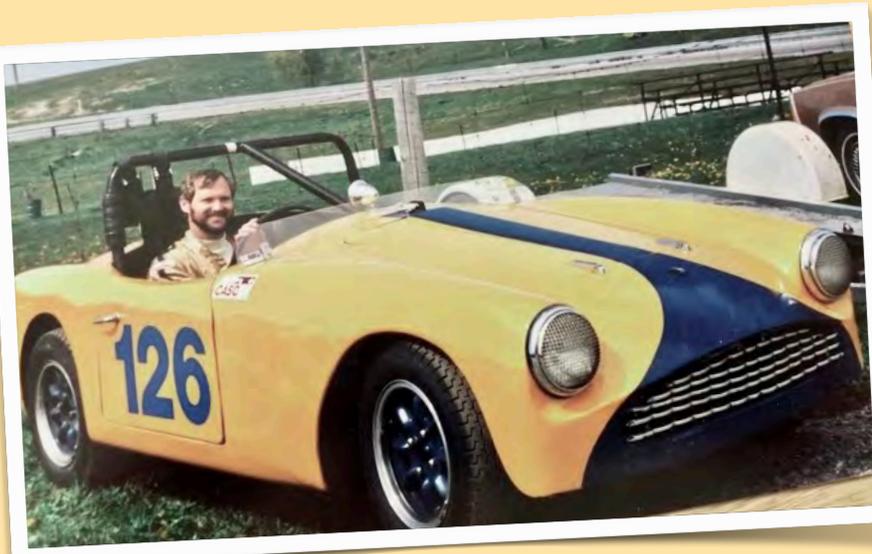
During the time I had the car I raced at Mosport, Shannonville, Waterford Hills, Grattan, Lime Rock, Mid Ohio, and Watkins Glen. Overall I don’t think the car was particularly competitive at Mosport (or perhaps it was the driver), but at most other tracks it performed really well.

“In the photo below I’m racing with Bob Mason at Shannonville. PS. I hope Ted restores the Turner to its former glory; I still have a strong attachment to it!” *Kevin McGuire.*”





Top: Bill Hirst driving.



Left: Kevin McGuire shortly after he bought the Turner.

The photo below is Kevin's favourite. "With roll bars aligned perfectly, it took me a while to realize it is not just the Turner. Brian Hunt is almost in my passenger seat!"



What is new for VARAC Conduct in 2022

Ivan Samila

As you may already be aware based on the 2021 AGM, I am working on streamlining the VARAC incident reporting process. As far as the VARAC conduct policies, nothing changes as VARAC must comply with VMC conduct parameters. There are two elements that will change. The incident reporting process and the penalty process. The incident reporting process will become paperless. All incident reports will be completed on line, making it easier for members who have to complete reports.

No more searching the paddock for your local, always friendly conduct committee member to either hand in the completed paper form or pleading for a form to complete because in all of the waylay of the day they misplaced their incident report form. Instead, the driver will log on via their phone (Apple or Android) or laptop and complete the on-line form and hit send. I and the rest of the conduct committee will receive the completed form within minutes.

There will be a link and hopefully a QR code in the event registration package that will lead you to the Incident report form. A version of this form will also be available for witnesses to file a report. If the racer doesn't have access to a phone or laptop, they will be able to either contact their local conduct committee and beg to log on with their device or complete a paper representation of the form. Aside from the ease of use for the racers, the on-line form will allow the conduct committee to more easily identify incident trends and be able act on them in a timely fashion.

For incidents that result in vehicular damage, or multi-vehicle involvement, the racer will have to follow up their on-line incident report with an in person conduct committee member meeting. One should also remember that the CASC rules and regulations regarding flags infractions are still handled by the marshals and stewards as before. They may opt to use the VARAC witness incident form to document the incident.

Continued....

