



PIT SIGNALS



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



INSIDE

Left: The late, great Canadian race car designer, genius... Bill Sadler.

Plus, Lucky Dogs, Mt. Equinox, Joe Lightfoot at VIR, Photo Corner, Late Braking News, tasty classified ads and more...



It was a rainy day at Mosport...
See Photo Corner with Neil Young

September 9 to 11, 2022.

DRIVE
FESTIVAL





AGAINST THE WORLD



JUNE 16-19, 2022

42ND VARAC VINTAGE GRAND PRIX

Watch the '2022 Vintage Grand Prix' tab at
VARAC.ca for details and updates

- RACE GROUPS FOR: VINTAGE - PRE 1962 • HISTORIC - PRE 1973 •
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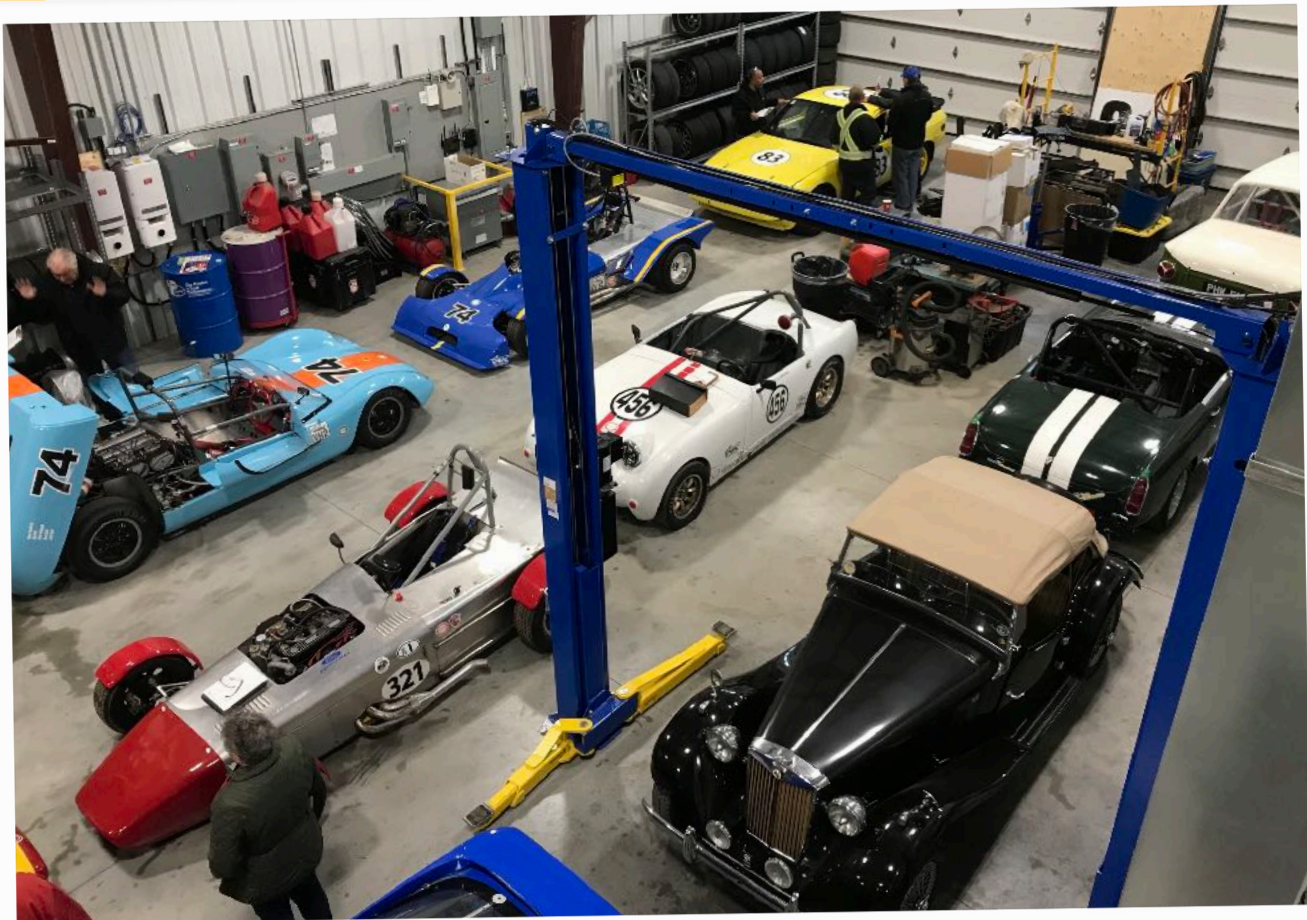


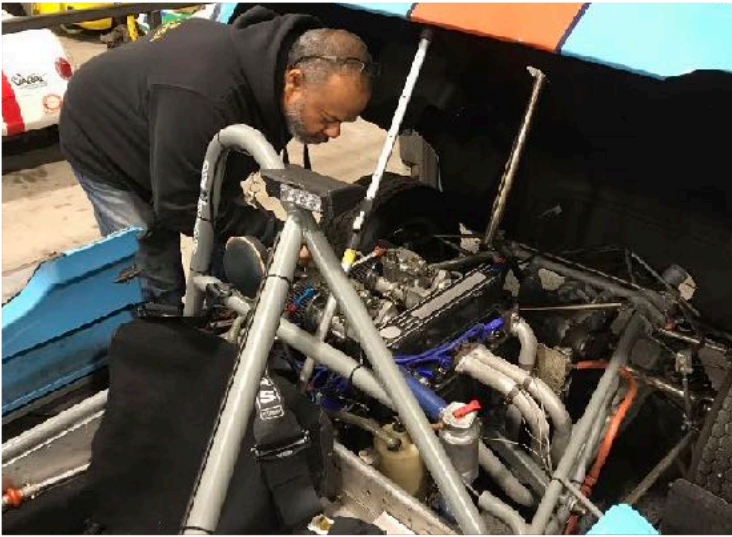
Late Braking News...

