



# PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS - DECEMBER 2020 - JEREMY SALE



INSIDE: The AGM...Myles Brandt named to Canadian Motor Sports Hall of Fame... the 2021 VARAC Driver's Challenge...2021 Time Brackets... Shocking New MGB...VARAC Vintage Grand Prix Early Bird Discount...Our Late Friend Cam McRae...Our Race TV Source George Webster...John "Haggis Basher" Greenwood...A Mallock U2 Flies Again...



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# Robert Cameron McRae



Vintage/Historic racer Robert Cameron (Cam) McRae passed away on November 4th at Kingston, Ontario in his 78th year.

Cam enjoyed a long and successful racing career. In the 1960s he competed in hillclimbs, ice racing and sports car racing across southern Ontario, and also volunteered as a track marshall. Mosport quickly became his home track across those years. Running fast and smooth through the corner 3-4-5 sequence there was a favourite challenge.

Through the 1970's Cam competed in the Canadian Off-Road Racing Association series at tracks such as Hideaway Speedway and Swiss Chalet Park. He and his best friend Paul Davock fabricated custom race cars during a golden age for off-road racing in Canada. Cam continued his involvement with off-road racing through the 1980s as a track announcer, journalist and photographer at venues such as Bingeman Park (Kitchener) and the Toronto Supercross. One of his favourite memories was appearing in larger-than-life scale on the new 'Jumbotron' screen while announcing the 1988 Supercross event at the SkyDome.

By the 2000s Cam was ready to get back behind the wheel of a race car. He worked diligently to restore his 1959 Abarth (Fiat 600) sedan in British racing green, respecting both its racing heritage and current safety standards. His beautifully prepared 'Giovanni' (#70) attracted admiration in the paddock and out on the racetrack. Cam was assisted by friends Paul Davock, Ernie Jakubowski (Mantis Racing) and Alain Raymond, along with engine specialist Paul Hewitt and parts suppliers around the world.

A wonderful period of vintage racing followed, with regular appearances at Calabogie, CTMP (Mosport), Lime Rock Park and Tremblant among others. He was exceptional in the rain, and he consistently found the fast line around Mosport. Cam was a proud VARAC member and along with his wife Diana and son Rob he enjoyed the camaraderie and spirit of vintage racing. Many wonderful friendships grew over the years. Cam especially valued how the VARAC community rallies to support a fellow racer needing a repair or a kind word.

Cam McRae was a loving husband, father, brother, teacher and friend. He will be warmly remembered.





# Myles Brandt

by Jeremy Sale

The Canadian Motorsport Hall of Fame (CMHF) has announced that 15 individuals will be honoured as new members. Myles Brandt will be one of them. Currently the President and General Manager of Canadian Tire Motorsport Park, Brandt became Track Manager at Mosport in 1976 at the age of 17. Prior to that he had been among a group of high school students who were hired to clean up the grounds after the famous, or infamous, Strawberry Fields rock concert. In an interview with Norris McDonald, a member of the Canadian Motorsport Hall of Fame, Brandt said, “That was my first job there. I lived in Orono, and would work part-time after school cutting grass and painting. I guess my first real job there was selling pop in a snack bar on the outside of Corner 5C.”

The Strawberry Fields rock concert itself is a whole other story. But Brandt stayed on long after the hippies were gone and went on to become Track Manager, then Executive Director and today he is President and General Manager.

Conceived back in 1958 by the British Empire Motor Club, a company called Mosport Limited was established to construct the famous road racing circuit. Norris says “After a somewhat rocky beginning Mosport – the longest continuous-operating road racing circuit in Canada – has had the following principal owners: Harvey Hudes, Bernie Kamin (they were equal partners, although Hudes was very much the front man), Andy Evans (investment advisor to Bill Gates) then Dr. Don Panoz, who bought the facility outright in 1998 and made the first meaningful improvements in decades, though he retained the racing circuit’s original layout. The updates allowed Panoz’s American Le Mans Series to make annual appearances at the track from 1999 through 2013 and paved the

way for future events like the annual Mobil 1 Sportscar Grand Prix for IMSA prototype GT entries and the Chevrolet Silverado 250 for NASCAR trucks.”

In 2011, Canadian motor racing legend Ron Fellows and Carlo Fidani bought Mosport from Panoz. A few months later, they entered into an agreement with Canadian Tire, and the facility is now known as Canadian Tire Motorsport Park. CTMP now includes the Mosport Grand Prix track, the Driver Development Track, a karting facility, and a modern event centre situated across the circuit from pit lane. One thing remains the same, however: the iconic, old school, flat-out character of the Grand Prix circuit. The other constant, of course, has been Myles Brandt.

Norris McDonald says “I think Myles is the glue that has held Mosport together for years, particularly his relations with Clarington Council and Durham County Council. A major race track, regardless of where it is in the world today, has to constantly keep the politicians happy because a new generation of homeowners and landowners moves in and while the previous owners might have liked or put up with places like Mosport, the new generation doesn’t want it there and it’s so important to have that relationship with the politicians. Mosport is so fortunate to have Myles who is constantly working to keep everybody on Mosport’s side.”



VARAC congratulates Myles Brandt on his well deserved induction to the Canadian Motorsport Hall of Fame and we look forward to celebrating with Myles this iconic track’s 60th anniversary in 2021.



*Myles, what is one of your memorable moments at Mosport?*

I have so many great memories to choose from, including some amazing races and many great people I've met and worked with. But I'd have to say my most memorable moments came around the period that Don Panoz purchased what was then Mosport in 1999.

With Don's support and leadership, we were able to bring the track back up to the FIA standards of the day. We widened and repaved the circuit but kept the integrity and challenge of the track that makes it such a special place today. It's loved and respected by fans and drivers around the globe.

*What drivers most impressed you?*

That's a tough one to answer. I've seen a lot of great Canadian and international drivers race here. One that stands out is American Danny Ongais in the 1978 Molson Diamond Indy.

That was the last of Mosport's four USAC Indy Car events and I can remember working, cutting grass outside corner #8, and Ongais was the fastest through that corner, and every lap he seemed to find more and more speed there. He really caught my attention. I wasn't surprised when he won the pole. He was fast again in the race, leading most of it to take the win. It was quite a performance that I'll always remember. He was just so fast.





