



PIT SIGNALS



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



26 Vintage Historic cars took to the track for qualifying at Calabogie August 24th, 2013 for the MCO Ted Powell Memorial Races. We have reports on the various goings on from Ed Luce, Joe Lightfoot and more! Thanks for the photos to Peter and Shane Viccary, and to Diane Dale.

"Vintage Grand Prix au Grattan"

Richard Navin reports!



VARAC Porsches and MGBs were fighting it out for bragging rights in the Can-Am Challenge at Grattan!

"I'm Back in the Sadler again!"



Bill Sadler found one of the Formula Juniors he created in the fifties; and he's back racing it once again!

The Put-in-Bay Road Races Reunion: Morgan "Three Wheelers," MMM MGs and Turners were the headliners for the fifth annual Put-in-Bay Road Races Reunion held August 27-29, 2013 at Put-in-Bay, Ohio. *Manley Ford reports.*



Lotsa Loti at Calabogie!

By Ed Luce

Once again, the MCO Ted Powell Memorial Races at Calabogie were a well-run weekend, with superb weather. Though the thermometer reported the same temperatures as last year, the humidity must have been way down, as we did not experience the same sauna-like conditions in Registration.



We had hoped to have a four-car FC-K group at this event, but unfortunate events prevented this from coming to pass. Apparently Howie Freeman had some trouble with the Merlyn in Friday's practice day, and was MIA on Saturday. Gary Allen had a tragic shunt in his new FF in the troublesome 'Temptation / Deliverance' complex and didn't start the feature race. So on Sunday it was Claude Gagne, hoping to be faster than last year after spending a few hours corner-balancing and setting up the camber and toe on his Lotus, and me, hoping that a different gear set would pay off on the long straights. Long story short, we both took about 2 - 3 seconds off of our 2012 lap times. But I'm still about 16 seconds off the Toyo Tires F1600 race-winning pace - still no call from Ron Dennis :-)

In the end, it was a Lotus 1-2-3-4 finish, with Andre Gagne in the '63 23B setting fastest lap, a MOV of a full 25 seconds and a resultant first in VH1, Ed Luce, 1968 type 51 was first in FC-K. Raymond Lafleur followed, first in VH3 in a '69 Seven S4, and Claude Gagne came in fourth in his '69 type 61. To round things out, Randy Samson took first in class VH4 in his '69 Elan +2.

(Before some other wag points it out, I'll gloss over the fact that the other two Loti present had experienced difficulties earlier in the weekend and



were DNS Sunday afternoon.)
And some fellow, ironically named
Lightfoot, was first in VH2 in his
'65 MGB.

BTW, my crew/wife would like to
point out that the first, second,
and fourth place finishers all
have their significant others
acting as crew - just sayin'...





Thanks to Peter Viccary (above)+ Shane Viccary and Diane Dale for the photos!

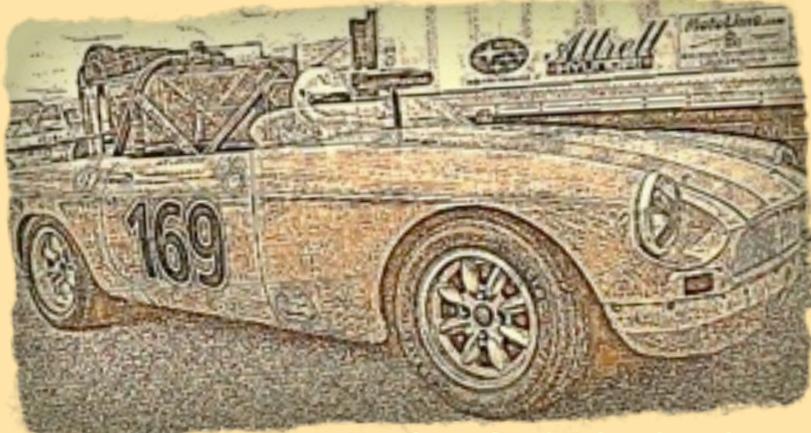
"Yvon Lapanay (above) was grinning from ear to ear as he hustled his trusty 510 around with great gusto..." J.G.



John Sambrook (cars # 38 and 67 above) celebrated his ** birthday recently. I'm not revealing anyone's age, but Sambrook, Frank Mount, Jack Boxstrom, Bill Brownlee and John Greenwood competed in the very first race at Mt-Tremblant. Now that's *that's* vintage racing!

"Saturday evening at Calabogie was delightful, as MCO put on a smashing BQ meal with roast prime rib, beef or chicken and roast "tatties", salad and all the fixin's. There was even COLD beer supplied!! Well, of course we have come to expect MCO to maintain the VERY high standards of their past events, but bravo MCO and many thanks! The end of the race portion of the event was a trophy presentation at the podium with a trophy and champagne being presented to the First in Class for three classes, plus a special bottle of liqueur presented by Nick Majors on behalf of CASC. This was a really well run event, I applaud MCO for getting the job done in such a classy style." *John Greenwood.*

Joe Lightfoot "re-tyres" at Calabogie.



