



# PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS - FEBRUARY, 2020 - JEREMY SALE



## Ice Racing at Minden!

Winter time fun for the truly committed...

Plus! A VARAC Miata, The First of Many? \* What is a 1969 Nerus Silhouette? \* Memories of Murray Wivell by Walt MacKay \* Let Me Introduce Myself \* How To Improve Your Lap Times \* Flags And What They Mean! \* Keeping Players GM History Alive! \* All of this inside!



*Richard Coburn*  
© CoburnPix.com

# 2020 Ice Racing Report *by Ted Michalos*

*Well, it finally happened. I have been trying to find the time to give ice racing a try for many, many years. It looks like fun. It sounds like fun. Racing in the middle of winter. On ice. What's not to like?*

Russ Bond and a few others have been organizing a series called the Lexus Sport Cup at regional ice races for the last couple of years. Think of it as a spec series on ice. The car is a Lexus is300, circa 2001. I think there were two dozen entered on the day I went out.



The cars are automatic, may have limited slip diffs, definitely have a snow setting for the transmission (they start in second). Mine had full heat, a radio, power windows – all the typical Lexus options.

Safety equipment for the driver consisted of a Snell 2005 or later helmet. The standard seat belts were used, although someone had installed a 5-point system in the car I was driving too – I stuck with the 3-point (lap and shoulder) belts. Check this link:

[Lexus Sport Cup](#)

Since the Lexus series runs on Sunday and the rookie driver school is on Saturday (when I was elsewhere) they put an experienced driver in the car beside me for the first session. Turns out, passengers are welcome in the cars for every session and it looked to me like they are pretty common. Just don't say "ballast" around the wives... My instructor was Tim Knight. Nice young fellow who won the final race on Saturday so he may have been a little hung-over, but I digress. Under Tim's careful guidance I managed to spin the car three times and hit two snow banks in a 14 lap race. No damage, no drama,



just the joy of spinning about in a 3000-pound luxury automobile. Did I mention the Lexi (Lexuses?) are on studded tires?

The Lexus series has 4 sessions on Sundays. There is a random draw for the grid for the first sessions and then it is by the previous sessions finishing position. Standing start. No contact. Full throttle (eventually) down the front straight then drifting around the first corner.

Use the throttle (and maybe a left foot brake) to rotate the car and it is around corner two, full throttle down the back into a sweeping right hander which eventually takes you back to the front straight. They don't time the cars, probably because it would be silly. Two or three laps to break up the starting grid and spread people out. We only had one good fender



bender in our sessions – Russ and another fellow went at it a bit too closely and both ended up parked in a snow bank – for some reason Russ' door was open and there may have been some friendly advice being exchanged...

Also out on Sunday were Nick Pratt and Richard Poxon. They told me they've been ice racing for 6 seasons now and they're still trying to figure out. They keep coming back so they must be having fun....



The atmosphere is relaxed, you'll recognize all of the officials from our summer racing, and it's cheap (relatively speaking). My only real complaint is the fact that the track is in Minden – that's 3+ hours from my house in Guelph. Do I think everyone should try it? Yah, I do. It was definitely fun, uses a different set of driving skills and inputs, and hell, where else can you go racing in Canada in the winter (without a snow mobile)...





PHOTOS by  
Richard Coburn and  
Ted Michalos family.



## MAD ABOUT MY MIATA ... *by RICHARD MUISE*



Evan Gamblin photo

In 2020, I will start my 17th year of racing. The first car I rented was a Datsun 510 (the 'Equipe Pumpkin' owned by John Blouin), I raced that in the OCC (sorry, can't recall if that was the name or not) the predecessor to GT Challenge. After that, I rented many different cars, usually low-HP FWD cars like Integras and Civics. I've also done 3 Chumpcar races 'Chumps for Charity' (raised donations for the Ottawa Hospital) and a US-based Chump team.

Three years ago, I had saved and scrimped and was ready to purchase my own car. I wanted a RWD (like race cars are supposed to be). I started looking at Miatas and found the perfect one for me - an ex-SCCA 1992 SSM Miata. It had previously raced at Summit Point. The original owner was a Porsche-guy and so he used the famous Brumos colours and number #59 to detail the car. That's what really sold me on the car.