*Any votes on friendliest driver?*



This might sound biased: I'd have to say Ron Fellows. Here's a guy who is one of the best and most admired sports car drivers in the world, winning races and championships, and yet he's down to earth, and speaks with every person who approaches him. I've known Ron since his early days in showroom stock racing and he's still the same person, even with all of his success. He's proof that nice guys can finish first.

*How about favourite cars?*

As you can imagine, I've seen hundreds of awesome race cars turning laps around the Grand Prix circuit in my 50 years here, and one I enjoy watching is a vintage car with a

VARAC connection – Brian MacEachern's beautiful silver 1956 Lotus Eleven Le Mans. It is still great to see it racing.



*Any interesting comments drivers have made about the track?*

Many drivers have made awesome comments about the challenge of CTMP, however, I always feel great pride when travelling among other industry folks and they always say "Mosport, now that is a *real* racetrack!"

# Forward Facing Lights...Ed Luce.

Those of us who race open-wheeled cars (like my '68 Lotus Formula Ford) often find ourselves on mixed grids with V/H sedans or on Sportsman grids that include rather larger, more modern cars. While we have had some success in building a Formula Classic (i.e. open wheel) grid, I suspect that this situation will continue for some time.

I'm sure that we are all aware that visibility of the lower open-wheeled cars is an issue, even for those who are racing relatively small cars like Sprites and Midgets. From cars like the BMW M3 or the TR8 the little FF racers are apparently pretty much invisible, especially at close range.

Earlier this year Shane Viccary, who also races a historic Formula Ford, hit upon the idea of mounting a forward facing light on his car to alert cars in front of him to his presence. (Some of the Radicals have been running forward facing lights like this for a few years.) Shane sourced a compact, inexpensive 4-LED unit to mount on his Citation-Zink and ran it at Calabogie. I wish I had one then as well, as I got stuck behind a couple of Sportsman entries who clearly could not see me. (Shane was out in front all weekend – his light did him no good at all :-)



I got an LED light from Shane and mounted it for the Celebration of Motorsports in October. I did hear from a few other drivers that it was a help. I found the light that Shane had sourced to be easy to wire into the car. As you may know, I have a brake light wired into the Lotus already, which I activate when running in mixed grids. I simply powered the new forward-facing green light with the same circuit, so it can be active when running in mixed grids but can be de-activated when running in open-wheeled grids where those lights are not expected.

The light Shane sourced has mounting screws, and I was able to use these to secure the light to the front of the top of my roll hoop. Shane has designed a case for the light which he can 3D print and modify to fit various angled roll bars. The light itself is about \$20.00. Including the case and mounting bracket the cost would be closer to \$120.00. Chris Evans has purchased one of these for his Crossle FF and Ted Michalos has ordered them for his Lotus 18 & 23.



# Back In The Day.....





## What a shock! It's an electric MGB!

Classic motoring manufacturer RBW Electric Classic Cars has revealed the pre-production model of its stylish electric classic roadster. Inspired by the MGB Roadster of the 1960s, the RBW EV Roadster takes the classic sports car design and enhances it for the modern world, whilst retaining a stylish elegance. Under the brand-new heritage body shell from British Motor Heritage, sits a patented power drivetrain system that has been three years in development.

The design places the electric motor at the rear of the car and lithium-ion battery technology under the bonnet, which gives perfectly balanced weight distribution.

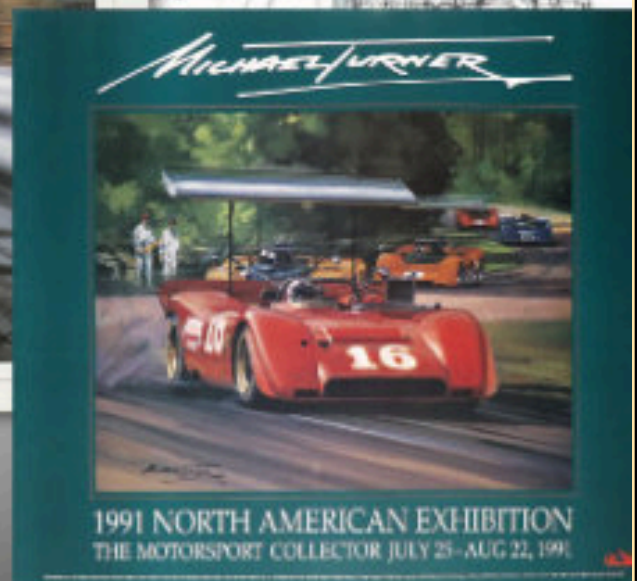
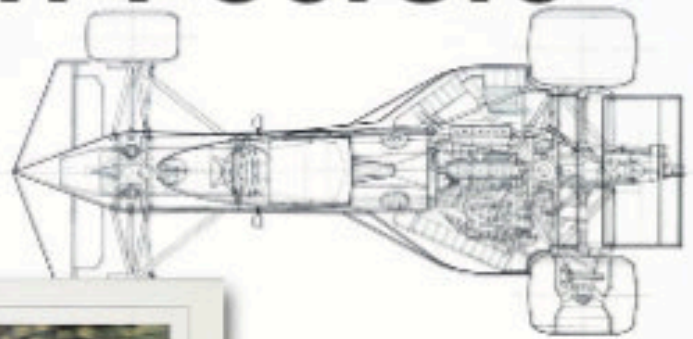
The RBW System and architecture can be installed into other body shells such as Austin Healey, Jaguar E-Type, Mini, and many more. Each car can be built to the clients' personal specification and requirements.

The limited edition hand-crafted models, with an initial 30 examples created. Further model developments are already underway with a fixed head GT version to follow in 2021 along with a second RBW electric recreation. Production begins early 2021 with prices starting from £90,000 plus taxes, with an initial £5,000 deposit. See link below:

[Electric MGB](#)



# 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>

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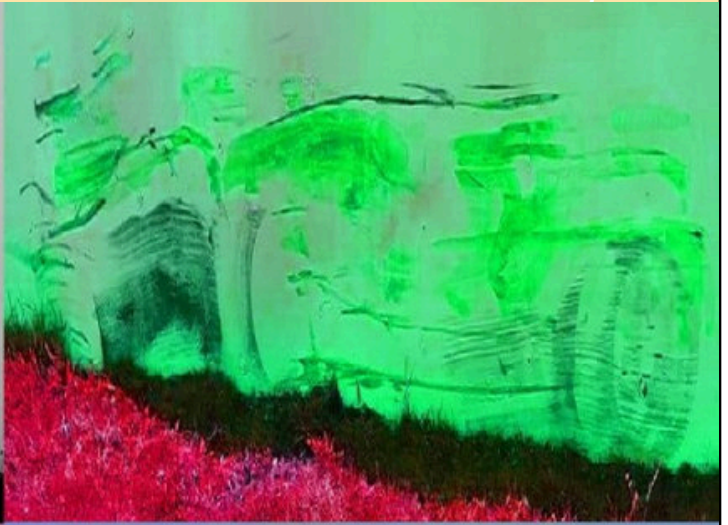


# Art is in the eye...

One of our hon members, who shall be nameless, managed to leave the imprint of his blue V/H race car on the wall at the bottom of turn 4. The artistic result was thoughtfully turned into this rather fetching Warholian image as seen here. Copies may be obtained from the owner of car #89...