From John Hawkes

CASC-OR will not be providing free tickets for spectators at regional weekends any longer. Anyone entering a car on a regional weekend may have up to 6 crew and 10 additional guests enter for free. They have to be registered with your entry and go through CASC-OR's registration to get a wristband. Spectators going directly to the gate will be charged an entry fee by CTMP.

Spring Tech Notes! The former president of the club, the magnanimous Mr Michalos, was kind enough to offer his large shed to host us, see next page!





Wayne checks throttle springs.

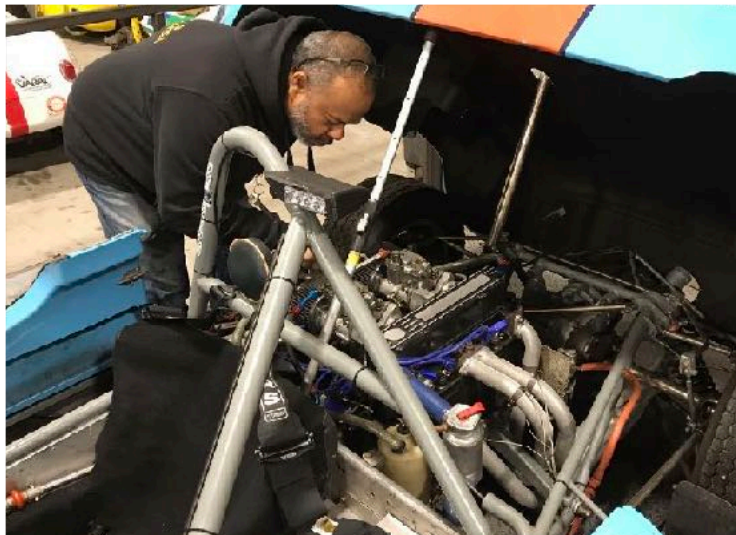
Mike Nilson and Mary McClure, along with Wayne Yeates and John Kinnear came to do a pre race tech annual tech session. Brian managed to roust up nearly 30 cars with owners who wanted to get a jump on the season. Naturally we had a few cancellations but we did manage to get through 25 cars, so almost 4 an hour.

Mike is really a fount of knowledge and takes a very

serious approach to the safety of the race cars that he and the team approve. There were the usual checks on working brake and rain lights but there was also a very in depth assessment of the suitability of a roll cage in a car newly arrived from the U.S. (Below)

For those who have not teched their cars yet, print out the self assessment





Wayne checks throttle springs.



No Gary, we don't check for shininess.

sheet and go through it with an honest approach, don't forget to check date stamps on the belts and the helmet!

It seems unreasonable but SFI belts are only eligible to be used for two years from the date of production FIA belts are eligible for 5 years. This issue has been challenged by other jurisdictions with limited success. Originally the SFI belts which are use nylon webbing were used often in drag cars , dirt ovals and similar open race cars where the belts are exposed to sun, dirt and grit hence the short life. The fact that many of our cars are either in a trailer, under an awning or in a roofed car does not appear to make an iota of difference. (Anyone want a nice set of red belts with about 10 laps on them? John.)

Member Survey..

At close we had almost 80 responses a fantastic response rate and shows a lot of interest in what the club should be doing as we go forward. The group has not had enough time to do a full analysis of the results on Survey Monkey but initial observations are that; Covid had its impact; many members don't like running with mixed open and closed wheel events, and we had lots of interest in more one day events of all kinds, for cost and efficiency reasons.. stay tuned on that front, we have another venue for a one day and Dave and I will work up some plans!

We'll be drawing a name out of the hat for the lucky winner of a race entry and we'll announce that shortly and we will produce a summary of the results, hopefully for next Pit Signals. *John Hawkes.*

Attention In The Paddock!

We need you!

This year's Vintage Grand Prix on the June 16th through 19th weekend is shaping up to be one of the biggest and best ever. To make that happen we need volunteers to help out at various times during the event. In return we can offer you free entry for the event, some Vintage Grand Prix swag, entry to the Friday night banquet and the Saturday night Paddock Crawl.



Our greatest needs during the event are Wednesday evening, and during the daytime on Thursday and Friday, along with some help on Saturday and Sunday. Any time you, or someone you know, can offer whether it be for hours, or a day or more, is greatly appreciated.

Please contact David Sim, VARAC Secretary, at 647-608-5870 or varacsecretary@gmail.com.



Bill Sadler

Polymath, engineer, race car designer/driver, etc.

Born September 3, 1931, in St. Catharines, Ontario, Canada, Bill passed peacefully in Cathedral City, California, on April 5, 2022, in his 91st year. Bill was a world class race car designer and driver, a graduate of MIT, and a lifelong member of Mensa. Bill started out building race cars in his parents' shop, Sadler's Automotive, in St. Catharines, Ontario, and raced circuits all over the USA and England, winning the Watkins Glen Classic and leaving several surprised front runners in his dust throughout his racing career. He was a prolific builder and passionate about his car designs. He has been inducted into the Watkins Glen Walk of Fame, the St. Catharines Sports Hall of Fame, and the Canadian Motorsport Hall of Fame. Upon becoming disillusioned with racing, Sadler directed his attention to aircraft, becoming one of the first inventors of the ultralight airplane with his Sadler Vampire, which landed him with an article in the January 1984 issue of Popular Mechanics. Sadler has had a multi-faceted career, which included owning and operating Sadler Aircraft, designing LED clocks for aircraft, inventing one of the first ground radar systems during his time with General Dynamics, and spending some time rebuilding electrical grids with FEMA in Los Angeles after the Northridge earthquake in 1994. *(From St. Catharines Standard, April 15, 2022.)*



Bill Sadler produced some innovative cars out of St. Catharines, Ontario, but perhaps none were prettier than the Sadler Formula Juniors he designed.