Since then, I've been learning to wrench on my own car. It's a big difference from arrive-and-drive programs and I am learning so much. Some of my favourite times during the year are going to my garage at Calabogie and turning on the stereo and teaching myself something new about car preparation.



Evan Gamblin photo

## MAD ABOUT MY MIATA ...

So two years ago I decided to join VARAC. I thought the car would fit well with VARAC, as would my driving style. My first VARAC event was the 40th Anniversary at Shannonville (which was also my first track back when I started in the Datsun). Proudly, I finished first in class and had a good time in the rain, although the track was treacherous and even caught me out once braking at the end of the back straight.

I have spent huge time over the last two or three years replacing all the fluids, diagnosing and fixing an engine issue, replacing various parts trying to avoid failures on track. There were many unknowns about the car when I got it , so I went through everything. My next big project will be to replace the 25-year-old bushings with new rubber. I am also thinking about an engine upgrade to the 1.8l but need to review the VARAC regs very carefully first :).



Evan Gamblin photo

I look forward to running with VARAC and to try Mont-Tremblant this year or next.

*(Richard Muise is President of the Ottawa Sports Car Club)*



## 1969 Nerus Silhouette *by Jeremy Sale*

Scrolling through the entry list to the 2020 VVGP I happened to notice this lovely sports racer. The name Nerus was not at all familiar to me so I started checking around and found that it was a unique survivor of a short-lived British series from the late sixties...



In the late 60s, Geoff Clarke, of Motor Racing Stables at Brands Hatch, conceived the idea of an inexpensive mid-engined sports car series along the lines of Formula Ford, which would, he thought, be a training ground for the successful European 2-Litre sports car series, and which, he hoped

would help fledging sports car drivers on their way towards endurance racing and, who knows, maybe Le Mans, Sebring, or the 1,000ks at the legendary Nürburgring. The F100 sponsor was Firestone whose F100 tyres were mandatory. These Can-Am cars in miniature were to use 1,300cc engines...

## The 1969 Nerus Silhouette



The Nerus used a BMC "A" series engine but most if not all the rest of the competitors used a Ford 1300cc. running on two SU carburetors and, presumably, blueprinted in the manner of the 1,600cc engine used in Formula Ford; so no high-lift cams and steel cranks.

The first rolling chassis was drawn up by Cedric Selzer, author of *"If you have come second you have lost, Winning the World Championship with Jim Clark"* an autobiography of his time fettling cars for one of the greatest drivers of all time. The glass-fibre bodywork was produced by Len Marchant of Marchant & Cox in Bodiam, Sussex and, as it has more than a passing resemblance to Andrew Mylus' Gropa, it would not be surprising to learn that Bob Curl was involved at some point.

Formula F100 was conceived by Geoff Clarke and the Motor racing Stables race school. Clarke had launched Formula Ford and thought that F100 could provide a training ground to Can-Am, endurance series and the European 2-litre sports car series. As with Formula Ford, regulations stipulated lightly modified production engines and road tires. The name F100 came from the Firestone 100 radial road tires that were mandatory.

Maximum engine capacity was to be 1300cc. Various cars were built by Royale, Alexis, Elden and race car component manufacturers Nerus Engineering, who decided to produce a car with design by Cedric Selzer, Jim Clark's race engineer in 1963/64. He designed a space frame chassis clad in sleek aluminium panels. Only two examples were made with an additional car built up from spare parts. The British press gave the F100 a luke-warm welcome, fearing the class would rival the Clubman's series, a low-cost formula for open-top, front-engined road-going sports cars like the Lotus Seven.

The F100 1970 season started with few car counts, but at the end of the season

there were 12 cars on the grid. The class eventually folded at the end of 1971 as the F100 cars were relatively expensive and the very popular Clubman's class prevailed.