*Richard Coburn photos*





# "U2 Can Have A Car Like Mine"

*By Alex Zeller*

It is understood that our passions in life are generally defined during our formative years – and so it was with me. As a kid from a racing family, I grew up listening to stories of race cars, tracks, competitors, friends, achievements, disappointments, and everything that defined the amateur racing in the 60's, 70's and 80's. Enthralled by the mythology of it all, I develop a deep appreciation for the heritage of the sport and the desire to forge my own path as an amateur racer. For the past 8 years I've done just that – racing my own F2000 and F1600 cars when time, money, and life permits. Never enough seat time to get particularly proficient, but quick enough to be having fun.

My dad stopped racing by my fifth birthday, so my exposure to his racing exploits were limited to the folklore and images that surrounded me – no doubt, all the rosier through the passage of time. So, it is not unexpected that I gravitated to the cars, tracks, and mythology from those stories. What follows is the story about a very special race car to my family and how it found its way back into my possession.

In 1972, looking for something faster than his fragile Lotus 7, my Dad (Alf Zeller) visited Brands Hatch to see what options were available to an amateur racer with a modest budget. After witnessing a field of well driven and well-prepared Clubman's cars turning competitive Formula 3 lap times, he saw the potential for such a car in Canada.



*Richard and Ray Mallock's Mk12's in early-1972 F3 specification.*

Clubman's cars were, and still are, dominated by a single ubiquitous manufacturer – Mallock. Founded in the early 1960's by Arthur Mallock, the concept of the Mallock U.2. was simple: build a lightweight, very stiff space-frame chassis to which customers could fit their own cheap mass-produced parts. This inspired the U.2. moniker – *You too can race a car like mine!*



*Ray Mallock in Mk12 at Silverstone in 1972 F3.*

The result was a remarkably effective, purpose-built race car, capable of turning lap times equal to a Formula 3 car of the era.

Six months later, Alf purchased a

very special 1972 Mallock MK12 for \$2,000, one of only two built. This MK12 was Ray Mallock's personal Formula 3 car from 1972 (Chassis #AM72-F3-1), quite possibly the last front engine car to race competitively in major open wheel competition. The other MK12 was Richard's who also raced one in F3 and clubman's competition. Ray ran consistently in the top 10 throughout the 1972 season and even managed to beat young upstart James Hunt on a few occasions. The MK12 was built to be the ultimate Mallock at the time and featured a De Dion tube rear suspension, fabricated bespoke steel uprights, large alloy Girling calipers, Lotus Elan differential, alloy case 4-speed Lotus Elan transmission, and a Holbay-built Lotus Twin-cam engine. In a letter to my dad in 1973, Arthur stated:

*"The MK12 was Ray's personal works car, and also our show car. It took 16 months to get to that state of perfection. I doubt there will ever be a U.2. built like that again."*



In January 1973, a Mallock U.2. was offloaded from an Air Canada flight at the Toronto International Airport. For the first time in North America, a Mallock U.2. would be participating in wheel-to-wheel racing in both the Canadian Formula B series and in regional races as a B-Modified.



*Alf Zeller in Mk12 at Mosport in 1973 Formula B.*

Unfortunately, it took the entire 1973 season to get the little MK12 reliable over the longer race distances that are typical in North America. The car suffered from oiling issues that hampered its success. However, in 1974 the car started to demonstrate its pace and would take several regional race wins.

This was the start of a 10-year relationship with Arthur Mallock and his simple, yet very effective, little cars. Alf subsequently imported several other Mallock cars into Canada. Some for himself, and several for other racers. Alf's MK17b held the BSR lap record at Watkins Glen in 1977, and the MK20b finished 6<sup>th</sup> and 4<sup>th</sup> in C-Sports Racing at the 1979 and 1980 S C C A run offs



*Alf Zeller in Mk17b at Mosport in 1973 B Sports Racing.*

respectively. With the combination of the Mallock's quirky front engined layout, its speed, and its remarkably low cost relative to other purpose built race cars, it won the respect of enthusiasts across the Ontario and the Northeastern United States. A legacy that carries on to this day.

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The idea of vintage racing always appealed to me, no doubt influenced by those formative years listening to my dad's stories and stumbling across race car artifacts in the garage. I had been looking for my one of my dad's old Mallocks for many years, since before I started racing myself. As a fairly sentimental person, the prospect of acquiring a piece of family history was appealing. Certainly, if I was to race a vintage car at all, it had to have a personal connection.

In December 2019, a fellow vintage Mallock racer in New York (Chris DeMinco) drew my attention to an advertisement for a Mallock MK12 in southern California. The car (*right*) had been completely disassembled, came with the wrong body, the chassis plate was missing, the chassis itself was badly modified, and it was missing many of the vital pieces. Thankfully, after 45+ years, my dad still had a file folder containing dozens of hand-written letters between himself and Arthur, many invoices, and all the original documentation required to confirm the car's authenticity.



Immediately obvious in the pile of bits were the fabricated steel uprights unique to the MK12. Also, the de Dion tube and comically short prop shaft. The chassis also had evidence of a repair to the front left corner that matched the description of what my dad had done following an altercation with the Armco at the outside of T5 at Mosport in 1973. It still had the very nice Girling alloy calipers and one set of original magnesium wheels. It also came with a file of old photos of the car sponsored by Sports Car Exchange. My dad recalled that in 1975 he sold the car to Bob Schneider, owner of Sports Car Exchange in Detroit. Bob raced the car into the early 80's, primarily at Waterford Hills. At this point there was little doubt that this was in fact the ex-Ray Mallock Formula 3 car that beat James Hunt and the first Mallock to race in North America. With this information in hand, I contacted Mallock Sport (still a family-owned business) and Ray Mallock to confirm its authenticity – both confirmed that this was in fact the same car.



