



# PIT SIGNALS



LATE BRAKING NEWS FOR THE VARAC VINTAGE RACER - By JEREMY SALE Aug 2013



## **Waterford Hills report by Jon Brett..read all about it!**

"Waterford Hills is a favorite event on the North American vintage circuit" said Del Bruce, VARAC's President and Race Director. "When it was announced that the schedule would collide with the CASC-OR's regional schedule we made the decision to support both events, rather than choose one over the other. Both are very important to our members and to our commitment to BARC and CASC-OR." Accordingly VARAC's Group 70+ grid competed at Canadian Tire Motorsport Park as part of the BARC Canadian Touring Trophy Races (July 27, 28) while the Vintage/Historic grid enjoyed the Waterford Hills Vintage Races (July 26-28). This year's Waterford event featured the Trans Am B Sedan Challenge Race as well as the VSCDA Vintage Vee Series Points Race.



### **Dragon Boat Racing? What the hay bale?**

Yes, this is vintage racing, too. Read all about it inside. And thank you Richard Poxon for stirring up this whole line of talk on the chat group! And Bob DeShane for soothing my guilt feelings.....



## Winners All!

Seems like a good time was had by all at the 2013 Waterford Hills event. Jon Brett brings us his track report, thanks Jon!

## Waterford Hills Report

*By Jon Brett*

"The Vintage races at Waterford are always a treat. This low-key event allows for lots of relaxing and conversation as well as fun racing. This year the entry list was small but a dozen or so VARAC racers helped bolster the field in V/H and G70. Many of the VARAC racers earned first place finishes such as Nick Pratt, John Greenwood, Sean Gibson, Alister Maclean, and Sean Gibson (the cousin of Sean Gibson, yes, I know it's confusing!). Some of us had technical issues, with Don Hooton chasing a malfunctioning clutch pedal and Dino Micacchi (at right) who unfortunately ventilated his engine block in a big bang."



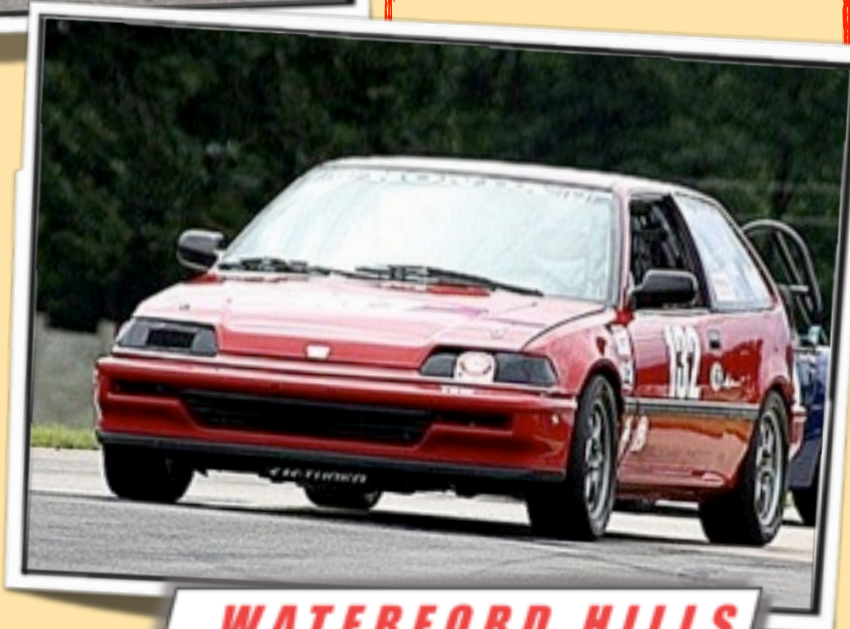
"As always at Waterford there was a variety of race cars, ranging from Bug Eye Sprites to an IMSA GTP car. The open wheel classes had low counts, but the closed wheel classes made up for that with lots of action, some of it caused by the variable weather conditions; as rain showers would come and go, changing track conditions from one minute to the next, adding to the excitement!"



"There was lots of action on the track such as the younger Gibson making a great pass in traffic to claim a win. I thought the Trans-am 2.5 Challenge Feature was a real treat, these cars put in some of the fastest lap times of the weekend, being well suited for this tight twisty track."