"What a great weekend! Twenty-eight VH cars "started" the weekend and 15 G70 cars came out, so VARAC was a good portion of the weekend grids. We were blessed with pretty good weather, too. I thought I qualified quite

well but was surprised to find I had only made 8th. I had a lot of understeer and couldn't get the back end to rotate. Well, I can remedy that, I thought, I'll just put two crappy tires on the back! (*Ah, high tech vintage racing...Ed.*)

I did real well at the start, but oh man, was my car a handful in the corners. It wanted to "rotate" all over the place. When I got to corner 8 the back end really started to come around but before I knew it, it snapped back the other way and off I went into the weeds. Being the first lap, I naturally got passed by a lot of cars.

So off I go in hot pursuit. I slowly (way too damn slowly) started picking off the slower cars. Eventually I worked my way up to Randy Samson in the Lotus Elan. I found out where his weaknesses were and got ready for a pass. I got him under braking going into the "bowl". Unfortunately, I hate the bowl and can never seem to get through there very well. Randy stayed pretty close and once we hit the front straight, he just powered by me. His second weakness (in comparison to my car) is corner 1, "the kink". He needs to brake; I don't even lift, so I passed him again going into corner two because I carry a lot more speed through 1. But, Randy soon passed me again on the back straight (as did Dan Wilson in the yellow MGB). When we got back to the "bowl" I figured Randy would defend the inside line this time, but he didn't (this guy has the true vintage attitude), so I passed him again. On the front straight, I stayed to the left to make Randy go the long way around but it didn't help, he just passed me again and I thought, okay, I am going for an inside pass in the kink."

Joe Lightfoot at Calabogie...continued.

"You know, the difference between a brilliant pass and a bone headed move is often just a matter of whether you pull it off! Just as we got to the kink, Randy starts to move over, I had to make sure we didn't make contact so I took "a lot of curb" (or should I say "too much curb"!). My back end started to "rotate". (*too much information. Ed.*) Really, under normal circumstances that would not even concern me, but the car is evil, when I tried to correct it, it snapped back the other way. So now I'm sliding sideways down the track at about 80 mph, then backwards down the track, then suddenly it snaps around again and in a flash I'm going in the right direction again. Popped it into 1st and headed off in hot pursuit again.



That whole thing happened on a portion of the track that has an eight-foot high cement wall all the way down one side (no, I'm not going to make any smart ass remarks about "cement walls"). Behind the wall was where all the V/H cars were paddocked and most of the G70 guys. I imagine it was quite interesting to watch....

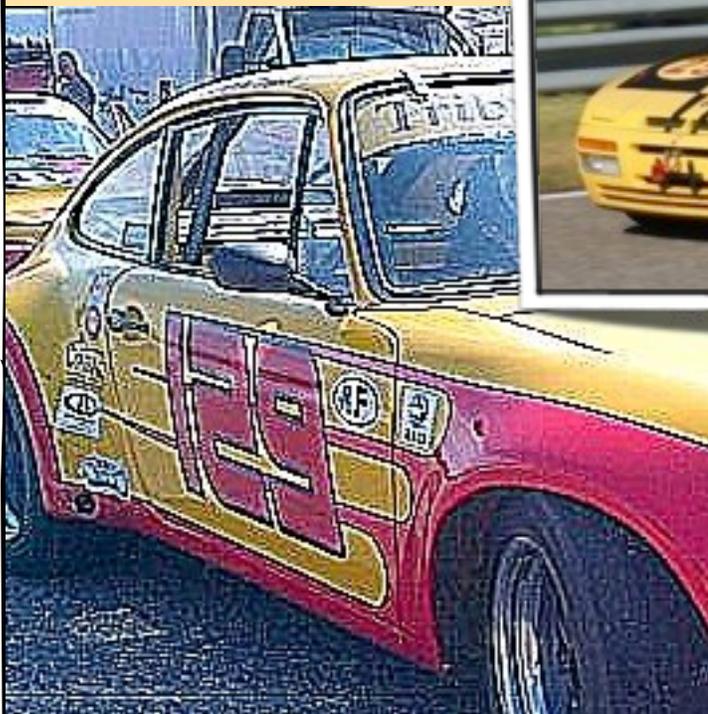
I could have written off the MGB so easily. Kudos to Randy for avoiding my spinning car! In the end, I finished in 17th place. I slept poorly that night. I could not accept that the problem with my car was just bad tires. It has never, ever handled this evil. So I put the good tires back on the back of the car, that's all I could do.



"So, Randy, if you see Lightfoot coming...."

And that's all it took! The car was awesome on Sunday, easy to drive, predictable and fairly quick. I made it up to 7th place and finished the last race in 8th." *Joe Lightfoot*

Josip Dukovac (right) came home first on Sunday, followed by Dave Margolese and Richard Piper. 17 G70+ cars came out in Qually One though numbers gradually diminished through the weekend.