What is new for VARAC Conduct in 2022

Part two. Penalties. First and foremost, as always, strict penalties apply for not reporting an incident. An incident must be reported prior to the session following the incident. The big change in the penalty format will be the use of a demerit point system. The details of this are still in the works, but just as we have demerit points applied to our road license for speeding or incidents, so will VARAC members. Incidents will have a point value assigned to them based on severity. Each racer is allowed up to 20 demerit points over a given time period. The point system recognizes racers want to race, and things happen. We all know the risks, but if a racers racks up an abundance of points in a short period of time conduct is alerted and the issue can be managed in short order.

We have a working on line incident report form we are currently testing and will be ready for the first race weekend of the season. We will be publishing the proposed demerit point structure in upcoming issues of Pit Signals.

We look forward to seeing all of you on track. Ivan Samila





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Drivers Needed for G90 ASA Stock Car!

After a successful Vintage Festival debut (we won all four races), our ASA #182 Stock car is available for funded drivers, either for lapping days, test days or actual competition.

A super easy and fast car to drive, comes with cool-suit, helmet blower, on-board camera and telemetry. Seat is adjustable as is the telescopic/tilt steering column to accommodate various size drivers. Coaching also available if requested.

If you have never driven a purpose built race car, not a production car turned race car, this is your opportunity to try it. Very reasonable rates.

Please contact Blaise Csida at BC Race Cars.

Phone 647-283-1306 or email blaise.csida@bcracecars.com



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1970 Lotus Elan Roadster Right Hand Drive Parts for Sale!

I have a long list of Elan road car parts for sale that were removed when the car was converted to a race car. Some engine/drivetrain, body parts, windows etc. To get a list and photos as required, contact

Ted Dobbie at tedatmhp@hotmail.com”

ALSO! Looking to buy a Lotus Elan Twincam Stromberg head with good valve seats and exhaust and intake valve guides. Need the cam caps with the head.

New! Never
mounted!

Husky Sway Control.

Trade for a 24 of
Guinness! Free
delivery to the VARAC Festival at Mosport in June.

Email: arperformance@hotmail.com





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Set of authentic 1971 Period
(aluminium) Minilites 5 x 13
freshly refinished. \$ 1000.00



Ford Kent Crossflow Ported head
41.5MM intake 34 mm exhaust
freshly rebuilt \$ 1000.00

John Hawkes
416 890 3992 Johnhawkes@rogers.com





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1961 MG Midget

This car was built in 1995 by Brian Evans and raced until 1998. It was then purchased and run by Ron Watson until 2005. I bought it then and raced it from 2006 to 2021. Since 1995, my Midget has been registered with VARAC (Log Books available). The car is now powered by a 1275cc engine, which is mated to a Jack Knight Ribcase. The 4-speed transmission has just been rebuilt. The engine has only two races on it, the tranny just one. Comes with two sets of wheels. Many extra parts are available with the car. Excellent handling! Safe and fun to drive!

\$9,500

More photos and specs available. Contact Amyot Bachand:

Amyotb2@gmail.com.



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1976 BMW 2002 \$19,000

Here is your chance to stand out from the crowd. After 50 races, I am selling the only period-correct 2002 still racing in Eastern Canada. This



VARAC CLASS CHAMPION 2016

BMW is accepted by all Vintage Racing organizers and has a best time of 1:47 at Mosport. The 2.0-litre SOHC engine with twin DCOE 45 Webers and Stahl headers was rebuilt in 2015 with Wiseco forged pistons,

10.6:1 compression ratio, Ireland Engineering camshaft and heavy-duty rocker arms. Equipped with oil cooler and Accusump, all fuel and oil lines are stainless steel braided and water plumbing is high-temp silicone hoses. Ignition is by Pertronix. The 4-speed BMW/Getrag-gearbox was rebuilt in 2019. Car comes with 4 OEM plus 8 racing wheels and spare parts such as differential, gearbox, starter, etc.

Safety features include 1.75-in dia. roll cage (0.120 wall), 8-gallon Fuel Safe cell, Kirkey aluminum seat and Schroth 6-point FIA belts, with on-board fire extinguisher and trunk-mounted battery. Body is in good shape, no damage, neat and tidy, polycarbonate side windows. Last CASC tech inspection was June 2021.