# Mallock Racing

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ONE 1975 U.2. Mk. 12. Racing Car Complete, Tested.	£2000.00
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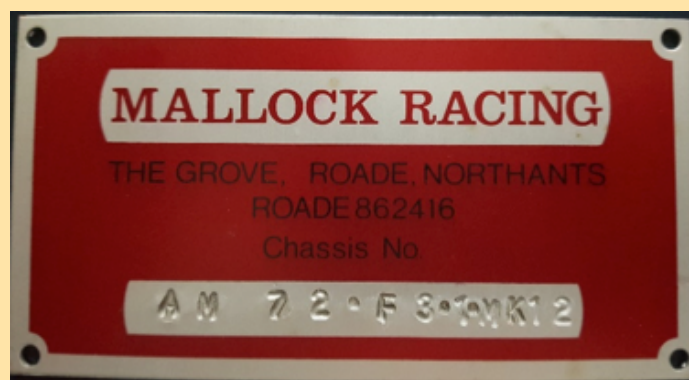
FOUR wet weather Racing Wheels and Tyres.	65.00
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TOTAL.	£2065.00
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*A.M.R. Mallock.*  
*Major R. Seymour*  
*16 JAN 1973*

A.M.R. MALLOCK.

For 40+ years, one of the more interesting artifacts in my dad's tool box was an original, brand new, chassis plate that Arthur had sent my dad for reasons unknown. In March 2020, that same chassis plate was sent back to England and stamped by Ray's brother, Richard, with the car's original chassis number.



Over the coming year, I will continue with the restoration of the car – taking it back to its original specification as raced in 1972/73 by Ray and my father. The car will be powered by the ubiquitous 1600cc Ford crossflow instead of the Lotus Twin-cam. I have purchased new original bodywork and other original bits directly from Mallock Sport in England. A new all-aluminum Lotus Elan close ratio gearbox is on the shelf ready to install. And the original fabricated steel uprights have been sent to Ray Mallock Ltd. (RML) to be crack tested and Kephos coated alongside other top-secret projects.

I ultimately hope to have the car on track for the 2022 racing season – 50 years after it was originally manufactured.



(Above: Bob Schneider in MK12 at Waterford Hills, 1975/76 )



# 'George's Race Fan TV Listings'

(With the last race of the F1 season done I emailed George Webster, thanking him for spending his time helping fans find races to watch on TV. Here is his reply.)

"Auto racing on television is 'appointment watching', that is, you make plans to watch each specific broadcast live, when it is aired. This is in contrast to much of the time we spend in front of the television when we simply flip around until we see something that catches our attention.

I rely on the internet for 95 percent of my information. I start with the long-lead listings emailed to me by some of the television broadcast sources such as TSN, then I check out the online listings for the other specific channels – I also look at the online TV Guide listings and I even sometimes double-check against the listings on my TV which are posted by my Television Service Provider. In addition I cross check against the published race schedules. I was able to publish on the Toronto Star's Wheels website but a change of editorial direction there ended that deal. Most recently I have been publishing these listings on the PRN website.

I do get a small amount of positive feedback from race fans who appreciate my efforts but I must admit that I don't get a lot of feedback. Given that this project is basically a 'labour of love' I sometimes get discouraged and think about giving it up. Again this year I am questioning whether I should continue with this service in 2021. I actually enjoy the discipline of keeping the listings up to date but I need a platform on which to distribute it to race fans. At moment, I am wondering if I should try to keep maintaining the PRN website or not and, without that vehicle, I would not have a way to distribute the listings.

Every year I seem to decide that I will not continue with TV listings any more – and then, come January, I change my mind and start up again with the Daytona 24-hour broadcast. Who knows what I will decide this time? If you have any comments you might offer, I would be happy to hear from you. My email address is [george@prnmag.com](mailto:george@prnmag.com).

EDITOR: *Let's not lose this valuable resource! I encourage VARAC members to email George and let him know that you are a race fan and you need and appreciate George's time spent gathering information on what we watch! Thanks!*

Email: [george@prnmag.com](mailto:george@prnmag.com).

# 2021 VARAC Driver's Challenge

Points from the best 6 eligible championship events for each division will be accumulated to provide up to three annual championship awards in each VARAC class as well as one overall Vintage-Historic champion, one overall Classic (G70+, G90) champion, one Formula Classic champion, and one overall Club Champion.

Only drivers who have submitted a VARAC Car Eligibility Form will be eligible to accumulate points, and only driver-car combinations that have completed a minimum of three events will be eligible for the end of season championship awards. Points will be awarded to drivers in each class that they participate in rather than to teams or cars.

Competitors who have not submitted a VARAC Car Eligibility Form at the time of the event will not receive championship points for that event. Competitors have an opportunity to submit their form before the next event to have points re-calculated for the previous one event. (Prior events to the last event will not be re-calculated.)

VARAC Vintage Grand Prix volunteers who cannot participate at the VGP event may choose another event on the North American schedule to replace the VGP event and need to notify the Vice President of their Division prior to the VGP event.

Formula Classic drivers and cars will be classified based on the vehicle classes listed below. The time bracket-based classes are not being used by the Formula Classic Division. On weekends with out a stand-alone Formula Classic grid, cars that are not eligible to run on the VH+ grid may choose to run in Formula Libre and accumulate VARAC championship points. The FC Division VP should be told before the start of the weekend if a competitor wants to be scored.

All VH and Classic competitors shall self-designate their class before their first event of the season based on the time bracket charts set out below. The Division Vice Presidents have the right to re-assign competitor classes if they deem it appropriate.

A "Break Out" occurs when a driver turns a faster time than the upper limit for a class. Break Outs may occur at any/all championship events, including the VARAC Vintage Grand Prix.

When a Break Out is recorded the competitor will **automatically be moved to the new class** for that session and all remaining sessions at that event. There will no longer be any added lap penalties or change of position on the next grid. Points will be awarded based on the competitor's finishing position in the "new" class.

A competitor may request reclassification to a different class (slower or faster) by applying to the Vice President for their Division. The Vice President's decision on the classification will be final.

In the event of a tie in the scoring, a 7th event will be added in, and then the 8<sup>th</sup> if necessary to break the tie. If a tie remains a coin toss will be used to make the final determination.