### Social Notes!

"I mustn't forget the great Friday night fish fry, which allows us to mix in with the locals; typical conversation topics were beer, guns and race cars! After the fish fry the VARAC members took over the bar area to tell lies and fuel their egos with one dollar draft beers. The Saturday banquet was terrific, emceed by Joel Hershoren, who was not afraid to roast the racers big time, very entertaining. The steak dinner was simply great, with the largest steaks I have seen in quite a while. Once again the VARAC drivers took over the bar and the jovial atmosphere saw us there until closing time."





### Car Prep Issues?

"I had a couple of conversations with US racers who said they always wanted to run with VARAC at Mosport, but thought that there are too many car preparation rules such as rain lights, etc. so it puts them off from going. Interesting, as I raced a 911 at Waterford and they did not even require a safety cut-off switch on the car. I think that we as VARAC members have to do a better job of informing visiting racers that they are accepted under their own club rules and regs."



# VARAC at Waterford 2013

"What a blast!"

"Actually I have to admit that I came very close to not being able to attend at all; I noticed the Wednesday before the event that my passport had expired! So as well as getting ready for the track I had to plead for an emergency passport issue. When I showed the passport lady the printed information for the event she started asking questions about what car I was driving, how dangerous it was, etc. Fortunately she was very nice, took pity on me and I had a passport 6 hours later.

I hope that this event survives another year, as it is really great fun and good bang for the buck! (Sorry Dino!)"

Jon Brett.



## PHOTO CREDITS!

Our thanks to:  
Ken Rose Photography  
Tom Dahlem  
Don "Scooter" Hooton

# A Real... "Yankee" pit stop!

According to Fred Samson, his son Randy had an odd medical situation at Waterford. "We arrived Thursday afternoon, set up and had a few pops." says Fred. "Friday was practice all day then a nice fish-fry in the Clubhouse. Early to bed. Woke up the next morning and noticed Randy had a swollen cheek... turns out he had been to a dentist about two weeks earlier, the dentist told him his tooth had to come out because it looked like it was split longitudinally and couldn't be saved. Randy had decided to get a second opinion but hadn't done anything yet."



Second left is Dr. Todd Napieralski with Randy Samson, centre, Fred Samson and the kind surgeon who did the deed, Dr. Norm Betts.

"At the track I asked around for a reference to a clinic where we could get some antibiotics and painkillers if needed. Two people called their dentists and only reached answering machines.... and we were due on track. A third request to the organizer of the event, Joel Hershoren, led to immediate action. He knew that there were two dentists racing Corvettes and took us in his golf cart to the end of the paddock where they were located. Dentist number 1, Todd Napieralski, looked in Randy's mouth and wanted to know how long has it been swollen- "Just noticed it this morning, it was fine last night" answered Randy. "That tooth's got to come out!" said Todd and suggested that though he could do it, his friend, Dr. Norm Betts, was an oral surgeon. So Todd calls Norm out from under his car and while Norm is examining Randy, Todd is on the phone to a pharmacy ordering antibiotics and painkillers. Norm concurs with Todd's diagnosis and invites Randy back to his trailer at the beginning of the lunch break. Turns out that Norm is a professor at University of Michigan, head of the school of dentistry, etc., etc.! He told me he's been to third world spots to do field surgery and always carries a minimal tool kit including sutures (which he's had to use several times at the track) and a giant syringe!

At lunchtime we went over and found Norm at a bench in his huge car trailer, wiping down instruments with peroxide and placing them neatly on a double layer of paper towels. He had on vinyl gloves (keep hands clean when working on car) and pointed out that, "the mouth is the filthiest place on earth, but we like to start with clean tools". One of those tools was a small Craftsman flat screwdriver...guess that was to push the gum back to better expose the tooth/root. His only concern was that the two halves come out without further breaking. That would be messy and might require that Randy go to his office in Ann Arbor, about 1 1/2 hours away. However all went smoothly with minimum gum damage so no suture required. Randy bit down on a wadded piece of paper towel and the bleeding stopped in less than half an hour. So, we got the antibiotics I was hoping to get for Randy AND a whole lot more. When I asked Norm what I could pay him for his help, he said, "Don't be silly, racers help racers, you don't owe me a thing". I persisted, saying he had used his supplies and how grateful I was to have this taken care of (tears in my eyes) he smiled and simply said, "Pass it on". What great people!" *FRED SAMSON.*

