



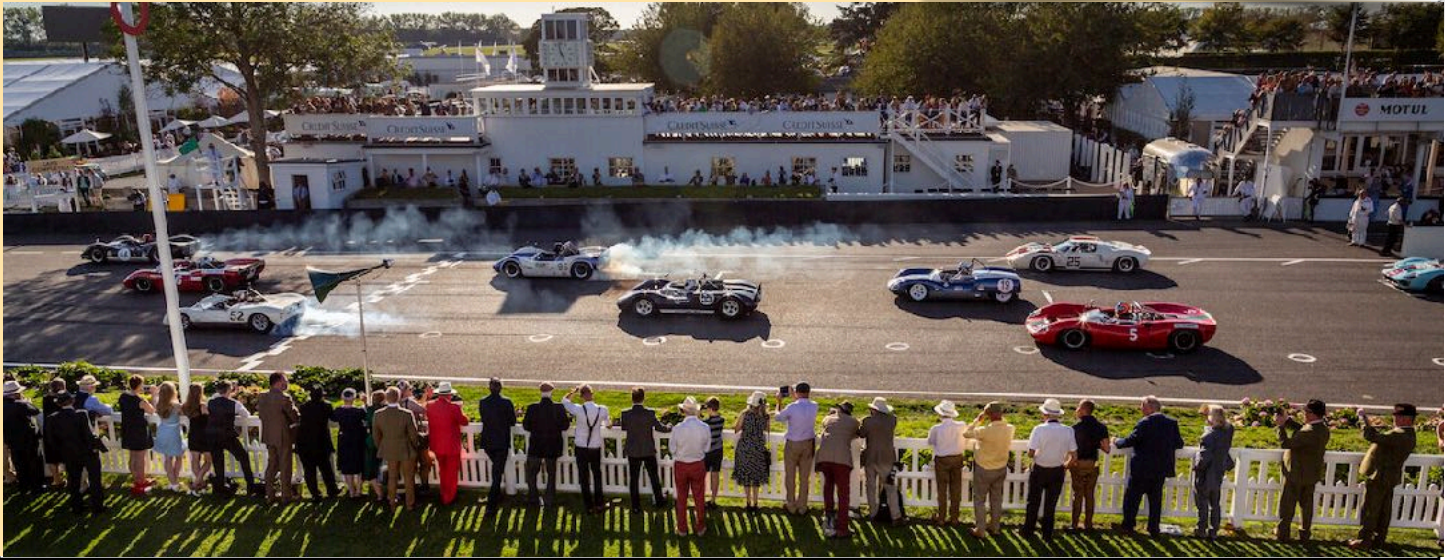
PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS - October, 2019 - JEREMY SALE



In this issue; Put-In-Bay Sportscar Races with Doug Elcomb, Indian Summer Trophy Races, British Car Day, Watkins Glen, Cobble Beach and "Please Allow Me To Introduce Myself".
Featuring; At the Goodwood Revival with Lord March, Colleen and Ivan Samila...



As 2019 comes to a close...

For most of us, another year of vintage racing has come to a close. Some small few may be lucky enough to take their cars south for one or more sessions, but for most it is time to put our machines away for the winter.

On behalf of all of us at VARAC, I'd like to take this opportunity to thank the volunteers and race officials that make this sport possible. It takes many hours and unseen effort to bring a race event together, not to mention the hundreds of volunteers that work at the event. We greatly appreciate all that they do. Thanks to everyone that makes amateur racing happen.



For my own self, I'd also like to thank the Board, the Conduct Committee, the VGP Committee and all of the other members that lend a hand to keep our club running. VARAC is fortunate in that we have a strong active membership, and that we are on sound financial footing. (Not every club can say that). So a personal word of thanks to everyone for another successful year.

We have one more bit of business to complete – the AGM is set for Nov 10 at the Sheraton again. Gavin has sent out the formal notices and more information will surely follow, I'd just like to remind everyone of the date and encourage you to attend and make your voice heard. As in prior years, following lunch (provided by the club) we'll present this year's championship trophies, as well as the James Fergusson Trophy and the Jim McGregor Spirit of Sportsmanship Award. The McGregor Award is determined by the membership so if you think someone is deserving please take the time to send your vote to Chris Rupnik (chris.rupnik@varac.ca). Vote early vote often...

See you at the AGM... Ted Michalos, President, VGP Chair, Race Director

Put-In-Bay report from Doug Elcomb

This event is now on my return event list! For those who don't know, there were small bore sports car races through the streets on South Bass Island (off the Ohio shore of Lake Erie) from 1952 through 1959, then the last one in 1963.



Colleen and Ivan Samilla

Looking back through entry lists, when was the last time you saw 'I' and 'J' Production cars racing (ie. Crosley Hotshot, Berkeley, Goggomobil, Fiat Bianchina)? Lots of EP, FP, GP, HP, and HMod in '59. Racing now is done on the airport runway and taxiways. The Put-In-Bay Sportscar Races are unusual with the racing mid-week on Wednesday and Thursday.