Bill Sadler driving "Auntie Marg"
Myles Winbigler's Sadler at
Portland, Oregon.



John Stammers. 2017 VVGP

Howie Freeman's Sadler



Bob Harrington Photo

THE JAGUAR CLIMBS MOUNT EQUINOX IN VERMONT

by Stephen Burnett

The Mount Equinox Hill Climb is a truly iconic event, which should be on the bucket list of any motorsport enthusiast.

This event possesses a special mystique, a subtle amalgam of true facts and legends - all of this

located in the magnificent heart of the Vermont. The Hill Climb actually runs along the picturesque

Skyline Drive which was completed in 1947. To the

west are the peaks of the Adirondack Mountains, with the Berkshires and Taconic ranges marching away towards Massachusetts.

The event has been operating since May 1950, but in 1973 this challenging mountain became exclusively available to the V.S.C.C.A. for their annual speed event. Surprisingly the mountain is

home to a Carthusian Monks Monastery and the competition is possible, once each year, through a special relationship with the religious order. Motor Sport

personalities John Fitch, Carol Shelby, Briggs Cunningham and René Dreyfus have all competed at the mountain. The all-time record for the long course in pre-VSCCA days is held by John Mayer driving a lusty V8 powered Can-Am car, in the amazing time of 4 minutes - 28

seconds. He must have been driving right on the edge to secure that time!



Mount Equinox as a two-day incredibly friendly historic speed event is quite extraordinary. Climbing to the summit at 3840 feet, the course is divided into two segments. The short course is 2.5 miles in length with 23 corners - and the long course at 5.2 miles with a lofty 45 corners. There is a noticeable temperature differential of 20 degrees between the paddock and the upper flag, with a persistent breeze at the summit. At the start line drivers are asked to nominate which length course they are attempting (with a pre-arranged nifty hand signal). That decision is then telegraphed to corner workers and the two finish line crews. Over the years I have listened to experienced drivers, explaining how to attack Mount Equinox. VARAC racers will understand there is a steep learning curve in figuring out how to approach this uphill challenge. To secure a competitive time a driver needs to employ an extraordinary degree of concentration. There is only a modest opportunity to “take a breather” between corners, which places Mount Equinox in a class of its own. The corners come up thick and fast, in all shapes and sizes. Tight Hairpins. Negative Camber late opening bends. Positive camber deceptively tightening bends. Fast “sent from heaven bends” – where cars can be drifted close to the edge. Many of the corners have reasonably open sight lines, but approaching some of them, you will be squinting through the trees to figure out where the road actually goes. To secure a competitive time you need to run this hill more than a few times, to maximize the combined performance of your car as well as your brain and your muscle memory.

Mount Equinox has its own set of urban legends. Some based on actual “sightings” while others are based on, well...drivers memories. These can be Monks with hoodies loitering in the trees and peering out at passing cars. Or wild turkeys strutting out of the bushes, claiming the road as you change into top gear - spoiling a “good run at the hill”. Or in the upper altitude blasting along at 5000 R.P.M. passing through low cloud into bright sunlight, to emerge at the “Saddle” - with a substantial drop on either side as you leave the tree-line and head for the flag. I freely admit to being obsessed with scenery and on my maiden run, it took my breath away, as I emerged from the mist to see the Vermont mountains marching away into the distance!

Youtube will give you some idea how a variety of VSCCA drivers attack the hill. VARAC drivers will recognise most of the cars and relate to the various driving styles. Before my first visit I became obsessed with these videos, but to be perfectly honest, none of them prepared me for the actual hill and I think that's because of the wide-angle effect on those excellent Gopro cameras. The standard of driving is superb and Old Hands at the mountain willingly share their knowledge with a healthy mixture of good sense and good humour. On that note I want to express how abundantly welcoming VSCCA are to us visitors from the north. They are not only a highly skilled group of uber friendly racers. Many of them are accomplished Motor Sport historians and quite a few compete in modern races in various competitive classes. Newcomers to Mount Equinox are presented with a handsome commemorative VSCCA-Mount Equinox car badge – which occupies a special place in my home. You will not need a competition license or a recent medical to submit an entry, but your car has to fit into one of the VSCCA classes and pass a similar tech inspection to what we expect in Canada.

For visiting VARAC competitors, Mount Equinox is located between Manchester and Arlington Vermont. The GPS address is 6369 Skyline Drive, Sunderland Vermont 05250. It's an easy ¾ day drive from where I live in Kingston. If any of my fellow Canadians would like to join me this August feel free to call me at 613 331 4027 or at sburnett@bellnet.ca and I will facilitate your entry process.

Resources:

Skyline drive
recreational use

[https://
equinoxmountain.com](https://equinoxmountain.com)

VSCCA website
(including car
eligibility)

<https://www.vsc.ca.org>



VIR April 2022

By Joe Lightfoot

I was anxious to get an early start on the 2022 racing season so had seriously considered starting in March at Charlotte NC raceway then going to Road America the very next week, then off to VIR the next weekend. However, the weather here didn't co-operate and I must admit, I'm not sure my old body was up to the task either!

Not wanting to give up on all my dreams I made all the necessary plans to go to VIR April 1-3, which meant getting my race license, my race car made ready, my old 2005 Dodge Grand Caravan ready, paying for the race and booking motels.

I left on Wednesday morning, March 30 in order to beat another "mixed precipitation" forecast. I had already booked a motel in Binghamton NY so that's where I stopped the first day. At 6.30am I left Binghamton and headed for Danville Virginia, which is right on the border with NC.