The 20-foot Miska trailer is included. It has a 13 cu. ft. integrated storage box. Electric brakes and all wiring were completely replaced in 2017. Additional photos and list of tools and spares are available on request. Call Robert Searle at (514) 883-5318 or email at searlerg@yahoo.com

Turnkey race package!



After 26 years of enjoyable Vintage racing and with many fond memories I wish to pass the baton to an up coming racer. For more details please contact me. Dan Di Cesar. Cell/text 514-754-2643 e-mail cesarracingteam@gmail.com

1970 TSR TS Vee

Beautiful Vintage FV- One of Approx. 7 built by Alan Taylor & Brian Stewart, Vallis Engine, New vintage Dunlop tires & chrome rims. Monoposto Eligible. Well-known VARAC car. Available with trailer, 3 sets of tires, special tools, spares, etc. Needs little to be race-ready and is available for viewing by appointment. Please text or call for more info.



\$8100.00 US OBRO

FOR SALE

Call or text Doug Switzer, Cell: (416) 885-7949



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1972 Alfa Romeo GTV \$28,000



Old age and a bad back have found me, and it's time for me to hang-up my helmet. As much as I would like to have a one-car, private museum, I have neither the space nor the resources so, reluctantly I am selling Fil.

- 5-speed gearbox with 4.56 limited slip differential
- Aluminum flywheel with heavy duty clutch
- Panhard bar, oversized front and rear sway bars, Bilstein shocks
- Oil cooler, 40,000 volt coil, bespoke 14-liter air box with Velo Staks
- 25-liter ATL fuel cell, on board fire suppression system
- Rev limiter with 7,000 RPM chip
- Headers with side exit straight pipe exhaust
- Lowered race springs
- Full roll cage with double, removable bars on both doors
- Acrylic rear window and side (rear) windows
- Lightweight race battery with plug for remote starting boost
- Racing seat with 6 point harness (expired), detachable steering wheel
- Fresh air duct to driver

MORE ON NEXT PAGE....

1966 Mustang Fastback Race Car



This is a high content car with very few hours since completion. Key features

include: complete Cobra Automotive suspension and brakes (disc rear), 9 inch rear end with limited slip, Jericho dog engagement transmission, with Long Shifter. Engine is 306 cu in flat tappet cam small block with Dart heads, forged internals and Wiseco pistons, engine was built in 2017 and has only seen two weekends since. Dyno shows 305 RWHP before further tuning was done. Exhaust headers are ceramic coated.

Accessories include Canton oil pan, Accusump, remote oil filter and cooler. Aluminum rad with electric fan, MSD ignition and Holley carburetor (new 2019). Safety equipment includes Kirkey seat, fuel Safe cell. There are eight American Racing torque thrust wheels, instrumentations by Autometer. A quick ratio steering box and Sweet collar steering column with removable wheel are also installed. Pedals, master cylinders and 7 1/4 inch triple disc are by Tilton.

The car was designed to appear as a Shelby Hertz rent-a-racer sporting a fibreglass Shelby style front valance and hood, glass front and rear windows, and plexiglass quarter windows. McColl Racing in London completed the custom roll cage and installed full frame connectors. I have a clear Ontario ownership in my name and a CASC log book along with invoices for parts and labour. This car is very satisfying to drive, makes a nice exhaust note, handles well and is designed to handle more power if one chooses. A full roller cam would be an easy upgrade for example.