The adventure started Monday with a 20 min. ferry ride from Port Clinton Ohio. The wind was up with small craft warnings, so free car washes were available both on the dock waiting for the ferry and on the ride to the island. There were organizers waiting after the ferry exit to direct us to one of several grassy paddocks around the local airport. Our Paddock B had: Saab Sonett, Saab 93, MG TD, Cooper F3 1L Screamer, Ford Mustang, Lotus Super 7, Sprite, plus more.

Tuesday brought the first drivers meeting to set the rules. We were allowed to drive our race cars anywhere on the island! Arrangements with the local constabulary allowed all the cars to travel the streets. Cool to see race cars parked downtown for dinner. It felt more than a bit odd to run the Dreossi on the street with bare arms, above. I did wear my belts, gloves and helmet.





The afternoon consisted of a car show at a local winery followed by two laps of the original race course behind a police escort. One corner of the original circuit, Cemetery Turn, is a steep uphill tee-right that you will end up amongst the headstones if you blow the corner. I can't imagine what it was like at speed for lap after lap. My mother tells a story of a friend that crashed there back in the day and was invited by a couple to join their picnic to watch the rest of the race!

There was a wine and cheese reception that night downtown. The featured speaker was John Payne, son of Tom Payne, who told stories and answered questions about his father's racing career. I introduced myself and Mom after the talk. My father, Dave Elcomb, was one of the preparers and mechanics on Tom's 1958 Sebring 12 Hour +4 Morgan entry. Tom had imported 2 new Morgans (with the usual customs issues) and Dad did race prep in Michigan, then drove one of the cars down to Sebring as break-in. Curly Ellis, the Morgan dealer in Windsor, drove the other one down. Unfortunately, the car was taken out by a Porsche about 1/3 distance but waited near the finish line after some repair to limp across the line when the chequered flag fell.

Wednesday started the on-track activities with a practice and qualifying sessions. (Final course setup has to wait until the 9:15 morning mail plane arrives and departs. The mail must go through!) The course is defined by old-school hay bales and newer plastic jersey barriers, fairly tight, having to work with available pavement. My group consisted of four FJs (Cooper F3, Lotus 20, Lotus 20/22), four FVee, a HFF and a Club Ford. Some were having trouble with gearing for the course. I ended up only using 4th on the starting straight, 2nd and 3rd gear for the rest of racing. Qualified 4th behind the two FF and the Cooper. It's always fun to learn a new course. Some had issues with hay bales jumping out in front of them, or at least that was the excuse!

The first race of the event was the Tin-Top Feature at the end of the day. Open to cars that ran as B, C & D Sedan, plus some others. They used a 'modified Le Mans' start with the cars lined up at the side of the track, all the drivers belted in, engines off. As soon as the flag drops, everyone starts and goes. A Barracuda was close to last away, but ended up in front by the end. There was a good battle between a Datsun 510, an Alfa GTV, and Dave Morgan in his Mini for most of the race. A rain shower late in the race made the 510 back off, leaving Dave and the Alfa to fight it out. It didn't rain hard enough so Dave finished 3rd. (Below)



For my first race on Thursday, I was able to stay with the top guys for a couple laps but they slowly pulled away, finishing 4th. In the afternoon race, I pushed a bit harder and was slowly catching the Cooper. Going into the last lap, I went into the left-right sweeper off the front straight a bit too quick. I bailed out before the exit and scooted between the hay bales to avoid hitting them. I was able to re-enter the track as there was a fairly big gap to the next car. A couple corners later I see the Cooper IN the hay bales. Turns out he was having some braking issues and lost it. So I finished 3rd overall, 1st FJr. Leo, the Cooper driver, said it was a birthday present, as it was my birthday.

The other VARAC racers did well too. John Hawkes (Merlyn Mk6A) finished 3rd OA/ 2nd class Race1, 2nd OA/1st class Race2, and 2nd OA/1st class in the Cup. Ivan Samilla (Lotus Super7) finished 4th OA/1st class Race1, 4th OA/1st class Race2, and 6th OA/1st class in the Cup. Larry Coste (Mini) finished 4th OA/1st class Race1, 3rd OA/1st class Race2. Dave Morgan (Mini) was unable to start the Thursday races.

Awards were handed out at The Boardwalk restaurant at the end of the day with competitors, marshals, and volunteers having a bit of a party. We stayed overnight and caught the ferry Friday morning. The wind was back up so free car washes were the order of the day. Also stopped at a Speedway gas station in Sandusky that had Cam2 race fuel at the pump for \$7.60/gal US. Good deal!