Questions or concerns? Please contact the VH, Classic, or Formula Classic Directors for clarification.



# 2021 Time Brackets: Vintage Historic and Classic

	CTMP	SMP - Pro	SMP - Long	CMP - East	CMP - Long	Le Circuit
<b>A</b>	Under 1.31	Under 1.14	Under 1.58	Under 1.16	Under 2.17	Under 1.50
<b>1</b>	Under 1.35	Under 1.16	Under 2.01	Under 1.19	Under 2.22	Under 1.55
<b>2</b>	Under 1.40	Under 1.18	Under 2.04	Under 1.21	Under 2.27	Under 2.00
<b>3</b>	Under 1.45	Under 1.20	Under 2.07	Under 1.23	Under 2.32	Under 2.03
<b>4</b>	Under 1.50	Under 1.22	Under 2.10	Under 1.25	Under 2.37	Under 2.07
<b>5</b>	Over 1.50	Over 1.22	Over 2.10	Over 1.25	Over 2.37	Over 2.07

## 2021 Car Classes: Formula Classic

Formula Juniors

Historic Formula Fords

Club Fords

Post Club Formula Fords

Historic Formula Vees

F1200

F70

F90

## POINTS

Participation points:

5 points for starting the race – Saturday race and Sunday afternoon feature race

5 points for finishing the race – Saturday race and Sunday afternoon feature race

Podium points:

3 points for class win – Saturday race and Sunday afternoon feature race

2 points for 2<sup>nd</sup> in class – Saturday race and Sunday afternoon feature race

1 points for 3<sup>rd</sup> in class – Saturday race and Sunday afternoon feature race

Points are accumulated on a unique Driver, Car, and Class combination

Competitors re-classified during the season will keep participation points only (no podium) earned to date. Podium points will not be carried forward to the new class.

# John Greenwood...

By Jeremy Sale

*When I joined VARAC it seemed that every time I had a question, people just said, "Ask John Greenwood."*

*John was a fixture long before I came along. He has performed almost every duty available to a VARAC member, President, Festival Race Director, scrutineer, driver, and raconteur extraordinaire...*



"I started in the motor trade in Scotland at 15" says John, "working on various pre-war cars, mostly makes like Austin, Morris, and so on. I even worked on a number of Rolls-Royce cars, because, strangely enough they were often used as taxis. I worked on every aspect of the cars except the electrics, because that was considered a separate trade in Scotland."

In 1957, aged 21, John left Ayr, Scotland on Christmas Day, one day after his birthday, and came to Canada to find a job. "I trudged the streets of Toronto looking for a job, at Christmas." (*Ten feet of snow and Yonge Street was uphill both ways...Editor*) "I finally found a job at a busy BMC repair shop, Shelton Mansell Motors at Yonge and Steeles. It turned out that both of the owners, Dick Shelton and Ken Mansell, were keen amateur car racers, competing in MG TD's at places like Harewood Acres, near Jarvis and Greenacres, near Goderich. These were actually abandoned World War II airfields, converted for racing with the aid of a few hay bales and pylons."

"I attended all the events as a race mechanic in 1958 and was invited to join the North Toronto Motorsports Club, which led to making friends with many race drivers and enthusiasts such as Dick Baker, Walt MacKay,



Van Worsdale and all the rest of that early group who later encouraged vintage racing in Canada.”

“In 1959 Bill Simpson offered me a deal to work on his Sprite in return for drives in the Novice Class. I drove in the Novice races, Bill drove in the Regionals. I won my first Novice race and we were actually pretty successful. In fact, I remember one weekend when we managed to win seven races between the two of us!”

“I bought the Sprite in 1960. I remember racing the Sprite at Mosport’s inaugural weekend, June 3, 1961. I started on the front row next to John Sambrook and won the 1,000cc production sports car class. Oakville Trafalgar Light Car Club organized the race. The British Empire Motor Club then ran the first full regional championship race at Mosport a week later. Ludwig Heimrath in his Porsche RS60 won it.”

“So I was doing well in the Sprite but I was looking around for something quicker. I then remember being passed in Turn 8/9 by a young newcomer in a Lotus Seven; it seemed so effortless compared to the Sprite. I thought, I have to get one of those!”

“I finally found the car I wanted in England in 1963. It was a nicely prepared Lotus 7 that belonged to a well-known British racer by the name of Ian Raby. It had all the goodies, a nice 997cc Ford engine, close ratio box, real mag wheels, Dunlop R6s, beautiful. I had to practically beg the bank to lend me the money, which they eventually did. I brought the car back to Canada and went on to win numerous races in the 5P class for production cars under 1,000 cc. I raced it for a couple of years and then it was stolen from my garage! When I got it back all the good racey stuff had been stripped out. I was devastated, but much later I put it back together with a Sprite engine and gearbox as approved by the VARAC eligibility committee.”





A couple of years later John came across a rusty Ginetta G4 frame and chased around the country to find the missing bits and pieces. "It took a year to get it back to its beautiful curvy and racy form. I raced it all over Ontario and Quebec, all over Eastern USA, all the way to Texas, via New Hampshire, Virginia, Massachusetts, Illinois, etc." John also raced a couple of Hawke Formula Fords through the years, but he says "The Ginetta was my all time favourite!"

John eventually sold the Ginetta and quit racing for a while after he got married in 1965. *(However he did manage to convince his wife that racing his car on their honeymoon at the Nassau Speed Week would be ever so romantic! And prrractical, too!)*







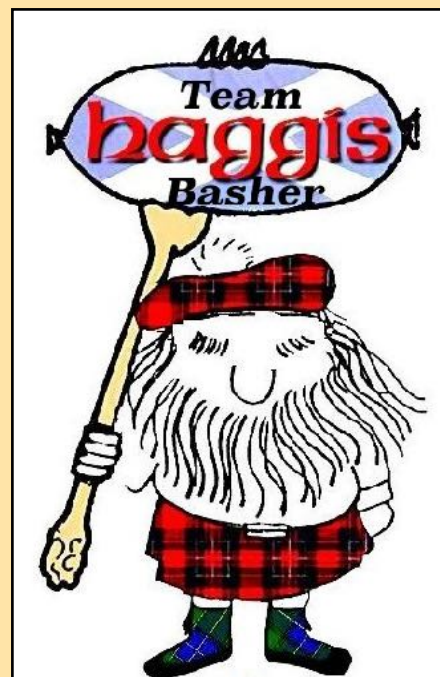
I'd heard a story somewhere, something to do with him acquiring the nickname of "Captain Canada." "Oh, that's an old one!" he laughed. "Well, way back I used to be very fond of my special driving boots. They were kind of old-fashioned leather zip up boots from my early days of racing, but I absolutely would not be parted from them. As a present for doing some work on another car I was presented with a really flashy pair, which I refused to wear. In fact, for a joke, I used to hang them from the mirror of my car, but I swore I would never wear them unless I also had a cape and bikini pants to go with them!"