# Elite Associations.

By Mike Freeman

*(A school chum of mine sent this article, written for a Lotus owners publication. Jeremy Sale.)*

I was unaware of it at the time but my first interest in the Elite came about at a cocktail party at Ovington Street in Chelsea. At this party was a chap talking about motor racing to a fascinated audience, a fellow by the name of Mike Parkes. Later that year I went to the TT at Goodwood and who should be driving an Elite but the very same Mike Parkes. The car was painted a very distinctive dark blue and belonged to the Hon. Edward Greenhall and Sir Gawaine Bailey. The car ran faultlessly and was driven for the whole distance by the one driver. I was sat in the grandstands between the Chicane and Woodcote marvelling at how he was inch perfect every lap. I took masses of pictures in the paddock and had them all over my desk at school.



*Les Leston*

Being a Londoner at the time I would regularly go down to Brands Hatch with my good friend Jeremy Sale and there we saw the two duelling Elites of Les Leston (left) and Graham Warner. Jeremy incidentally now lives in Toronto and races a very quick Lotus Seven. *(Please note that Mike says the car is quick, not the driver! JS.)*

My home in London at the time was in Clifton Hill, which is just off Abbey Road (the Beatles one). Now, adjacent to Clifton Hill was Blenheim Terrace, and it is there that one day, I spotted Leston's famous Elite, "DADIO" on its way into a lock-up, for that is where Roger Durrant did the race preparation on the car. Once I had discovered this I would go around and generally get in the way and later to ask his advice as I started racing a very old Mini.

About that time another friend of mine bought an Elite, I remember it was very rough and the interior seemed to be covered in oil. Unsurprisingly I only saw it the once, his ownership was short-lived, as it probably was with many Elites at that time.

Elites and I didn't cross paths again until 1987 when Classic and Sports Car magazine decided to sponsor a new category within the HSCC for those who had never raced before. This seemed an ideal opportunity for my wife Judy to have a go and what could be better than a pretty girl in a Lotus Elite? We bought a yellow series two from a Mrs. Hadfield, (mother of famous race driver and restorer Simon) and carried out the limited preparation work that was needed and allowed.

The rest of the year was a blur of races and repair work, interspersed with many visits to Tony Bates near Salisbury, without whom none of this could have happened.



*(Above) Judy racing the Elite in 1988.*

*(Right) Judy being presented with the Club Elite trophy in 1987, Chairman John Chatwin on left and Secretary Mike Raven on right.*

At the end of the 1987 season Judy just missed out on the championship as a result of one non-finish when the rear upright snapped during a race at Oulton Park. As well as being runner up she was awarded the Club Elite trophy that year and is immortalised



in Dennis E. Ortenburgers's book 'The Lotus Elite'. In 1988 the Elite was improved upon in the engine department and we took it to Spa and Montlhéry and then to Oulton Park, where a big 'off' sent the car into a grass bank and the back of the garage for the next 20 years.





Slowly, very slowly, the car has been rebuilt as above and is now ready for the track with a full race engine and many more bits to try and keep it cool and reliable. An airbox has been fabricated and fresh air piped to it, remote filter and oil cooler in place. The standard sump breather altered from vertical to horizontal and a catch tank with breather fitted to the diff as well as a vent system through the rear Perspex window. The diff ratio has also been lowered with the fitting of a new 4.875 ratio, which must be one of the most disagreeable jobs going. Somewhere in the rebuild some very smart alloy Tony Bates Perspex window supports got lost, therefore a copy in mild steel has been fabricated so that the heavy brass originals could be left off. Since starting this article the car has made a race debut at Silverstone on the full GP circuit and, apart from the driver making a fool of himself in practice, all went fairly well. The only problem encountered was a nasty vibration under heavy braking coming from the rear, five laps into the race. On investigation this appears to be a bit of oil finding its way onto the pads, which must be common for Elites. I think the reason for this is that the breather for the diff was just a push fit piece of pvc pipe, which got weak when hot, and I have now changed that for a silicone variety and a tie wrap. Only the next race will tell if I am right on this. All in all it's great to see the car back on track after all this time, but OMG aren't they difficult to work on! I now remember why it went to the back of the garage in the first place! The car of course hasn't changed, but in 24 years I have. Sight, dexterity and agility are sorely missed, although patience must have improved somewhat with age.