I arrived at the track at 4pm after a very long day. (Above)

Saturday we had two races and it was thrilling to once again to be racing side by side with fellow racers. The famous "Esses" are crazy fast and I do think I actually managed to force myself to do it flat out in 4th gear. The car felt wickedly fast but still not as fast as my old "Tony Simms" car which got destroyed by a tractor trailer on my way to VIR in 2017.

Now, I have to tell you about some of the unusual and interesting cars that were there. There was a 1974 Opel Kadett GT5 (#56) driven by an older gentleman named Ernie Bello. He ran in group 6-8 and this guy was beating up on Porsches, BMWs, Datsun 240Zs, a Mustang and a Camaro. Finished 5th out of 21 cars.



Also in group 6-8 was a 1975 Toyota Corolla, #331 and in group 1 a 1974 Fiat 128CS fast back, #128, who was running in 3rd position.



Top: #56 1974 Opel Kadett

Middle: #331 1975 Corolla.

Bottom: #128 1974 Fiat 128CS



I visited with a bunch of Triumph guys including Tony Drews, Henry Frye and Mark Wheatley. They are anxious to get back to Mosport!

Saturday night, the track puts on a banquet that has no equal other than possibly Waterford Hills. I ate very well (but not as well as my 70 year old self could have done!).

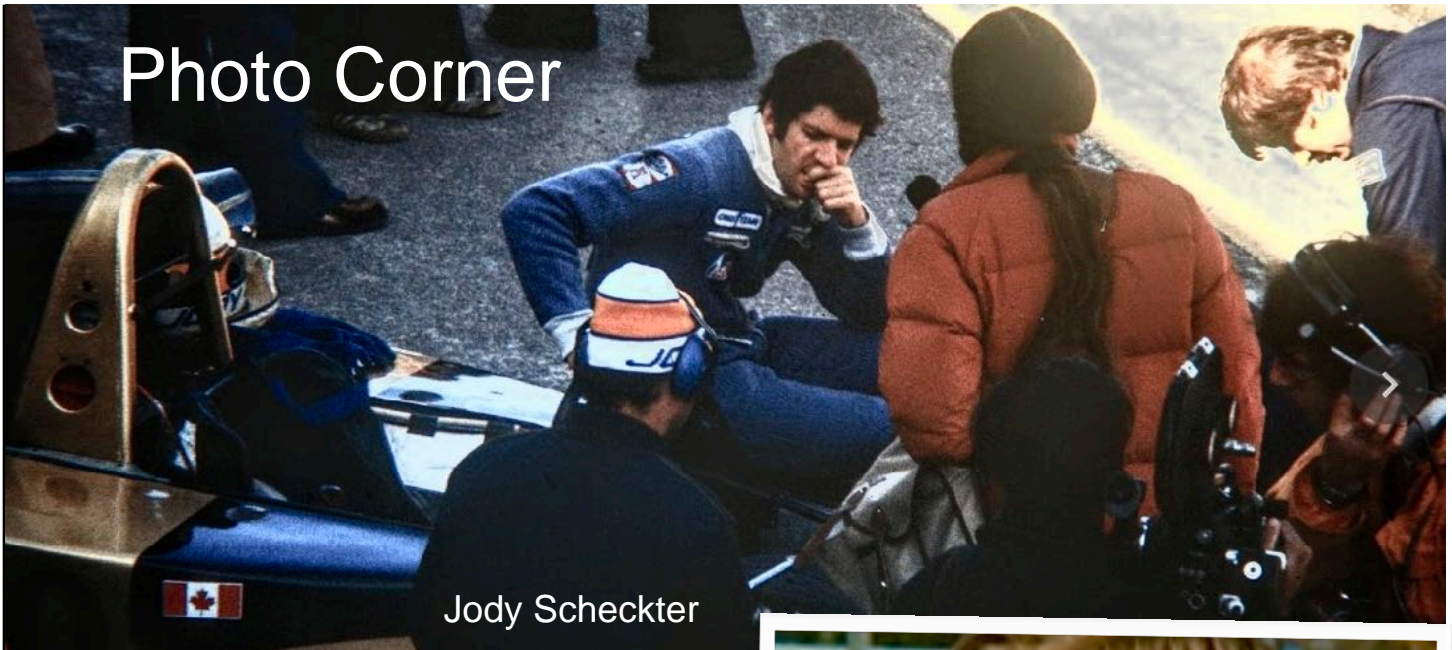
Other than an enduro on Sunday morning, my next race wouldn't be until 1.30 on Sunday afternoon. I had planned on leaving after the last race on Sunday but I decided to head home Sunday morning. I was on the road by 6.30am and was home by 10pm. The weather started out beautiful, but by Pennsylvania it was raining (sometimes hard) and by Syracuse it was wet snow! Hauling the race car with a Dodge Caravan in those conditions was very tense. You can't afford to be caught off guard.



As it turned out it may have been a good idea to not race on Sunday. When I was home I checked on a developing oil leak and discovered that the oil line going to my oil pressure gauge had stripped threads and could have let loose anytime. That would have been a bloody mess and, maybe costly .

PS, race fuel was \$9.95 a gallon. Let's just say I won't be needing any race gas for the next two races in Canada! *Joe Lightfoot*

Photo Corner



Jody Scheckter

Neil Young made the mistake of showing me one of his race photos on his phone and I liked it so much I twisted his arm to show some more in Pit Signals. Took some persuading but here they are! Thanks Neil!

Any VARAC member who has photos from back in the day to feature in Pit Signals, please let me know. We'd love to share them!" Jeremy Sale.



Hunt



Fittipaldi



Villeneuve



Photo Corner

With Neil Young

Above: Gilles Villeneuve, Ferrari 312T2B.