Put-In-Bay



“I must thank my sister Kedre Murray for talking me into going to PIB. She came down from Vancouver to marshal at the event. I will definitely go back. I had been to PIB back in the 70's-90's for sailboat racing but never saw much of the island except the marina and the surrounding bars.” *Doug Elcomb*



Put-In-Bay



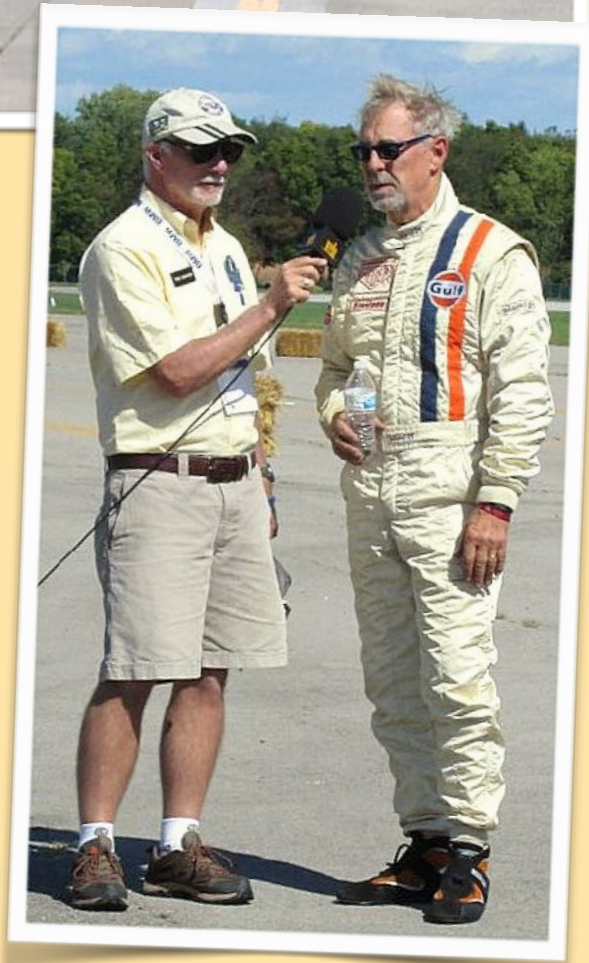
John Hawkes: "There was a good showing of intrepid VARAC adventurers for the Put In Bay Reunion races . Larry Coste, Dave Morgan, Doug Elcomb , Ivan Samila and John Hawkes took the ferry from the mainland through very wild seas to South Bass Island. The open trailer and cars were thoroughly soaked and Doug had enough fish in the Dreossi cockpit for the whole weekend.

Interesting layout: the track uses the island airport, after the mail plane has landed at 8.00 a.m and the cars are in four separate paddocks and are relayed to the false grid. This was well organized and the sessions proceeded all weekend very efficiently. The track is a bit tight in places.. three or four chicanes interspersed with mid length straights

After the practice sessions mid week there was a street re-enactment for road and race cars and we weren't hanging around...! Lots of fun.

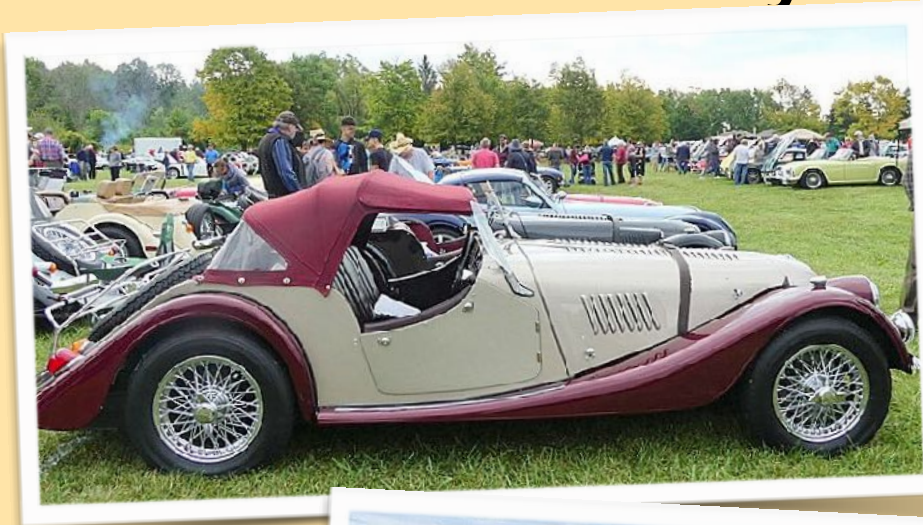
The entries numbered around 110 and there was a great variety of cars... F3 screamer 1 litre Coopers to two stroke Saabs and the Canadian contingent put up a good fight with plenty of top five finishes.

This is a great event.. well run by some ex-SVRA guys, run under VMC rules...so 8 tenths.. or somewhere close to that!"



"How was it out there, John?"

British Car Day...



Bob Harrington dropped in to British Car Day and sent these photos along. Unfortunately this event is usually the same day as the Indian Summer Trophy Races...

This meant that they also experienced the same lousy weather we did! Bob said "I bailed around 10:30 am and was about a



block away when the heavens opened up"! The rain moved east to Mosport and put a damper on our racing there.

From top to bottom; 1970 Morgan 4/4, 1954 Austin Healey 100 and 1956 XK140 Jaguar.