This particular car came to the United States in 2014 via New Zealand where it had received its first complete restoration in 2010. In 2015 it received its second frame-off restoration, including the addition of a brand new Kent Crossflow engine built from the ground up with all new components by Curtis Farley of Farley racing engines. The car was campaigned successfully by David Baughman from 2015-2018, including appearances at the Monterey Motorsports Reunion by Rolex at Laguna Seca in 2016 and 2017.

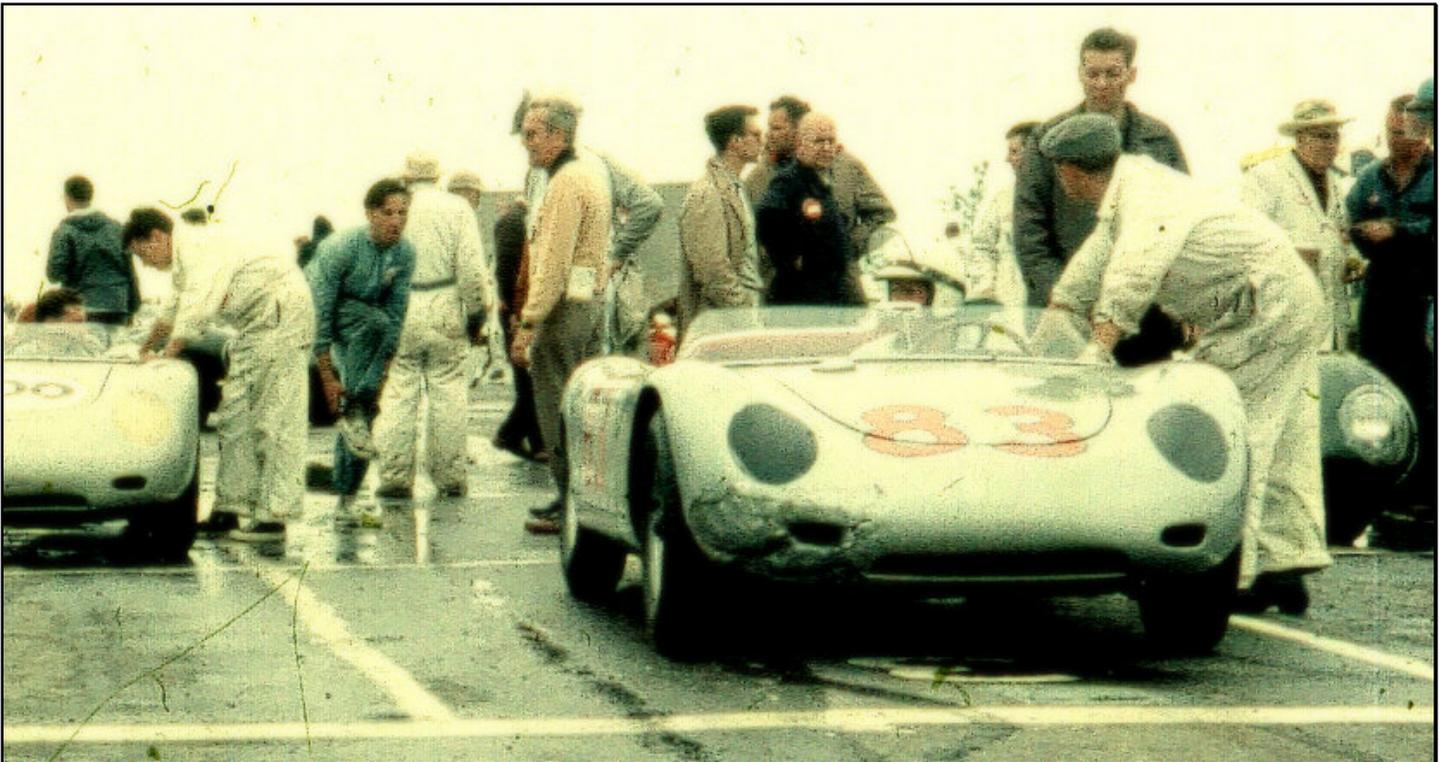
Baughman scored multiple podium finishes and had class wins at the Amelia Island and Mid-Ohio SVRA events. The Nerus sports racer was purchased by its current owner, Kenny Williamson, in 2019 and has since completed over 100 hours of restoration work performed by two-time Champion Spark Plugs Challenge Champion, 24 hours of Le Mans finisher and former Crew Chief for Bob Leitzinger at Leitzinger Racing, Carson Baird.