*Cheers, Mike Freeman.*



## *Vintage Racing... On Water!*

A short description of my wife Lindsay's much more successful racing career...by Jeremy Sale.

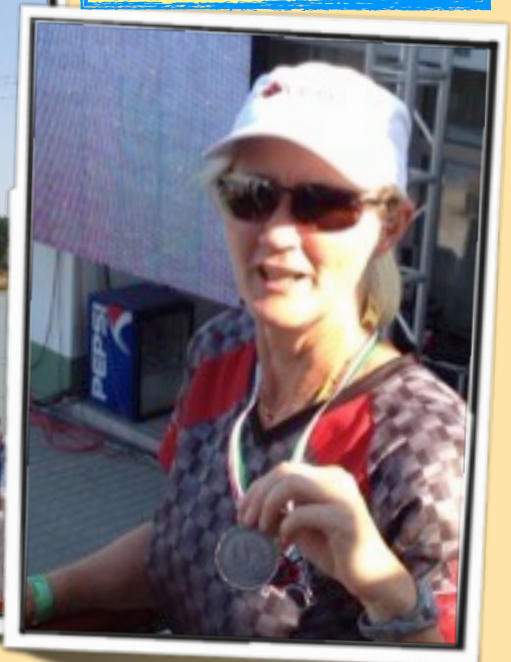
About the boat: There has been traditional dragon boating in Southern China for over 2,000 years. The dragon has symbolic meaning for the Chinese. The classic Dragon Boat is deeply embedded in China's 'Dragon' culture, with each boat having an ornately carved dragon's head at the Bow and a tail in the Stern. The hull is painted with the Dragon's scales. The paddles symbolically represent the claws. In International Dragon Boat Federation (IDBF) Sport Racing there are 18-20 paddlers per Standard size Dragon Boat plus a drummer and a helms person. Lindsay races on the Canadian Senior "C", over 60's team. Vintage!

2013 World Championships in Szeged, Hungary.

Lindsay trained very hard to be selected to the Canadian team. Many countries competed in Hungary included the United States, China, Germany, Czech Republic, Slovak Republic, Hungary, Philippines, Ukraine, Macau, Russia, Great Britain, Poland, Australia, Iran, Sweden, Switzerland, Trinidad and Tobago, Puerto Rico, Hong Kong, Japan and Italy, ah well, you get the idea, there were a lot! Canada did really well; our national anthem was soon a familiar tune at the event, as was also the case when Lindsay had competed in Prague, Malaysia and Australia; BTW, it's way more fun hearing **our** anthem for a change, rather than that of say the Excited States, though I do like to hear "Advance Australia Fair" as the Aussie are a great bunch. Lindsay was on two teams, the Women's Senior C (over 60) and the Mixed Senior C. She won medals in all the events she was in, including the 200M, 500M, and 2000M. Four gold, two silver. It's an interesting experience hearing Oh Canada being played as your wife stands on the podium, representing her country! Quite emotional. J.S.

Left: Oh Canada...again!

Below: "Try getting one of these in your Lotus!"





*Vintage Racing... On Water!*

World Championships  
Above: In Malaysia,  
2008. Right: In  
Australia, 2007. Below  
Right: Czech Republic,  
2009.