Neil Young: "In 1977, unhappy about how we always had to be behind the "fence" at Mosport, which really impinged on our abilities to take "amazing" close up photos of the action, my friend Vern and I hatched a plan!

Suddenly becoming "journalist/photographers" we forged credentials for a non-existent small town newspaper. We presented them at the "Press Registration" table at the old Mosport registration building on Thursday October 7, 1977. It was the 1977 Canadian Grand Prix, the 16th and penultimate race of the 1977 Formula One season.

We were a little concerned that someone might realize we were completely bogus, but thought it was an opportunity that could not be denied. I expect we looked pretty crestfallen when we got to the front of the line and realized the person checking credentials was well known to us, and we to him, as fellow competitors in the Ontario Solo Series.

OMSC member Jim frowned when he looked at our fabricated "letter of authorization" and scowled when he looked up at us. After a few moments of uncomfortable silence he handed us our lanyard passes and said "You owe me.", and that we did!

And we had an amazing weekend, as I hope you will see from the accompanying pics. My "long" lens was a 200mm on an OM-1 body...

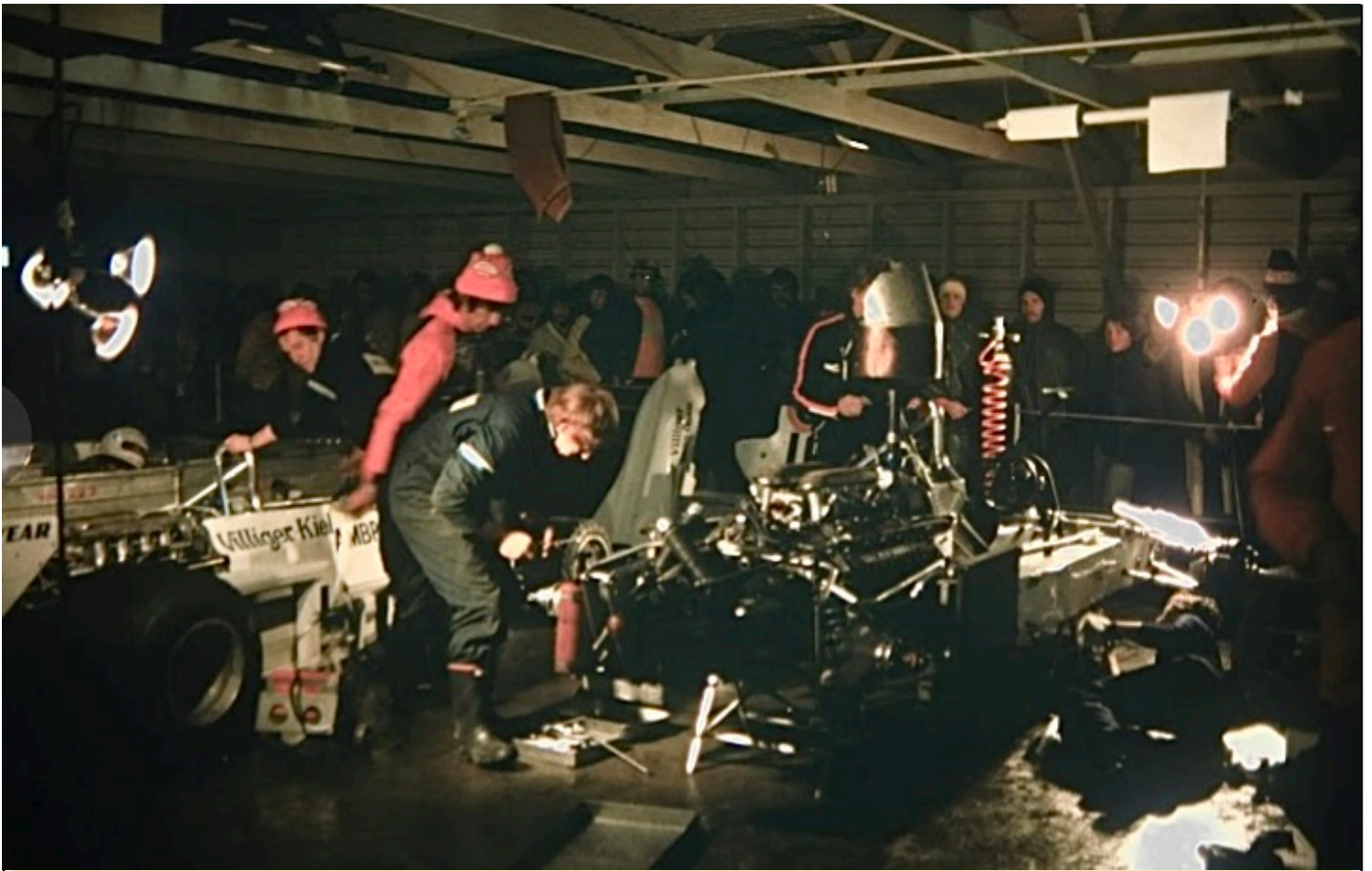




“Andretti (at top) and Hunt (right) led the field, but coming up to lap Jochen Mass (above left) Andretti slowed and Hunt managed to slip past Andretti's Lotus. But Mass was still in the way and a miscommunication between the two teammates forced Hunt off the track right in front of us! Hunt desperately wanted to and did shake his fist violently at Mass on the next lap, who was still circulating, now a lap down on the leaders, while standing on the track!

Trying to lead Hunt to a safer place, marshal Ernie Strong got “decked” by Hunt, punched so hard in the face that the guy actual left the ground falling over backwards. Hunt and the marshal “made up” by the end as you can see in my photo at right...”





Conditions for Formula One teams were different back then....



Hunt's McLaren-Ford



James Hunt and crew Have a chat...