Photos by Bob Harrington



2019 U.S. VINTAGE GRAND PRIX SEPTEMBER 5-8

WATKINS GLEN INTERNATIONAL
WATKINS GLEN, NY



SVRA U.S. Vintage Grand Prix at Watkins Glen International

Race Report by Dave Good

As usual this is a large event, probably 350-400 entries, running the spectrum from us small bore VH racers through modern Trans-Am, F5000 and Can-Am entries. Always great to walk the paddock and "drool" over the great cars. Anyway, back to reality! VARAC was well represented in the VH groups. Jeff Devine, Bob Eagleson, Richard Navin and Joe Lightfoot in their MGB's ran hard and fast in Group 3/4/5, along with Dan Reynolds in his Volvo P1800 and Peter Lambrinos in his (Group 8 ...just kidding!) Volvo 142. The smaller bore Group 1 included a couple of VARAC Minis (Dave Morgan and Larry Coste) as well as Jim Holody, MGA Twin Cam and "yours truly" in #37 MGA. Del Bruce was there, but with the "big boys" in his Vette. David Holmes was there in support with his beautiful MG TF and great chili!

Always a highlight of this event is the "old course re-enactment" and downtown party. Alan and Diane Weller (below) were crewing for me, so Diane co-piloted with me for the three lap old course run. The weather was good (for the Glen, which has its own weather system, much like Mosport!) except the last lap of the old course when it just poured - we were pretty wet and cold by the time we got back to the paddock. A nice cold beer fixed that!





(Above) Here I am with the Bucher/ Decker Cup, looking into the history of MGA racing - envisioning myself in my rightful place in 1958, on the Mulsanne Straight, leading the Ferraris ...

...SVRA U.S. Vintage Grand Prix...

The A struggled through the weekend with ignition issues, with some stops on course and a bump into the tire wall due to a stall (wet grass-the car won't steer or stop-oops!) . Thanks to "my crew/support" (Alan, Diane, John Burgess and others who stuck their heads under the hood with advice) who kept me going (great tape job!)-resulting in kind of a Disney ending for me (see item below photo at left).

For MG's, it's an honour to run the all MG Collier Cup race, which SVRA has been running since 1985, in memory of the MG racing Collier brothers-so this is the 35th. The race was Sunday am, -19 MG's started. Unfortunately on the first lap a very fast A lost it in the "bus stop" and spun into the barrier (the driver was shaken but ok). This resulted in 2+ laps of double yellow. Then, as we went green, unfortunately a front-runner dropped oil down the front straight into the entry of corner 1, causing a lot of sideways and off-course excitement and back to full course yellow and the chequered flag! So- not much racing- but here's the Disney ending part! Due to the fast A incident and another A skidding off in the oil, I hung on (*with Jim H closing fast-thank you chequered flag!*) for top MGA!

VARAC drivers showed well in this race: Bob Eagleson--3rd overall, Jeff Devine- 1st overall, winner -John Targett, 612 trophy for top MGB, winner- Denver Cornett, Jr. Trophy for winning Collier Cup race and, your hero...Dave Good- Bob Bucher/Sherm Decker Memorial Cup for top MGA.

A great weekend! Kudo's to all the VARAC racers who showed so well- and thanks SVRA!

2019 U.S. VINTAGE GRAND PRIX SEPTEMBER 5-8

WATKINS GLEN INTERNATIONAL
WATKINS GLEN, NY



SVRA U.S. Vintage Grand Prix at Watkins Glen International –

Race Report by Paul Subject

The STANMECH Technologies, Good Cars Only, Gabo Solutions #77 Formula Mazda Team had an outstanding weekend at the SVRA U.S. Vintage Grand Prix at Watkins Glen International. We ran in Group 9 – Monoposto Wings and Slicks. The weather was absolutely perfect for the entire race weekend, with a mix of sunny afternoons and cool mornings, ranging from the mid teens to the upper-20's Celsius.

Over the course of Wednesday, Thursday, Friday, Saturday and Sunday, we were on track a total of 9 times; 3 on track practices during the spilt Wednesday/Thursday test day, followed by one practice, 3 qualifying sessions, Race 1, and Race 2. There was a large speed differential within the qualifying group!! We definitely had our work cut out for us, as most everyone in our group had much more horsepower than we did. In the first qualifying session, we qualified 9th of 19 race cars, 3rd in our 9F2 class. In the second qualification session, we qualified 8th of 16 race cars, 2nd in our class. The 3rd qualification session, we qualified 8th of 16 cars, 2nd in our class.

For Race 1, our race Group 9 included 16 amazing high powered open wheel race cars, including 4 Lolas, 2 Ralts, 2 Swifts and F5000's. We started in 8th and finished in 9th position, 2nd in class – we were stuck behind a slower F5000 for most of the race, however our #77 Formula Mazda performed flawlessly. In Race 2, we started in 9th and managed to finish in 8th position, once again 2nd in class. We set our fastest lap time of the weekend, a career best 1:56.498!!

SVRA U.S. Vintage Grand Prix at Watkins Glen.

Below, close racing action with the #41 Pro Mazda
(*photo courtesy of Hugh Hawley*)



...Additionally, we had the opportunity to participate in a 75 minute Enduro in Mark Clarks beautiful Swift DB5 S2, (below) a stunning car. (*photo courtesy of Hugh Hawley*)

A special thank you Bill Vallis of Vallis Motor Sport for their trackside support.

A very big thank you to the SVRA for hosting such a great event!! And last, but certainly not least, once again we want to thank our long suffering and tormented family which follows us from race track to race track and allows us to continue to do the racing thing.....