It seems a couple of wives were sitting listening to all this and they made up a cape for him. Not to be outdone John found himself a Speedo swimsuit, (*or bathing costume, as he called it*) some long johns, and a white belt, the whole bizarre ensemble topped off with WW2 flying goggles and a helmet. Thus attired JG showed up at Mosport. Jim Kenzie of the Toronto Star then did a story about Captain Canada going to the upcoming Nassau Speed Week, where John duly made a dramatic appearance during the drivers meeting, "I complained that Canadians were being discriminated against because there was no snow or ice on the track and this was obviously designed to favour the American drivers from warmer climes!" Incriminating photos were taken and thus the moniker "Captain Canada" was born.

After the Nassau interlude there was a fairly long interlude from racing, until in 1981 John went to a race at Shannonville. "I realized that there were still drivers and cars around from my era who were having fun racing, so I decided I had to find a decent car and get back into racing. In 1983 I happened to notice the hood and trunk of a 1961 Ginetta G4 in a garage. I asked where the rest was. Well, it turned out to be a restoration

project that wasn't really going anywhere, a real basket case. I bought the bits and pieces, put it all together and started racing again. Then in 1985 while still playing around with the Ginetta I came across my old Lotus 7 and bought it back, too."

Over the years John worked at a British Leyland dealer, then on to a Jaguar and Rolls Royce repair shop, finally starting his own shop; Auto Trend in Richmond Hill in 1967. It started as a gas station, specializing in sports car repairs, then evolved into selling used cars, then Renault, then Volvo and Hyundai.



John was at the inaugural races at both Mosport and at Le Circuit, Mont Tremblant. "It was a different time then, the drivers were reasonably approachable people, not remote celebrities like today. I recall I lent my road car to Jack Brabbam, so he could rush back to Toronto airport to check into his lost race car, and helping Bruce McLaren push his car across the pits after he stalled it. I recall sitting in the old paddock restaurant at the same table as Jim Clark and other racers. It was a fun time."

"I'm now looking forward to what I expect to be my last year of racing. I've had so much fun. It's been a great journey, racing from the sixties to the present, enjoying the thrills, the laughs, all the friendly competitors I met racing into "Geezerville!" Happy days!" J.G.



# Our 2020 Endurance Racing Championship



Brian Hunt and John DeMaria joined the Gourley Automotive Team of Tim Gourley and Marc Boily, in the Lucky Dog Canadian Endurance Racing Championship. They ran the ex:Terry DiFrancesco/ Gary Magwood 1991/3 Toyota Turbo MR2.

John DeMaria reports: "The 2020 Schedule included a total of eight races (7 hours on Saturdays and 8 hours on Sundays) at Shannonville, Calabogie, and CTMP. We only had one DNF and

completed over 60 hours of on track racing! Brian was unable to make the last race and was subbed by Jeff Labelle. That win helped us seal up the 2020 Championship. Fantastic group of friends, having a huge amount of fun, with some added success! This is my 51st Season and still managed "fastest lap" yesterday." Cheers, John DeMaria.



## ...VARAC ANNUAL GENERAL MEETING by Peter Viccary

- No points were scored in 2020. There was good attendance at events, and adherence to eligibility rules.
- We expect to have 3, or possibly 4, VARAC eligible open wheel only grids in 2020.
- Forward-facing visibility lights were experimented with this year, and we are encouraging anyone with a difficult-to-see car to use one.
- The Board conducted 9 regular and 1 special meeting (to cancel the VGP) and adapted well to the Zoom format.
- We had 217 paid members in 2020, down from 232 in 2019, but we had good support from members who chose not to race this year.
- Car numbers are retained by members in good standing with current eligibility forms.
- The season began satisfactorily for the Conduct Committee, but was marred by numerous infractions in the last two events.
- Members were reminded of the severe penalties for failure to report.

### Election of Directors

The current Board of 12 Directors are either continuing to serve their terms or have agreed to return for another term and Cameron Crerar and Ed Luce were nominated and seconded as Directors. Cameron will become a Director at Large, Ed will take over membership, initially with Ivan's assistance, then Ivan will become a Director at Large. 14 Directors seems like an awful large number for a club of under 250, but I have to say that this group very cohesive and nobody appears to have a personal agenda. Besides, we need a large group to stop Ted from pushing us around.

### Motions:

- From Gary Allen (2<sup>nd</sup> Del Bruce): Paraphrased. Limit Directors to two consecutive terms (6 years) at the same position. Carried.
- From Del Bruce (2<sup>nd</sup> Gary Allen): The following motion is to change the drivers challenge point system as follows: 5 points to start the race. / 10 points to finish the race. / 13 points to 1<sup>st</sup> in class provided there are at least 4 cars in the class, 12 points to 2<sup>nd</sup>, 11 to 3<sup>rd</sup>. / 12 points to 1<sup>st</sup> in class when there only 3 cars in the class, 11 for 2<sup>nd</sup>. / 11 points to 1<sup>st</sup> in



## ...MORE Of THE AGM by Peter Viccary

class when there are only 2 cars in the class. / 10 participation points only when there is only 1 car in the class. Points will be awarded according to the number of cars that actually start the race, not the entry list (a DNS does not count as a car in the class). This motion was relatively vigorously debated as it shifts the drivers' championship from purely participation orientation to a more competitive focus. It was narrowly defeated.

From Dave Good (2<sup>nd</sup> Gavin Ivory): For Rotary engine powered VH cars porting modifications are limited to the extent & techniques used "in the day" (ie up to 1972). Specifically, "peripheral" porting is not allowed. Carried.

### Discussion topics:

The 2021 event schedule, is posted on the VARAC web site and is, of course, dependent on a resumption of a relatively normal lifestyle.