Above: Mario Andretti Lotus 78. On lap 77 his engine blew and laid a trail of oil in turn nine. Patrese's Shadow spun on the oil into Keegan's Hesketh, parked there earlier. Next Brambilla hit the oil and spun into the two cars. Ongais and Villeneuve also spun but continued, though Villeneuve broke a driveshaft pulling away.



Andretti with Colin Chapman

"As you may recall this was the season of the Tyrrell 6-wheeler, Jody Scheckter driving for the "Canadian" Walter Wolf team, Mario Andretti driving Colin Chapman's amazing ground effect Lotus 78 "wing" car and Gilles Villeneuve's maiden drive in Canada with Scuderia Ferrari after Niki Lauda quit, having already secured the championship!

As it turned out Andretti's car had engine failure on lap 77. Scheckter went on to his third win, after 80 laps, (Argentina and Monaco previously) for the Canadian Walter

Wolf team in the 1977 Postlethwaite design

WR1. Villeneuve, in his first race for Ferrari, finished officially last of those classified in the results. He retired on lap 76 with transmission troubles, ahead of teammate Carlos Reutemann. Of the 27 cars entered, Jean-Pierre Jabouille in a Renault did not make the maximum 26, Ian Ashley in the Hesketh did not start and 13 of the 25 starters retired! Now that was attrition!" *Neil Young.*

Pos	No	Driver	Constructor	Tyre	Laps	Time/Retired	Grid	Points
1	20	 Jody Scheckter	Wolf-Ford		80	1:40:00.00	9	9
2	4	 Patrick Depailler	Tyrrell-Ford		80	+ 6.77	6	6
3	2	 Jochen Mass	McLaren-Ford		80	+ 15.76	5	4
4	17	 Alan Jones	Shadow-Ford		80	+ 46.69	7	3
5	23	 Patrick Tambay	Ensign-Ford		80	+ 1:03.26	16	2
6	19	 Vittorio Brambilla	Surtees-Ford		78	Accident	15	1
7	14	 Danny Ongais	Penske-Ford		78	+2 Laps	22	
8	9	 Alex Ribeiro	March-Ford		78	+2 Laps	23	
9	5	 Mario Andretti	Lotus-Ford		77	Engine	1	
10	16	 Riccardo Patrese	Shadow-Ford		76	Spun Off	8	
11	30	 Brett Lunger	McLaren-Ford		76	Engine	20	
12	21	 Gilles Villeneuve	Ferrari		76	Transmission	17	
Ret	1	 James Hunt	McLaren-Ford		61	Accident	2	
Ret	27	 Patrick Nève	March-Ford		56	Engine	21	
Ret	3	 Ronnie Peterson	Tyrrell-Ford		34	Fuel Leak	3	
Ret	24	 Rupert Keegan	Hesketh-Ford		32	Accident	25	
Ret	18	 Hans Binder	Surtees-Ford		31	Accident	24	
Ret	10	 Ian Scheckter	March-Ford		29	Engine	18	
Ret	28	 Emerson Fittipaldi	Fittipaldi-Ford		29	Engine	19	
Ret	12	 Carlos Reutemann	Ferrari		20	Fuel System	12	
Ret	8	 Hans-Joachim Stuck	Brabham-Alfa Romeo		19	Engine	13	
Ret	6	 Gunnar Nilsson	Lotus-Ford		17	Accident	4	
Ret	26	 Jacques Laffite	Ligier-Matra		12	Transmission	11	
Ret	7	 John Watson	Brabham-Alfa Romeo		1	Suspension	10	
Ret	22	 Clay Regazzoni	Ensign-Ford		0	Accident	14	
DNS	25	 Ian Ashley	Hesketh-Ford			Driver Injured		
DNQ	15	 Jean-Pierre Jabouille	Renault			From Wikipedia		

Vintage Motorsports Council License FAQ

Ed Luce

What is the Vintage Motorsports Council (VMC)?

The VMC is an umbrella organization for the many independent organizations devoted to vintage racing across North America. VARAC is a founding member of the VMC, and sends a representative to its annual meeting.

Other member organizations include ;

Historic Sportscar Racing HSR (Road America)

Put-In-Bay Road Race Reunion PiRRR (Put-In-Bay)

Sportscar Vintage Racing Association SVRA (Indy, Sebring, Watkins Glen,...)

Vintage Racer Group VRG (Summit Point, Watkins Glen, ...)

Vintage Sports Car Drivers Association VSCDA, (Grattan, Road America, ...)

Vintage Sports Car Club of America VSCCA (Lime Rock)

Waterford Hills Road Racing, Inc. WHRRI (Waterford Hills)

The VMC has a website at <http://www.the-vmc.com/>

Who issues the VMC license?

VARAC can issue a version of the VMC license. As well, the VMC will issue a national vintage competition license which is accepted at other vintage clubs across the country.

The requirements and application process are essentially the same for the two types of license.

Is a VARAC VMC license accepted the same as a 'national' VMC license ?

The VARAC VMC license, as well as the CASC-OR regional license, is accepted at VMC member club events across North America as proof of current competition credentials. [Note that certain clubs may also require purchase of a local club licence or membership.] To race in Europe you should apply for a National GDS-ASN Canada license.

What is the VMC license good for?

In Ontario, the VMC license is only accepted at the two events run by VARAC - the VARAC Vintage GP at Canadian Tire Motorsport Park (Mosport) in June, and the Peter Jackson Trophy Races at Shannonville in August.

As well, it is accepted at Le Circuit Mont Tremblant for the Spring, Summer, and Fall Classic events at which VARAC usually fields grid(s).

Several US events at which VARAC members often compete will also accept the VMC license. For example, the WHRRI event at Waterford Hills, the VSCDA event at Grattan, and the PiRRR event at Put-In-Bay.

What is the VMC license not good for?