*Honda wins at
Cobble Beach...*

At the Cobble Beach Concours d'Elegance with John DeMaria

This year was the 7th annual Cobble Beach Concours d'Elegance. At the encouragement of Jeff Bateman (who showed his AutoSport Special there a few years ago), I sent in two photos and the on-line application. The event is by "invitation only", but a month ago, my entry was confirmed. My 1970 Honda cb750K motorcycle (above) is a unique restoration.

The original owner collected new Honda parts, for over 40 years. Some of the individual bits, like the four original exhaust pipes, have not been available since 1980. Even the tank, side covers and other "red parts", were still in the original bags and boxes. He realized he was never going to start the actual work, and sold me all the boxes (he completely dismantled the bike years ago). I spent quite a while picking away at this project, in no particular rush. After receiving the entry, I scrambled, finished up, and got it running.

The event venue is spectacular. Check out their detailed website. The golf course is immaculate and all the surrounding buildings are designed to reflect a bygone era. The Great Gatsby could easily have been filmed there. The owner also developed large parts of the property, covered with matching homes!

On show day, all the cars were staged around the 18th fairway and green, directly below the main Club House. In addition to all the classic cars, they always included Hot Rods, Micro Cars, Wooden Boats, and Motorcycles. Despite a grey start to the day, the weather improved and large crowds were in attendance. All the proceeds go to the Sunnybrook Foundation and the local Owen Sound hospital.

Best in Show went to a 1938 Mercedes Benz 540K Cabriolet from Savannah, Georgia. At least 60% of the entries came from deep in the U.S.A. My new "favourite car" was the 1953 Siata 200CS!

(Above right) One of only 11 built, bodied by Balbo and powered by a 2 litre Fiat V8, it was originally a pure race car, and the road trim was added after a successful racing career. The current owner's father spotted it in a NYC used car lot, 40+ years ago! He won "Best Post War" and truly deserved the honour.

I was lucky enough to win the bike class (right). Taped to the trophy is a gift certificate for a pair of Piloti shoes. How fortunate they sell a very nice race boot..... I completely wore out my old Simpson's, in over 60 hours of the Canadian Endurance Racing Championship. That shoe order will start my 2020 race season. It will be my 50th! Best Wishes for the coming Holiday Season. Cheers, John DeMaria.





B.E.M.C. Indian
Summer photos
by Richard Coburn

Coburnpix





B.E.M.C. Indian
Summer photos by
Richard Coburn

Coburnpix



Can-Am Formula Ford Challenge at Watkins Glen!

PETER VICCARY: "In June, at the Vintage Grand Prix, VARAC hosted the first round of the Can-Am FF Challenge. Seven Canadians, Daniel and Murray Burkett, Kevin Young, Steve Wagland, Shane Viccary, Ross Smith and Brian Graham, along with one American, Robby Bork, reconvened at Watkins Glen October 11-13. They were taking part in VRG's Formula Ford Challenge Series finale."



Left to right: Ayden and Shane Viccary, Steve Wagland, Peter Viccary, Murray and Daniel Burkett, Robby Bork and Kevin Young.

"The VARAC members gave a good account of themselves in a competitive field of 45 Formula Fords. Daniel Burkett took first position in the Sunday morning feature race and was the top Vintage Ford. Brian Graham and Shane Viccary both had wins in earlier races. Kevin Young and Murray Burkett ran at or near the front in Vintage Ford. Steve Wagland was top (post Club) Formula Ford in five races and Robby Bork (a VARAC member and honorary Canadian) was a podium finisher in Formula Ford. Sadly, Ross Smith had an irreparable mechanical failure on Friday."

Can-Am Formula Ford Challenge

“In the Can-Am race within a race, Daniel topped Vintage Ford and first overall. Kevin and Murray were second and third in Vintage Ford. Shane took Club Ford and Robby Formula Ford over Steve, despite Steve’s incredible run at the Glen.” **Peter Viccary**



#160 Kevin Young, Crossle, #136 Steve Wagland, Van Diemen.



Above #27 Shane Viccary, 81 Zink and #6 Brian Graham, Crossle,
Below #03 Daniel Burkett, Chinook.



Can-Am Formula Ford Challenge at Watkins Glen



#02 Murray Burkett, Chinook,



#62 Robby Bork, Crossle,



#28 Ross Smith, Hawke.

The Samila Summer of 2019



Colleen Samila: For Ivan and I the summer of 2019 has been quite a whirlwind experience. It started in April when the Lotus Club of Canada had their spring garage tour. Lo and behold Ivan's garage was one of the stops. It worked out well as you could almost eat off the floor of the garage as Ivan spent the evenings prior getting it all spruced up, cars dusted and rearranged, parts and tools put back in their places and old oil brought to recycling. As clean as it would see it for the whole year!

Then racing started! As I look back over the summer, I really thought we were gone from May forward, but it doesn't appear that way, although close!

It started with the BEMC trophy race in May, the VARAC VGP in June; doing okay with one race a month so far and the garage was still pretty clean!

Then in July we were at the PVGP Historics & Schenley Park both in Pittsburgh, and Waterford in Michigan (still my all time favourite) to close out the month. August was fairly quite as we drove to Missouri for a family dinner (no race car), we had the VARAC 40th Anniversary at Shannonville, then a family reunion at my sisters cottage (note two months in a row, three weekends away).