*Nerus Silhouette*

## **NERUS**

**Manufacturer:** Nerus Engineering Co Ltd, Drury Lane, Hastings, Sussex (tel: Hastings 29400). **Sales contact:** Nick Cole. **Car:** FF100 Silhouette. **Prices:** £1250 rolling chassis or £1950 with engine.



## Murray Wivell – A True Inspiration

By Walt MacKay...photos from Dan Proudfoot and Ron Kielbiski.

*Vintage race car enthusiast Murray Wivell passed away last November at age 77.*

As a teenager growing up in Montreal, Murray was a star hockey player and was destined to play for the Canadiens, but in his early twenties he contracted the debilitating disease, Muscular Dystrophy, and by age 35 he was confined to a wheelchair.

However, this did not keep Murray from a lifetime of phenomenal achievement. He

taught himself how to type and started a buy, sell, trade paper called the Tri-Ad. From a very modest beginning, delivering a few copies to local variety stores in Brantford, he built it over the next fifteen years into a best seller throughout Ontario. This, together with the ongoing support of his wife Brenda and family, allowed him to start his collection of vintage and race cars.





Throughout the 1990's, I had the honour and privilege of driving his ex-Winkelmann Brabham BT16, an Elva Mk8 BMW and a Lotus 59/69 FB car at Mosport, Shannonville, Watkins Glen, Elkhart Lake, Summit Point and Waterford. All of these cars were meticulously restored and maintained by Mark and Vladimir Jonak, keenly overseen by Murray.

On a beautiful sunny day in late September last year, Mark and Vladimir trailered two of Murray's most cherished possessions to Cayuga, so that he could actually see and hear them go around a track for the first time since being restored. These were the ex-Peter Ryan Porsche RS60 that won the Canadian Championship in 1960 and the Porsche 906 that won the Targa Florio in 1966, driven by Herbert Muller and Willy Mairesse. Vladimir told me Murray had a huge smile on his face the whole day.

From the time I met Murray in the late 1980's, he was a huge inspiration to me and I'm sure he was equally inspiring to everyone else who knew him.

I will miss him forever. Walt MacKay.

# Please allow me to introduce myself.....

## *Andy Nelson*

VARAC member Andy Nelson has been passionate about Minis since acquiring his first one in 1986, the day after passing his driver's license test! Andy's first



career in automotive was working as an apprentice under a former BMC mechanic. This early automotive influence taught him the intricacies of British cars and how to work on them properly. It wasn't long before Andy was restoring his own Minis, completing several total restorations to show quality specifications. The desire for competition was always strong,

and in 2005 Andy began his racing career with a turn-key race Mini purchased from California. At the same time, he began restoring a second Mini for his wife Rachel to race with. In 2008, Andy moved the car collection to Southern Ontario from British Columbia, and began racing with VARAC and many other Eastern Vintage sanctioning clubs. His love for restoring Minis continues and he currently has several projects on the go, while continuing to race in both Vintage with his Classic Mini, and in SCCA in B-Spec class with a MINI Cooper. His 2020 racing schedule includes events at Road Atlanta, Road America, Watkins Glen, Mid Ohio, and Circuit of the Americas in his quest to qualify for and compete in the 2020 SCCA Runoffs.

<https://toyboxracing.com/>



*Photo Credits: Richard Coburn, Coburnpix*

# Keeping History Alive!



I made contact recently with two young guys from Quebec who are planning on restoring four Players GM Camaro and Trans Am race cars. They are currently looking for anything GM Players related. The parts needed most are exhaust, cage, race seat, engine and transmission, front brakes, everything! The cars they need to restore back to original are the media press car from 1986 and 1991, Nick Holmes 1989 car and JP Dorais 1988 Camaro.

I asked Pascal Giguère about their interest in the cars...