Since the CASC-OR is not a vintage motorsport organization, they do not accept the VMC license. That means that you cannot enter any CASC-OR regional race weekend without a full CASC-OR regional competition license if you reside in Ontario, or its equivalent (SCCA, ASQ, FIA) if you live outside of Ontario.

It doesn't matter that you are competing on a grid composed fully of VARAC cars running under vintage racing rules, it's a CASC event and you need a CASC license. [Note that most of VARAC's grids run at CASC-OR regional race weekends.]

Do I need a VMC license?

If you already hold a CASC-OR regional competition license (or equivalent from SCCA, ASQ, FIA if you live outside Ontario), then you do not need a VMC license to join a VARAC grid at any event (including the two events organized annually by VARAC).

If you do not hold a CASC-OR regional competition license (or equivalent) and you only wish to compete at vintage-only events (for example only the VVGP), then the VMC license offers a low cost alternative to a regional competition license. At the time of writing, the VMC license was \$25, and the CASC license was \$282.50

What is a VMC 'Rookie competition 'B' license?

The 'Rookie competition B' license is granted to all first-time VARAC

competitors who currently hold a CASC license (or equivalent), or proof of successful completion of a CASC, PCA, BMW or VMC accredited race school. (Other schools such as Bondurant, etc. may be accepted with the VARAC Race Director's approval). This applies to holders of a CASC-OR 'Driver A' license (i.e. experienced road racers) as well as drivers who have not raced before. The theory is that vintage racing is not the same as regional competition, and VARAC wants to keep an eye on newcomers to the sport of vintage racing to see if they understand the concept of the 'vintage spirit'.

VARAC has a mentor program to help introduce new vintage drivers to the concept of racing with the 'vintage spirit'.

What do I need to get a VMC license?

- 1) Membership in a club that is affiliated with the VMC (like VARAC).
- 2) A current medical.

The word 'current' is no longer defined on the VMC website. But in 2021 it meant less than 13 months old if the applicant is over 60 years of age, less than 2 years old if the applicant is between 35 and 60 years of age, or less than 5 years old if the applicant is 18 - 35 years of age on the date of application. [Note that this is not the same definition used by the CASC, who require (for example) that anyone over 60 must submit a medical done in the same calendar year as the license application.]

VMC had their own medical form, but it has disappeared from their website. The membership Director can supply a copy of the form. For the VARAC VMC license, we will accept any medical form that includes a physician's signature to the effect that an applicant is 'physically and psychologically fit to drive a racing vehicle in competitive events at high speeds' (or words to that effect).

- 3) Proof of competence on a race track. Normally, this means either that an applicant has a history of automobile racing, or has recently completed an approved race driving school.

How do I get a VMC license from VARAC?

Whether renewing your membership or applying for new membership on-line (at <https://varac.ca/membership/become-a-member/>), simply select the option of 'Membership with VMC License'. The \$25 fee for VMC license is charged over and above your \$50 annual membership dues.

If you are already a VARAC member and wish to apply for a VMC license after renewing, there is a separate \$25 option on the renewal website.

I guess we were "Lucky Dogs"...

by Ted Michalos, photos by Josh Taylor and Paul Walker.

On April 16 -17 Lucky Dog Racing Canada held their 2022 season opening event on the Mosport Grand Prix Track at Canadian Tire Motorsport Park. To find out what they were all about TM Motorsport entered a team and ran the event...



Our team consisted of left to right, Ivan Samila, Craig deShane, myself and Paul Walker. Paul doesn't have a competition license - they are not required for Lucky Dog - and it was a great way for him to get seat time in a slightly less competitive environment.

Format - Saturday was a test day. 30 minutes on for race cars, 30 minutes on for street lappers. Race cars were allowed to run in the street session as long as they followed the point-to-pass street rules. By the end of the day it was difficult to tell which were racing sessions and which were street cars as they two groups sort of melded together. It didn't create any problems, but it was interesting to watch.

Sunday was an 8 hour endurance race. 9 am to 5 pm, the only stops for safety reasons on track. Gridding was first come first served - with an 8 hour race it doesn't make any real difference if you take poll or start at the back...

We ran my 1988 924s (below). All cars must be race prepped with a cage, fire system, master kill switch. Radios and video are mandatory. Street tires with a 180 minimum treadware are also mandatory. We ran what we could find - tires are going to be in short supply this year folks - some Firestone product with a 300 rating. Worked fine, but it did help to keep everyone's speed down.



The cars run in 3 time brackets, GT1, GT2, GT3 (where we ran) and something they called Super Dog. Super Dog were cars running under 1.37 and they were effectively exempt from the competition. I have non idea where the cut-off points are for each bracket and the cars weren't marked anyway so just go out and drive!

We recognized quite a few of the drivers and teams. There were 4 944s and 2 924s entered. Russ Bond had two cars entered, a first generation Rx 7 (of course) and a Toyota GT 86. The Mazda won the "Corner Workers' Prize" for persistence. She was towed in 4

times, but they got her running and back out on track. It didn't actually cross the finish line, but it wasn't for a lack of trying.

It was cold, damn cold. On Friday while I was on track it was actually snowing. Sunday morning we woke to a light dusting covering everything...

31 teams registered for the weekend. 24 took to the track Sunday morning for the 8 hour race. They did "hot pick-ups" for most mechanical problems - that means a localized yellow where the tow truck was on track and green everywhere else. We had a couple of full course shutdowns to clean up oil

and debris, but no car to car contact and no injuries all weekend. You could tell which drivers were running with street licenses (as opposed to experienced racers), but it was manageable given how few cars were on track.

The atmosphere was laid back - only two drivers were admonished for being too aggressive. Most of the flagging stations were staffed, although they weren't what you would call active - yellows for caution, white for slow moving vehicle, black to end a session and red to stop where you are until green is waved again. I want to the volunteers because it would have been damn cold working those stations all day - damn cold!