2021 VGP: 41<sup>st</sup> running of the VARAC VGP & the 60<sup>th</sup> anniversary of CTMP. Featured marque is Lotus, guest groups are Toyo 1600s, FF Challenge Series & North American VS2000 Series. The sit-down dinner is moved to Friday, the paddock to Saturday, followed by the Celtic rock band the Mudmen. Registration is now open. Save \$100.00 before Jan.1, 2021.

2021 Drivers' Championship: Best 5 of 7, or 6 of 8 if Mont Tremblant is added. Ted will be revising break-out rules. 1<sup>st</sup> breakout moves the racer into the next higher class as of the next session, with no loss of grid position, and points scoring applies to the new class. The new classification applies without the possibility of an appeal to return to the previous class.

There was brief discussion about Conduct, speed differentials on the V/H grid, split starts (F Classic & V/H) and forward facing lights for Formula cars.

There was no new business and Ted adjourned the meeting after barely an hour and a half.

## 2021 Board of Directors: Peter Viccary



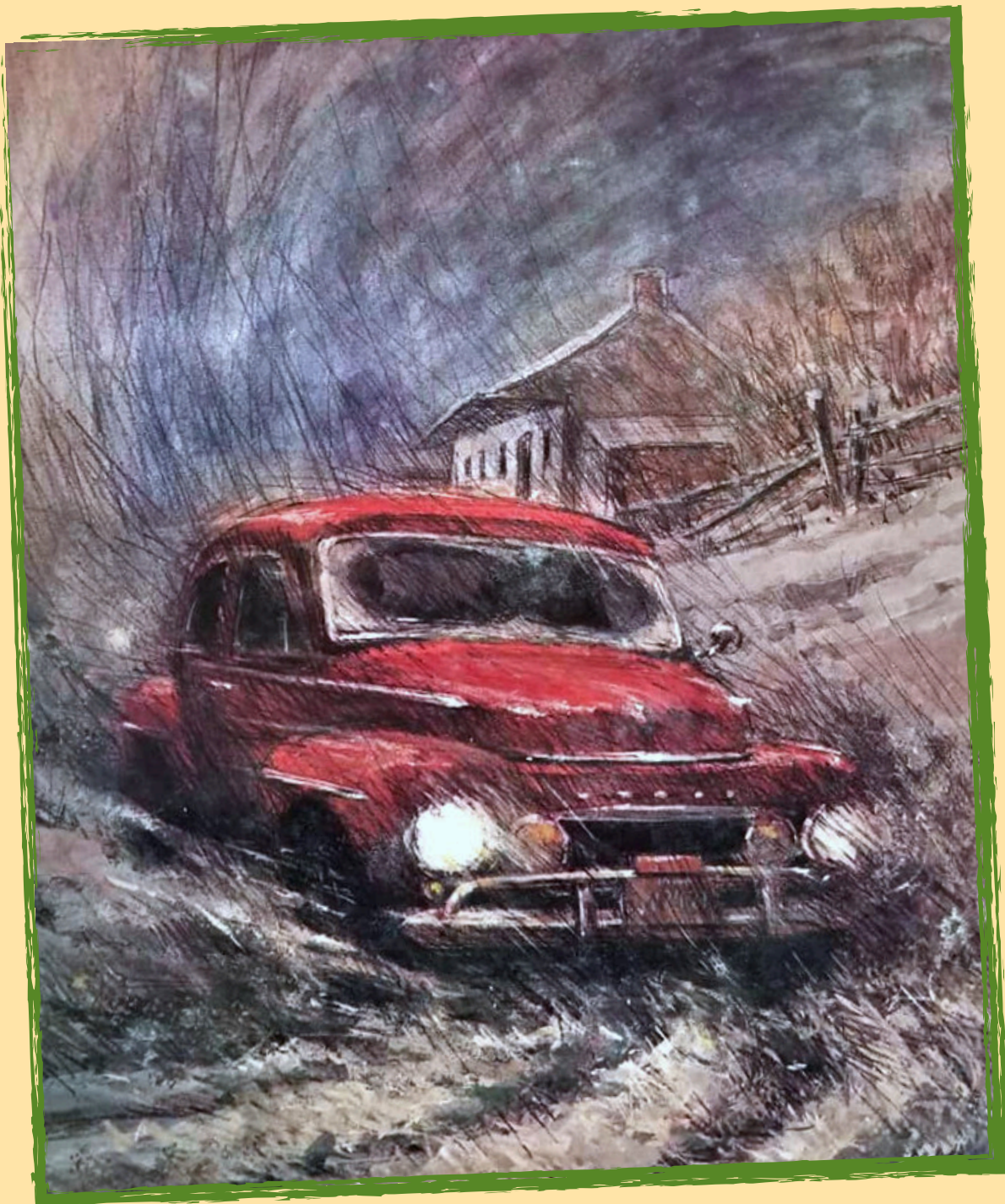
Here is your 2021 Board of Directors, meeting via Zoom on December 2, and obviously embroiled in a very controversial conversation. From the top, left to right, they are: “bossman” Ted Michalos, Peter Viccary, “newby” Cameron Crerar (he’s probably not old enough to drink the beer he has to buy for the rest of the Board), Emily Atkins, Gavin Ivory, “newby” Ed Luce (he’s definitely old enough to buy the beer), Chris Rupnik (Chris likes be nice and close to the camera, all the better to see his smiling face), Dave Good (kind of in the pink, or purple), Gord Ballantine, John Hawkes, Ivan Samila (Colleen does most of the work), & Brian Thomas. Absent are Rob McCord & Julie Wildman.

Zoom meetings are all de rigueur these days, although I gather, and perfectly understand, that many people are quite tired of them by now. Meeting remotely means not being together, and that’s just another symptom of our unusual times. But some our Board members are spread far and wide and is it not possible for everyone the get to the CASC offices in Toronto to attend a meeting. Normally, those who cannot attend in person phone in. A computer transmitted image is more personal than a voice on the phone. I suspect that when things get back to normal, Zoom may still be the preferred method of meeting for this Board. Or perhaps some hybrid method. Hybrid, just like Formula 1....



“...By the way, December 2 was probably the shortest Board meeting on record. Not too much which requires immediate attention. We debated not having a meeting in January, but quickly decided that we would like to get together just because. Isn't that sweet...

For a winter project I have assigned myself the task of re-examining the Formula Classic rules, and potentially rewriting them. See, Ted even made me think it was my own idea. Merry Christmas,” PV







# VARAC First Annual Virtual Garage Tour



Interested to see what others have cooking in their Garages?