“It’s about the love of the third generation F-Bodies and secondly, the dedication to restore historical cars that helped a lot of Canadian racers make their name in the racing world! My grandfather bought a 1988 IROC brand new back in the day. When I was young, I remember going on Sunday cruises with my grandparents in my town. When I was about 15 years old, my grandfather decided to give the car to my dad and we restored it. When I



“was about 15 years old, my grandfather decided to give the car to my dad and we restored it. When I finally had my drivers licence, I bought myself a mint 1989 Trans Am GTA with low mileage.

One day I was looking on a Quebec F-bodies Facebook group when I saw a post of a car for sale with the RPO 1LE... Back then I heard of the 1LE before but never really put some time learning about them. When I decoded the VIN and Googled R7U (code for the Players cars) I saw that they were built to race. That’s at that point that things begin to be fun!

The car was really cheap and was posted as a project. Back then I was 18 and I already had my 1989 GTA. I asked my dad if I can add that piece of history to the cars I own. The answer was a big NO as we had restored my grandfather’s car and that took a lot of time and money. So the car was posted for about a day and was sold. I was disappointed but I wanted to learn more about them. I researched on Facebook, on various forums and learned a lot about GM Players Challenge cars.

One day, the new owner of the Players car I had wanted to buy contacted me as my friend and I have a couple of parts cars, He wanted to buy some parts to restore his car. Ultimately he decided not to go through with the project and posted it for sale, for almost the same price one year later!

This time, I didn’t ask my dad! I pulled the trigger and I bought an unraced

# 3RD GEN FBODIES 3 CANADA



“...1LE R7U car. The car is pretty clean and just needed paint. After that I just started to look at the cars for sale and bought the ones that were interesting. We now have seven of them (my dad has one, my friend has one and I have five of them!). We really love researching the history of these cars. It’s a lot of work but fun!

Many people asked us if any if these cars are going to be for sale sooner or later, the answer is NO! The goal is to get them all race ready and back on the track. I want to go to Tremblant and Canadian Tire Motorsport Park when the cars are ready with VARAC of course!. That’s the plan!”

Salutations, Pascal.

(If you have any parts available please get in touch with Pascal.)

Pascal Giguère 581-997-2551. [pascalgiguere8789@gmail.com](mailto:pascalgiguere8789@gmail.com)

## Official Flag Meaning

**STARTING FLAG** Either the green flag or the Canadian National flag will be used.

**YELLOW FLAG:** Take care. Slow down, no passing.

**DOUBLE YELLOW:** Displayed at all stations Indicates the entire course is under a full yellow condition. Slow down, no passing.

**BLUE FLAG** The blue flag informs Drivers that they may be about to be overtaken by a faster car

**YELLOW FLAG WITH RED STRIPES** It is used to warn of a slippery surface such as the presence of oil, water, and / or debris

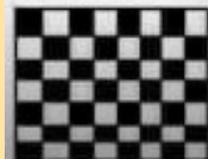
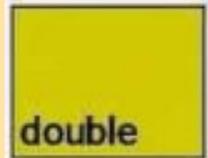
**WHITE FLAG** informs Drivers that they are about to overtake a vehicle which is traveling on the Course at a much slower speed.

**BLACK FLAG** Displayed at the start / finish line or other location with car #, return to the pits at the conclusion of the current lap and await instructions

**BLACK FLAG ORANGE DISC** Accompanied by a number, car designated by number has mechanical problems. Stop pit on the next lap.

**RED FLAG** Waved at all marshal posts and by the Starter, it informs all Drivers to cease racing and slowly proceed around the Course to the Start/Finish.

**BLACK AND WHITE CHECKERED** It indicates the end of a Competition session when waved at the finish line or other location specified.



## Vintage Driver Interpretation

**GREEN FLAG.** You might as well get going now as everyone else has already jumped the start as usual.

**YELLOW FLAG:** Be alert, prime passing opportunity as car in front has slowed down for some reason.

**DOUBLE YELLOW** Jam on your brakes so car behind you thinks twice about ever trying to pass you again.

**BLUE FLAG** Apparently the driver behind you is much better and faster, so it's time to implement your usual crafty "defensive driving" maneuvers.