Ah, but then came the best month of the year - September. Finally, a true vacation! We were off to the Goodwood Revival in England – but not only that, Ivan was reintroduced to the TVR Grantura that he had when he was 19 years old. This little white beauty had been sold by Ivan to a gentleman



who was going to make it into a race car. At some point along the way it went to the United States and then disappeared.

In 2014 this same little TVR was being exported back to England and the only paperwork that could be found had Ivan as the last registered owner. You can read Ivan's story on the TVR Experience following this story. That's Ivan at left, with the TVR at Goodwood.

In summary and in all honesty, September was the best month of 2019. If you haven't been to the Goodwood Revival, you must go! There is no experience like it. If you are not dressed in period clothing (from the 1940's through the 1970's) you stand out like a sore thumb. We stayed at Goodwood "glamping" for this first time. To be able to walk across the road and enter the grounds was the best thing we could have done. We had perfect weather, although a tad damp and cool at night in the tent. Where the grandstand was, within the March Enclosure, was right on the start finish line. We arrived on Thursday afternoon, got settled in our tent and hung out until Monday morning. On Friday, Saturday and Sunday we were awoken by a 'dog fight' with two Mustangs and a Spitfire. Where else in the world can you relive history like that?!? For three glorious days it was vintage cars, sunshine, beer, good food and fun.





The Goodwood weather was fabulous, as was the racing...



On Monday we departed the glamping area, said goodbye to our new coffee buddy from Cloud 9 coffee and set off to meet Ernst and his wife Sonja at

CCK in High Hurstwood in East Sussex. Here Ivan looked over the car (again, read Ivan's story) – the next day we were off to Brands Hatch where Ivan got to test drive his old car, (left). What a thrill!



In summary, the people we met and the places we've been have made the summer of 2019 the best summer ever!

We have one more race to go, Savannah Speed Classic in Savannah, Georgia – that's for the next Pit Signals! Colleen Samila.

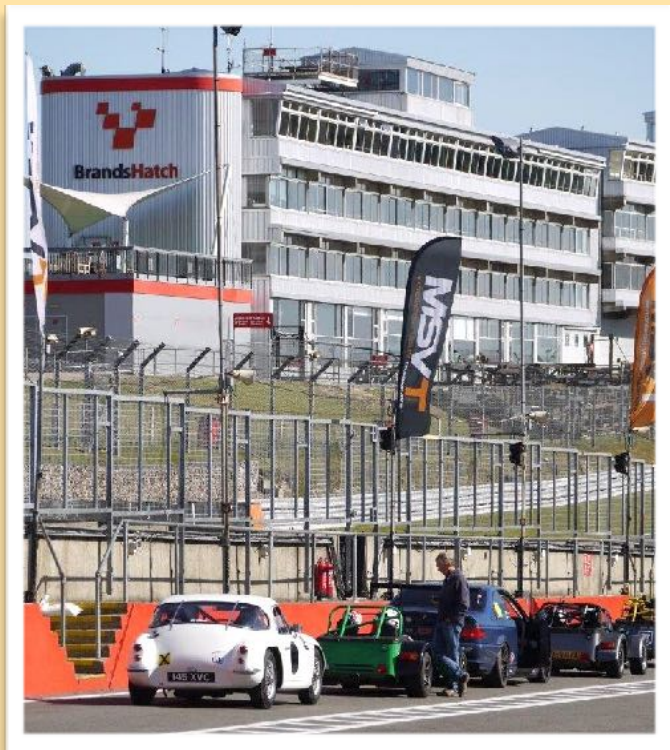
PS. Only one of the people below is Lord March, no prizes for guessing who!



Photos by
Samila PLC
and
Goodwood
Revival.

The TVR adventure...by Ivan Samila

Below; Ivan getting ready to go out in the TVR at Brands Hatch...



The 1961 TVR Grantura MkIIA...

...Was my first car. Not the best first sports car for a 19 year old, but it did start me on an adventure of a lifetime...British sports cars. I was actually looking for a Lotus, a Lotus 7 to be exact, but became disillusioned by the high prices, and poor state of repairs so I opened my options to other British marques.

I knew TVRs quite well. One of our Sunday treats as a kid was to make the trek south from Richmond Hill to the North York public library. My favourite section was transportation... automobiles to be exact. In the stacks was a rarely read book, (I seem to recall I was the only one who ever signed the book out, based on the stamp on the inner cover) on the history of TVR called TVR, Success Against the Odds, printed in 1976 and written by Peter Filby. I studied the book in detail, so when I saw this little white TVR GRANTURA MkIIA for sale in Barrie, I had to have a look.

I purchased it and brought it home. It wasn't my dream car, or even my dream TVR, as I really would have liked a V6 or V8 TVR, but that wasn't an option. The little Grantura and I had numerous adventures, including my first attendance at a VARAC weekend at Shannonville, where I met David Shannon with his Griffith, saw the Bakers with their little Mini eat up the Jags in the back straight and even saw David Cronenberg in his 1959 F1 if I remember correctly.