It may have seemed less well organized than a regional weekend, but frankly, with only 2 dozen cars they don't need the same level of infrastructure and oversight that a regional weekend does. What they are doing works for them. The organizers did a good job and people went home happy...

What did it cost? The entry was \$1700 dollars (a normal 2 - 8 hour races weekend is \$2,000

+ HST.). Every driver has to pay a \$60 series fee. Our tires cost \$900 for the set. I think you should plan on one set per day for a 2 race weekend. We were using about 25 litres of fuel per hour (pump gas) so maybe 300 litres for the test day and race day, or \$600 in fuel. On a 2 race weekend I'd bump that to \$1000. Car prep and wear and tear? Good questions. One 8 hour race is the equivalent of running your car for 5 regional weekends.

The important question: will we do it again? The next Lucky Dog race is at CTMP on May 14-15. I told the other team members to speak to their families and then let me know if they want to do it again...





PIT SIGNALS CLASSIFIED



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.



PIT SIGNALS CLASSIFIED



Original Shelby Can-Am

Chassis #12 of only 75 made, less than 40 original cars remain. Raced in SCCA Pro Series 1991-1992. Engine Rebuilt in 2013, not raced since, stored in climate controlled building. Needs Battery. Engine: Dodge Racing 3.3L Designed for Shelby Can-Am by Chrysler. Frame: by David Bruns. Transmission: 4 speed by Indy Shop of Chris Weismann. Body by Peter Brock

Price: \$29,000.00 US.

Shelby Racing Promotions

9503 Gulfstream Road, Frankfort, IL. 60423

Call 815 469 2675 or gerhardtllc@aol.com



PIT SIGNALS CLASSIFIED



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



PIT SIGNALS CLASSIFIED



Panoz GTS \$85,000 CDN

Raced in G90 Class, Classic A points champion for 2021, new engine (dyno time only), 4 event old TKX transmission, freshly prepared for 2022 season including rebuild for Penske shocks, etc. Have a MOUNTAIN of new spares for car including complete body/suspension/brakes/etc (loaded up due to COVID) & HUGE inventory of good used spares.

Significantly improved with help of Panoz, etc. Not even close to an average GTS. Contact for details.

stevehummel@gmail.com



PIT SIGNALS

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1971 Datsun 240Z 1991 GT2 Champion. \$27,500

Fresh paint, rebuilt engine, triple Webers, three races, Gilken LSD, R 200 diff, factory Datsun dogleg 5 spd gearbox, 4 sets of wheels, Ricardo seat, Schroth belts, Wilwood 4 piston calipers, fuel cell. Could race in V/H or G70.

Call Ernie at 905-583-5154 or ernie@mantisracing.com
Check in-car video from Mosport <https://youtu.be/pRudNuZjK8w>



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 robcbvmcrae@hotmail.com.



1969 Caldwell D9 Formula Ford

For sale with fresh engine -
20 min break-in time only,
new pistons, bearings, etc.
New paint, front body section,
4 complete corners, many
gear sets, freshened
gearbox, new powder coated
exhaust. Maintained by John
Dodd, VARAC car ex-
Hinchcliffe, Lamont.
Monoposto eligible, Vintage
FF, etc

TOM.BURGE@RACOL.CA

\$22,000 CDN





PIT SIGNALS CLASSIFIED



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

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.

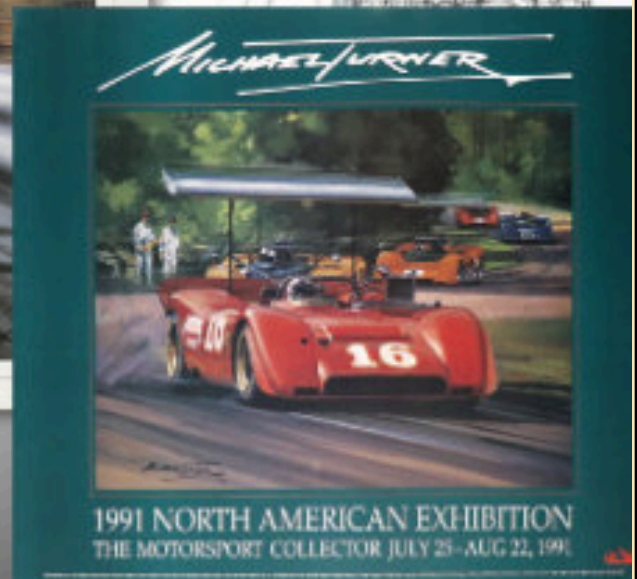
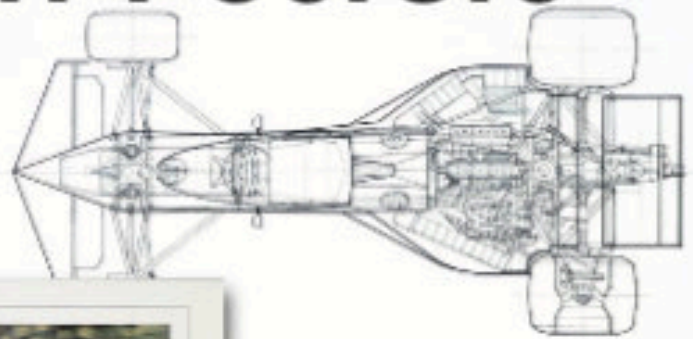


\$8100.00 US OBRO

FOR SALE

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

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





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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





PIT SIGNALS CLASSIFIED



Datsun 240-Z Parts

Fiberglass fenders 1 pr flared, no head lights, 1 pr stock reproduction, rear flares, brand new rear lower control arms, 2 crankshafts. Reasonable offers accepted.

Ernie 905-483-5154

ernie@mantisracing.com





PIT SIGNALS CLASSIFIED



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