While we might not all be able to get our cars out to the track this year, why not share with our membership the current state of your car and garage? All done safely via videochat!

Details will be published via the Varac chatline, stay tuned!

[www.varac.ca](http://www.varac.ca)





# PIT SIGNALS CLASSIFIED



## 1967 MGB for Sale!



**My '67 MGB Vintage Race Car is now for sale!**

I have owned this car for 10 years and raced it with VARAC, SVRA and VRG. It's a nice, competitive MGB just waiting for another driver to continue racing, a very reliable vintage race car. Details and some photos available upon request.

**Asking \$16,000**

**1978 Trailex open car trailer also available as a package with the car!**

Please contact Jeff Devine for details at:

[jeffbracer@hotmail.com](mailto:jeffbracer@hotmail.com)

**Safety Fast !**



# PIT SIGNALS CLASSIFIED



## 1970 TSR TSVee

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



4 Mercedes rims, off SLK.  
225/45ZR17 91W and  
245/40ZR17 91W  
Includes MB wheel/tire covers  
for winter storage.

**\$600**

Call 647 285 9146





# PIT SIGNALS

## CLASSIFIED



### KIRKEY ROAD RACE SEAT

I acquired this seat with a car and it's too big for me. All Aluminum construction, 17 inches wide at seat bottom, with mounting holes in the bottom and seat back. Black cover in very good condition with only minor wear marks by the CSC logo, likely from a Hans device. Otherwise no rips or split seams, VARAC discounted \$ 200.

Contact me off line Geoff McCord  
[mccord@sympatico.ca](mailto:mccord@sympatico.ca)

## Spridget Parts For Sale:

2 x 1275 12G1321 cranks all are STD/STD EN16T, may need polishing, very little to no use, \$250 per crank.

1x SCCR rib case with clutch slave and bearing, shifter and driveshaft, used behind LP 1275 in SCCA, very clean, \$1500

1x used 1275 complete, condition unknown, turns freely, \$300

1x +20 1275 midget block with 12G1321 cranks all are STD/STD EN16T, may need polishing, very little to no use, \$300

1x Aluminum backing plate \$100

Cell 905-330-3036 email [gnc\\_field@cogeco.ca](mailto:gnc_field@cogeco.ca)



# PIT SIGNALS

CLASSIFIED



## Three Racing Minis For Sale!

Lifetime member Pete Christensen wishes to sell his three VARAC racing Minis to another VARAC member, if possible. His girls are finished racing - they raced from 1996 to 2012.

1963 Mini Cooper S with Longman engine (car 03) -1997 overall  
VARAC points champion

1964 Mini Cooper S with Longman engine (303)

1967 Mini Cooper S with Longman engine (30)

## Make an offer!

Trailer and many spare parts included.

Cars are stored in heated building in St. Catharines.

Contact Pete Christensen 905-834-7548.





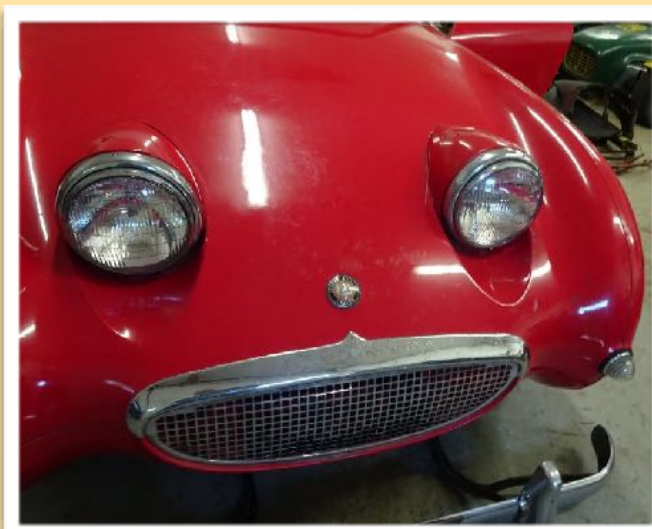
# PIT SIGNALS CLASSIFIED



## 1958-59 Bugeye Sprite

948cc, straight car, solid body, floors professionally welded and replaced in steel. Needs seats re-upholstered and interior trim. No missing parts. Interior metalwork looks great.

In other words it's a decent little car that runs good and needs a good home. Good rip free soft top (with smokey plexiglass windows).



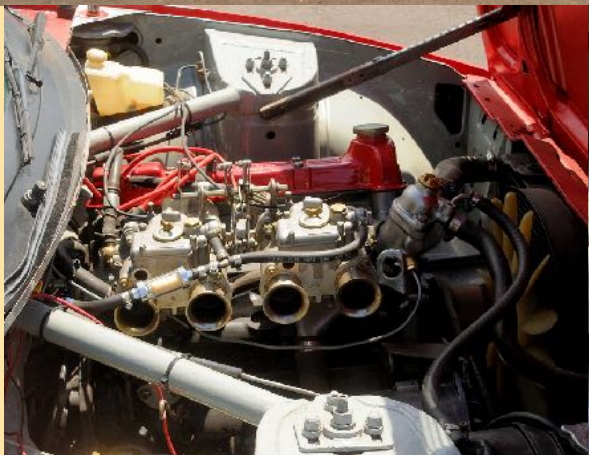
I can make this car available for sale as a race car candidate at \$9999.00 or I can refinish interior as a really neat little fun car, price on request. Or I have a nice REBUILT 1275 Midget motor with rib case trans available if needed, price on request.

John Greenwood. 905 723 9334  
[haggisbasherjohn@gmail.com](mailto:haggisbasherjohn@gmail.com) .





# PIT SIGNALS CLASSIFIED



## 1974 Triumph TR7

Documented race history. Raced successfully in the day by Cullingford Motors, a BL dealership in Barrie. Restored to near show condition. Tricked out with many rare competition parts. 5 sp close ratio, fully adjustable rear suspension, etc. My intent was to convert to TR8 but have lost interest. Two V8 engines, Holley 4 bbl, comp headers, comp engine parts. Many spares including body panels. Two comp wheel sets. Way too much to list. 90% finished. Custom tow bar to get home if you don't have a trailer.

\$8500 for everything. \$6500 if you only want TR7.

Price is firm. I live near Belleville, Ontario 613-478-1089

Greg Kerr gregsk@bell.net