It all made quite an impression! I remember sitting in the stands thinking to myself, I'd love to race vintage cars, but if all I can do is own and drive them on the street that isn't too bad at all..

I later sold the Grantura to a VARAC member, Terry Martel. He proceeded to have it rebuilt for racing. I never saw the car again until I was contacted by a fellow from England, who purchased it from Bring a Trailer and found that I was the last registered owner of the car. In the 33 years since I had owned it, it had traveled back and forth across the Atlantic numerous times, had many owners. It even ran in the Goodwood Revival in 2017.

This spring, the current owner contacted me about some details he was in need of as part of getting the car FIA registered. We stayed in touch with them and when we decided to go to the Goodwood Revival this year we asked if he and the car would be there. Unfortunately, they were not running the Revival, but would be in the area with the TVR and would be testing at Brands Hatch in the days following the Revival. So we extended our trip a few days. Monday first thing in the morning after our weekend at the Revival, we packed our car and headed into the East Sussex countryside in search of the elusive CCK Historic, (Classic Cars of Kent) the new home of the Grantura. Located in what seemed to be farmland, was a small gravel drive leading to a series of low-slung red brick buildings, the home of CCK Historic. The owner, Shaun Rainford, a Goodwood Revival race veteran, has been tasked with the preparation and care of the Grantura. Shaun and his son Charles have campaigned their lovely Nash Met, Austin A40 and Sprite Lenham and Volvo PV544 with great success at Goodwood over the years. We spent the afternoon with the new owners of the Grantura, Ernst and Sonya, as Tony and gents from CCK got the TVR set up and ready for testing at Brands Hatch the following day.

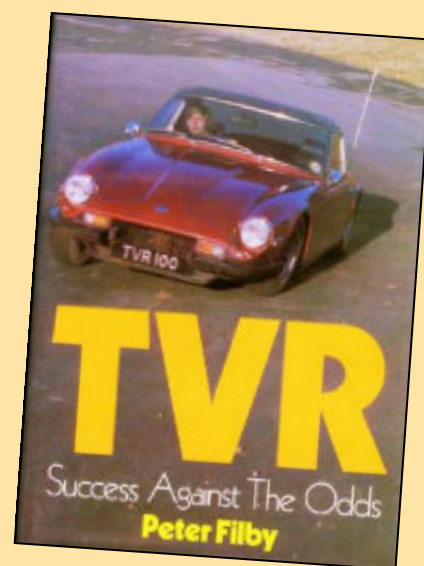
An early start Tuesday as we met Ernst and Sonya at their little cottage rental at 6:30, and headed east to Brands Hatch. Shaun and Tony had beaten us there and had the car gassed up and ready to go.

It was an open test day, primarily comprised of Caterham series race cars. After the mandatory drivers meeting the track opened and to my surprise Ernst handed me the keys and a helmet and said “see if it feels any different than when you last drove it”.

I didn't object to the offer, so I squeezed myself in through the tiny door and over the door bars in the safety cage. Oh my...it was a tight fit. Did it feel familiar? Yes, in some ways.... but smaller. The big steering wheel and the somewhat odd pedal arrangement brought back memories.

So off I go...my first laps of Brands Hatch in a car of my youth. What an experience! The car handled better than I remembered, much more predictable, but still a bit of a handful considering its relatively low power. The challenge is the Grantura MkIIA has the oddest suspension around. It has VW trailing arm with torsion bars front and rear. As a result, bump steer, front and rear kept you on your toes at all times. CCK did a marvellous job of taming the little beast, and greatly improving its drivability. It was by no means fast with its mildly tuned MGA derived 1500 CC motor under the bonnet, but it was more than enough power to make the car lively on those skinny wire wheels and skinny tires. We spent the day alternating sessions, while Shaun and Tony made suspension tweaks. What a fantastic experience, a fantastic honour to drive the little Grantura again.

Oh....I should mention the book TVR, Success Against the Odds. Colleen scoured the planet and for my birthday about 12 years ago found me a pristine copy from the one and only printing in 1976. The owner of the book was a TVR employee, and he had it signed by all the staff and Martin Lilley.



Please allow me to introduce myself...

...*Tammy Moore*



“Racing has long been a part of my life. Summer evenings were spent at the track as my dad was pit crew...

...Later in life, I found my own passion for competing, first on the water, racing sailboats at a national level. Cars came later, with ice racing in Manitoba, although -35C tempered the enthusiasm.



In the fall of 2018, I tracked our 2015 Porsche GT3 with Driveteq, which inspired my racing licence in Florida in the spring. Very soon thereafter, Dave Margolese of Eurotune had me set up in my 1972 Porsche 914/6, heading down to my first competition at Road Atlanta with SVRA. It was a fabulous start, with warm hospitality and lots of encouragement for the 'new kid on the grid'. The final Porsche invitational race of the weekend was a treat, ending up on the podium and with an insatiable bug for the next race.” *Tammy Moore*

F1200 at Indian Summer Trophy Races

By Jeremy Steinhausen



Another weekend in the books, and what a wild weekend it was! From clear skies on Saturday to downpours on Sunday my abilities were tested...