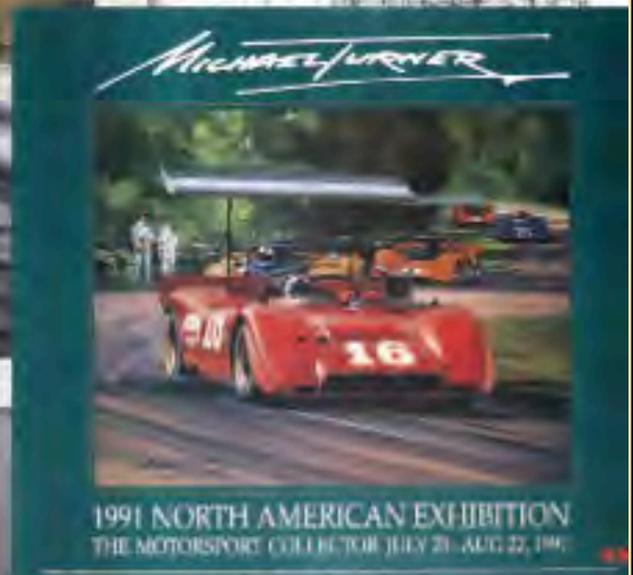
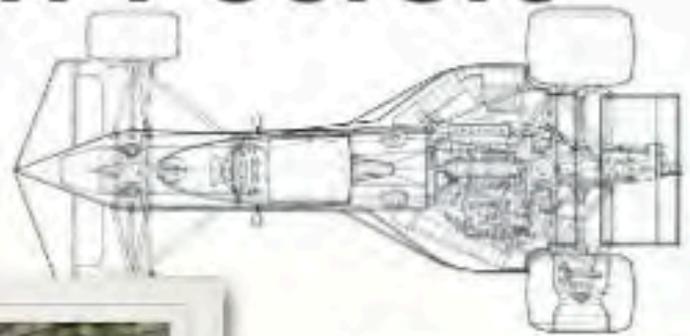
All in price of \$50,000.00 includes HST and a few spares. Car is located in Greater Napanee, about 40 minutes from Shannonville race track. All serious offers considered and I can assist with shipping or local delivery.

Enquiries to Jonathan Brett.

Email: Jonbrett@xplornet.com

Phone: 519-317-1407

Motorsport Posters & Prints For Sale



I have a personal treasure trove of over 300 (mostly) motorsports prints and posters which I am now offering for sale. Some items date back more than 50 years and are very collectable. The items are mostly about motorsports with some warbirds and other subjects thrown in. My prices are very reasonable and these make ideal gifts for the racing and motoring enthusiast. —Peter Viccary

Please check out the entire collection at:
<http://www.gladiatorroadracing.ca/posters--prints.html>

GLADIATOR
ROAD RACING



1959 Fiat 600 – Abarth 750 Derivazione

A unique opportunity to own a classic Italian racing car



Beautifully restored and in good condition. Three cars were imported by Fiat Canada in 1959 for the Canadian Winter Rally – this is the only one remaining. One owner since 1961. Recent VARAC Vintage/Historic and Lime Rock Park competitor. We seek a new owner to care for this rare car.

Package includes: 1 fully prepared vintage race car (Corbeau seat, RaceQuip harness, Scuderia Topolino transmission, upgraded rear axles and CV joints, no rust, many fine details), 1 Fiat 100-based racing engine (requires rebuild), 2 spare Fiat 100-based engines (original Abarth 750cc tuned to 770cc, 850cc), 2 spare gearboxes, spare set of new Toyo Proxes R888 tires on rims, numerous parts. Forest River Continental Cargo trailer also available. Sale price: \$42,500 CDN. For more information, please contact Rob McRae in Kingston, Ontario, Canada: 613-876-7512 or robcmcrae@hotmail.com.



PIT SIGNALS CLASSIFIED



1981 Crossle 45F (#81-32) REDUCED! \$29,000 CDN.

This is one of the sister cars to another recently sold on ApexSpeed by Brian Graham Racing. Brian completed a complete restoration of the car over the winter of 2020. This is a wonderful car being both easy to drive and to maintain. The car has had minimal use over two seasons I have owned it (mainly due to COVID) but has run two vintage race weekends with VARAC and about eight test days. It has proven itself very reliable and fun to drive. It has a valid CASC ID tag and logbook. I am selling to move into a more modern F1600 car. Details at <https://www.apexspeed.com/forums/showthread.php?92453-1981-Crossle-45F-Club-Ford>. Photos and videos can be found on my google drive: <https://drive.google.com/drive/folde...rb?usp=sharing>

The car is located in south-eastern Ontario and I am happy to assist with shipping arrangements. Chris Evans ChrisEvans009@gmail.com