**YELLOW FLAG/RED STRIPES** Track is shiny. Check oil pressure gauge, which isn't working again.

**WHITE FLAG** While you are trying to remember what it means, scare the crap out of yourself nearly hitting tow truck.

**BLACK FLAG** Some stupid idiot has done something, probably not you but don't do it again just in case.

**BLACK FLAG ORANGE DISC** Some quality made British part has fallen off Greenwood's car again.

**RED FLAG** The fast guy you blocked under the blue flag has spun and is now blocking the track. Go directly to paddock, cover car up, look innocent.

**BLACK AND WHITE CHECKERED** Wave nicely to any marshals you think may have seen you do do stuff. It won't help, so start thinking up excuses.

# 2020 VARAC Racing Schedule – as at Dec 5/19

Dates	Event	Track	VH	CL	FC
May 9-10	Spring Trophy Races	CTMP	XM	X	XM
May 22-24	Spring Classic	Le Circuit	X	X	
Jun 18-21	VARAC Vintage Grand Prix	CTMP	X	X	X
Jul 24-26	Canadian Touring Trophy Races	CTMP		X	X
Jul 24-26	Summer Classic	Le Circuit	G	G	
July 24-26	Waterford Hills Vintage Races	Waterford	G		
Aug 14-16	Grattan Vintage Grand Prix	Grattan	G	G	G
Aug 15-16	CASC Regional Event	Shannonville	XM	X	XM
Au g 22- 23	Grand Bend Festival of Speed	Gr an d Be nd	G		G
Aug 28-30	Calabogie Cup Race Weekend	Calabogie	XM		XM
Sep 19-20	Indian Summer Trophy Races	CTMP	XM	X	XM
Sep 25-27	Fall Classic	Le Circuit	G	G	
Oct 3-4	Celebration of Motorsport	CTMP	X	X	X

X – denotes a point race for the championship. XM – denotes a mixed run group for points with the VH and FC at this event. G – denotes a non-points run group at the event





# PIT SIGNALS CLASSIFIED



## 1990 Chevy Camaro

Currently competing in VARAC Classic G70+ and CASC Sprint Series.

Car runs 1:40/41 at Canadian Tire Motorsports Park on 5 year old Continental slick take offs. This car is built to dominate T5/GT5, or Classic 3. (4 wins and 5 podiums July 27-28th weekend) Car is driven and maintained by a professional tuning shop. Has a CASC log book, and spares. Car had new fluids spring of this year. New valve springs, carb rebuild, diff refresh, new pads and rotors, amongst other service. Willing to deliver.

Asking \$8,000

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Schmitt Tuning



# PIT SIGNALS CLASSIFIED



## Lola T142

I am looking for any records to indicate the owner/driver of this Lola T142 red race car #127 with Canadian Maple Leaf flag on front spoilers and Horner's Racing written on side of car. It was raced at Mosport in the 1970-72 period I believe in Formula 5000, or Formula A or Formula Atlantic series. It was Chevy powered.

Thank you, William Keogh.

Email: [wllmkeogh@yahoo.com](mailto:wllmkeogh@yahoo.com)



# PIT SIGNALS CLASSIFIED



## 1963 Porsche 356C

Fully race prepared. A racing car since 1995 and I have owned and raced it since 2009 on the West Coast. A well known, fast and reliable car with all the right stuff to put it at the front of any small bore grid. Fresh (one race weekend) ACE356 1620cc motor with 145hp, race prepared Skirmants gearbox (2A,3E,3B, 4A) with GT limited slip. Imported from the US 10 years ago with all import duty and taxes paid. Exceptional body and paint and no on track "incidents" in my care. Car is in British Columbia. Many more details on request.

Email: [tpickstone@gmail.com](mailto:tpickstone@gmail.com)

**\$US60K**



## 2002 Combination Car Hauler- Travel Trailer

32 feet long with 16 feet of space for race car. Comes with 4000 watt Onan generator that can be lowered down by winch for servicing.

Generator runs off a built in 50L gas tank (with gas gauge). 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.

**\$15,000 Joe Lightfoot: 613 813 5401**

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