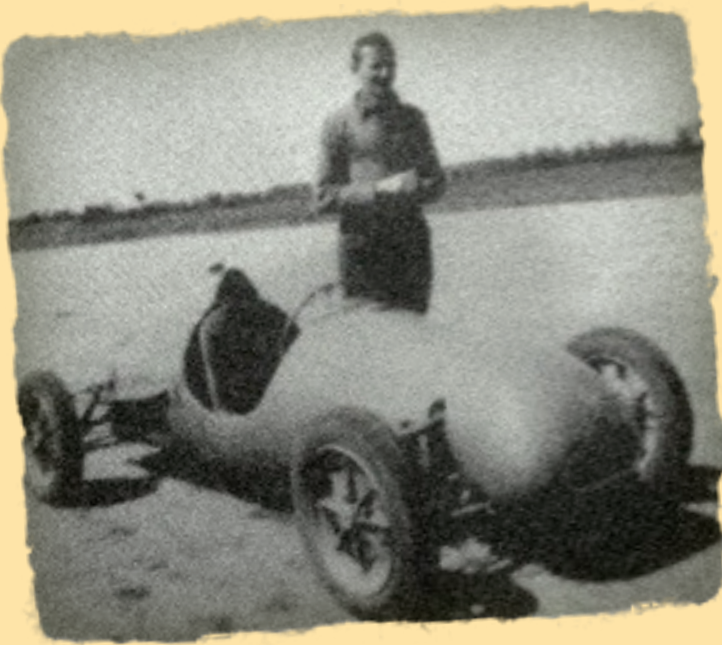


## Group 70+ at Mosport

About 20 Group 70 + cars turned out at Mosport for the BARC event while the V/H group were at Waterford. Pictured on the podium:

Andrew Atkins - G Class, 1st place  
Tim Sanderson - E Class, 1st place  
Mike Steplock - E Class, 1st place  
Robert Racki - H Class, 1st place  
Ian Lok - CSC Certificate Award





## Forgotten Fragments!

*by Rupert Lloyd Thomas*

Recent trips to the Hockley Revival, 4 July, and the Gathering of the Classics at Edenvale, 10 August, raised questions in my mind about the history of racing in Ontario. We know that the Sports Car Club (Toronto) was founded in 1950. We have

founding member Bert Punshon to thank for this: "There were just ten of us. We had no name. A dollar was still more or less worth a dollar. The year was 1950."

The first event organised by the club that I can find is the Rattlesnake Point Hill Climb in June 1951, an event won by Dean Gooderham in an M.G. TC. There is much secondary evidence that the S.C.C. held a sports car race at Edenvale that year, with Tommy Hoan winning the Purolator Trophy in his M.G. TC. Peter Dillnutt (photo above) driving Charlie Wheaton's blue Cooper-J.A.P. FIII set a lap record. We do not know the dates of either of these events or have any detailed reports.

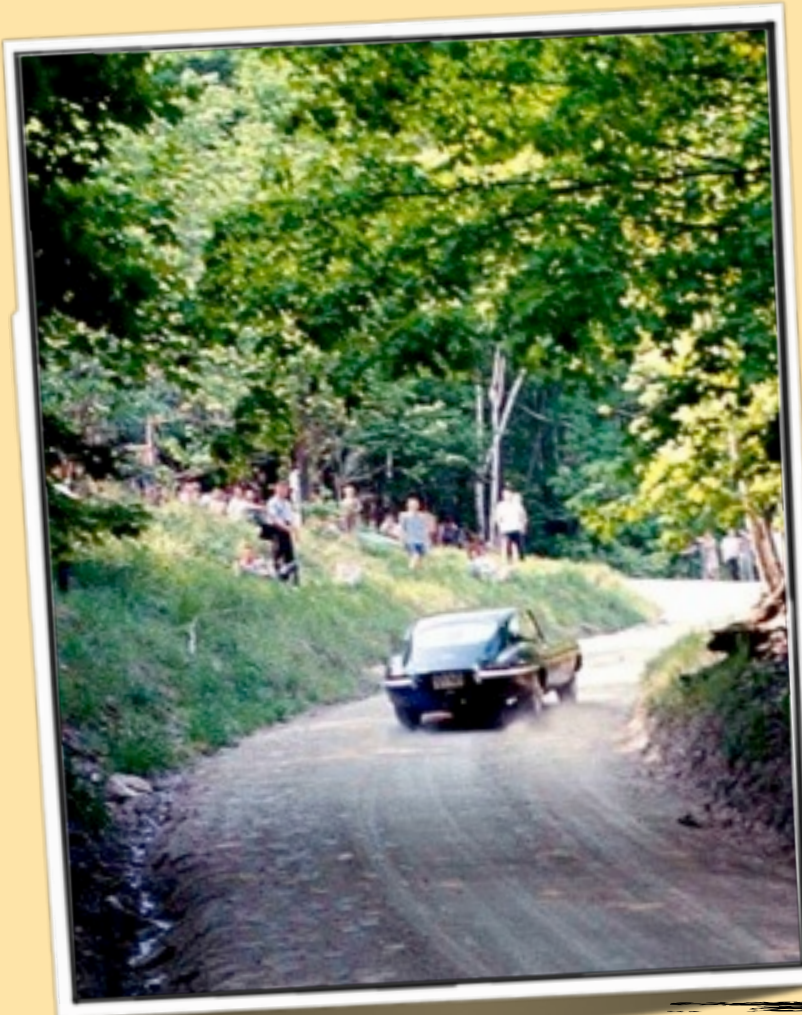
The Edenvale event was the first of an annual series that ran unbroken until 1962:

### From the Montreal Gazette, August 17, 1962

#### "Races Cancelled"

Because of insurmountable difficulties, the Sports Car Club finds that there is no reasonable alternative but to cancel for this year, the 12th Annual Trophy Races scheduled to be run at Mosport on August 18, 1962. The long history of this event, which is one of the first sports car races in Canada - established in 1951 - and now a CASC National Championship fixture makes this unavoidably late decision even more regrettable.

The Sports Car Club appreciates the interest shown by all concerned and sincerely hopes that we will be able to run this event in 1963.



## Forgotten Fragments continued...

*by Rupert Lloyd Thomas*

...A joint promotion with USAC of stock cars at Mosport had proved a financial bust. The S.C.C. coffers were empty. The club limped on into the mid-sixties and then faded away. This photo of John Bowles, Jaguar XK-E, taken at Rattlesnake Point by Phil Lomax in 1964, at an S.C.C. event, illustrates the fun of those far off days.

*Rupert Lloyd Thomas*

*Reading the results from this event at Rattlesnake I see VARAC's John Bowles won his class in his XK-E. Then with a start I realize that my friend Mike Campbell won HIS class in his Austin Healey Sprite. We had talked about putting Mini wheels on the back of his Sprite to achieve lower gearing, ..would they even fit? One thing I do vividly remember is taking photos from a ditch and hurriedly vacating when I noticed a large snake nearby! Being a newly transplanted Brit I had no idea what kind of snake it was, but bearing in mind the name of the place.....J.S.*

## Mystery car...



This could be the Bantam SS of J.Young, with a Harley Davidson motor. Anyone have any other guesses? Editor.

# Brits On The Lake!

August 11th



"I just wanted to thank the great VARAC gang (John Greenwood, Richard Poxon, John Burgess, David Holmes, Richard Paterson, Brian Thomas, Ivan & Coleen Samila) for coming *en force* to *BRITS ON THE LAKE Classic Motoring Revival* on August 11th. The VARAC display

attracted tons of attention. The folks couldn't believe the beauty of these cars and the fact that they are actually *RACED!* There were other VARAC characters and cars on...

# Brits On The Lake!



..hand as well including Ivan's Lotus Elise and Colleen's Nash Metropolitan, Connie Mount's '53 MG YB and Bob Grunau's freshly restored and really pretty '35 MG KN 4 door Pillarless Coupé. Past President, Walter Davies and Jane were in town and Jamie Shelton also paid a visit. I am sure that there were others, but forgive me - it was a busy, busy day! In addition to these photos you can see Radu Repanovici's gallery of the event by clicking on the [Racing in Focus](#) link. Cheers! Bob DeShane."

*Well done Bob, and thanks to all those who helped out! A great event and good publicity for the club. Many thanks to Radu for the lovely photographs. Editor.*



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**Vintage Vee stuff** After 30 years of finding, collecting, restoring, racing, crashing, abusing, and ignoring formula vees, it is time to sell. I have 2 Chinooks, totally apart and an Altona totally together, with many boxes of bits and pieces. Must sell. Vintage Suzukis next month. Will trade for DKW parts. Contact Mike Nilson by email: [mnilson@mcubed.ca](mailto:mnilson@mcubed.ca)