It was the 65th Indian Summer Trophy races hosted by BEMC. The F1200's were placed in the Vintage Historic group which had 30 cars on the grid. We had 8 F1200's in our class. It was great driving from all the different kinds of cars. With open and closed wheel cars racing together, it can be pretty tense for all drivers! The two classes post similar times, but they carry the speed on opposite parts of the track. The F1200's are all about momentum, and we carry as much speed as we can into the corners. The Vintage Historics, on the other hand, are all straightaway speed. It certainly caused some interesting battles!

Qualifying had mixed results, I qualified 8th in the group and 6th in class. The first race saw no gains, due to a bit of off-roading early on. Going into three carrying a bit too much heat, I did a quick 360 and kept moving! We had a small steering issue, which was causing the car to step out, something we were able to sort out for Sunday.

F1200 at Indian Summer Trophy Races



The next day brought the dark clouds and I had to put my head down for the rain to start the second race. He put in consistent laps, making up 5 positions to get into 3rd and earning hard charger! Sometimes it's more about putting in consistent laps than fast laps. Feeling confident going into the final race of the day, the weather wanted to test the driver's talents. The rain stopped about 30 minutes before the race, the perfect amount of time to not know what to expect on track. It proved to be more treacherous than expected, unfortunately. With 1st and 2nd spinning on the opening laps, I had some room to get comfortable with the conditions. As the track began to dry more, 2nd and 3rd quickly began to catch and taking an aggressive line into the second corner proved to be costly. I began to drift wide and once on the runoff pavement began to spin. Only stopping a foot or two from the wall, I was able to recover and round out the podium to finish the day. It's never a boring weekend with F1200's!

F1200 at Indian Summer Trophy Races



A huge thank you to BEMC for putting on a wonderful event and bringing out a great group of volunteers to ensure a smooth weekend. We'd also like to thank our sponsors Remax Rouge Realty, Lucas Legion and Ryno Power for all their support. If it wasn't for them we wouldn't be on track! And a final huge thank you to Alex Smalley of GoFast Photography, he provided incredible shots all weekend for our series and we truly appreciate it! Go check out more of his work!

<https://gofastphotography.com/2019-bemccasc-formula-vees>

We were on track again for Celebration weekend October 5th & 6th for the final battle of the season. Be sure to message our Facebook page - Steinhausen Racing Canada for more details on events and how we can get you some complimentary tickets!

VARAC Photo Gallery

An update from Diane Dale. A few weeks back (when Wordpress stopped supporting the photo gallery VARAC used) Diane restored the photo galleries as they had been. There was still a large number of galleries from a long time ago that had not been converted to the website. Diane spent some time updating all of them – and they're now all available online! So now we have a lot of pictures up on the website, some dating back to 2001 and even some historic ones from 1967.

You can find them all here: <https://varac.ca/gallery/photo-galleries/>



In the recent election Stefan Wiesen ran for the Green Party. Fake news spread the rumour that he was running on a platform of making Vintage cars electric powered.....

Bellini Mini Bike

Look what I found hiding in my workshop! I believe this is a rare early Bellini mini bike. I think this is a replica of

WW2 paratrooper's bike. Make me an offer. I'm sure I'll never get around to restoring it...

John Greenwood
905 723 9334



Ford v. Ferrari...

Shown at the Toronto International Film Festival Matt Damon (Carroll Shelby) and Christian Bale (Ken Miles) are the heroes of this latest effort to bring a “real” racing story to the screen. You may recall that Ford boss Lee Iacocca went to Carroll Shelby and informed him that Ford wanted to make the hot selling Mustang into a race car, but I had forgotten that Shelby replied that it couldn't be a race car because it was “a secretary's car”. [Secretary's Car](#)

Shelby went on to create the Shelby GT350 Mustang and then the GT40. Most of Ford v Ferrari is set in 1966, when Henry Ford II is trying to make his company mean something more performance wise. He tries to buy Ferrari but Ferrari is insulted by the idea that Ford would take over his racing department, (surprise!). Then, somewhat magically (and without any due respect to Eric Broadley and Lola), the Ford GT40 appears, seemingly overnight.

Unfortunately there's a lot more Ford than there is Ferrari in this film and the racing scenes are more Hollywood than Goodwood, but it's a decent try. I liked Christian Bale as Ken Miles, but let's face it, if you filmed in-car racing scenes realistically it wouldn't look that exciting; I realize



that driving and shifting smoothly wouldn't look thrilling on screen, but flying down the Mulsanne Straight while staring at the guy in the car alongside is typical Hollywood. The film gets 87% on Rotten Tomatoes. Good try, but perhaps the ultimate racing film is still to come...



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Below: John DeMaria says
"Spot The Happy Face" ...





2002 Combination Car Hauler-Travel Trailer

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Comes with fridge/freezer which works great. Microwave, 3 burner stove and oven. It has furnace and air conditioning. Bathroom with Shower/tub and outdoor shower. Bedroom over the 5th wheel. 3 Scissor couch beds that fold down off the walls. 2 Propane tanks (3yrs old). Chassis is extra heavy duty (11,830 lb GVWR). Extra large tires on aftermarket 8 bolt Aluminum rims, including the spare. Full winter cover.

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