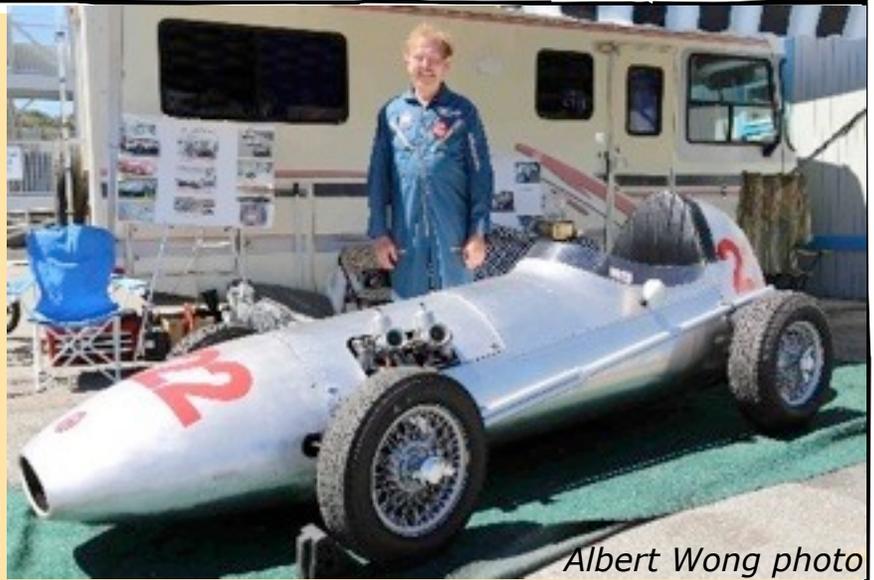


"It was my first G70+ race with my new 944 Turbo (above). I was not familiar with the Calabogie track and I had the wrong tires, but I still enjoyed it! I was the last one to finish the race, but I look forward to racing again in September!"
Hubert Lee.



"I'm Back In The Sadler Again..."

Bill Sadler produced some innovative cars out of St. Catharines, Ontario, but perhaps none were prettier than the Sadler Formula Juniors he designed. According to a recent story in Vintage Motorsport he built 12 of them in 1959 and "only five Sadler F-Jr's are known to exist." VARAC's Howie Freeman has one of these rare birds, Myles Winbigler of Washington State has raced his at our Festival at Mosport. The John Lindsay/John Stammers' car is shown at right and Howie Freeman's immaculate Sadler is shown below.



Albert Wong photo

(Above) Bill Sadler last year re-acquired a F-Jr he built in 1959 and restored it himself "hand bending and hammering an alloy body" and is racing it once again.



Bob Harrington Photo



Bill Sadler and "Auntie Marge".



Photo by M. M. "Mike" Matune, Jr.



(Left)
The
Lindsay/
Stammers
Sadler.
They are
working on
a number
of cars,
including a
couple of
Elvas and a
Cooper T56
F-Jr.

You may remember Myles Winbigler, who came all the way from Washington State to race his Sadler F-Jr known as "Auntie Marge" at the 2004 VARAC Festival





Above: Linc Kinsman in a Sadler at Mosport in 1968. Left: As the Sadler was received from John DeMaria, and below left, as it is today. Below, back in the day....



From Myles Winbigler: "Bill drove my car at the SOVREN Labor day race in Portland, Oregon after his broke for the second time at Monterey (after breaking at our 4th of July races here in Seattle). I've attached a nice picture of him in my car. The story of my car is as follows:



Aunt Marge originally came out of the Prairies in the early 1980s when it was purchased by Robert LeFleury and Robert Smith of the Vancouver area. It was in very bad shape, and in the late 80s, Bob Smith restored it rebuilding the frame and bodywork using an inheritance from his Aunt Marge as the seed money for the restoration. The panel bender took some liberties with the nose piece, creating a lower and slanted air intake to the radiator. Since restoration, Aunt Marge has been raced mostly on the Pacific Coast, Monterey in 1993 and 2008 at the Formula Junior reunion, Wine Country Classic at Sears Point in 2008 and several Pacific Northwest Historics at Pacific Raceways, but it did make one trip to the east in 2004 for the VARAC 25th Anniversary races at Mosport and for the Coupe de Legends at Mont Tremblant." Cheers, *Myles Winbigler*

- Sprite Components Used Throughout
- Offset Engine
- Drive Line and Rear Axle for Low Central Driving Position
- Tubular Wishbone Front Suspension
- Any Sprite Wheel or Brake Option
- Rugged Tubular Hoop Chassis
- Radius Rod and Coil Spring Rear Axle Location
- Extractor Exhaust System
- 948 or 994 cc. Sprite Engine
- Dry Weight Close to 700 Pounds

THE SADLER SPRITE SINGLE SEATER

You will be Welcomed at St. Catharines to see this Car, and the Low Prices will Surprise You

DON'T MAKE ANY PLANS
for next season's racing
UNTIL YOU'VE SEEN —



CANADA CLASS AND FORMULA JUNIOR CAR

The Sadler Car Company offers motoring enthusiasts a complete manufacturing service for racing and sports cars.

CALL OR VISIT:
QUEEN ELIZABETH HIGHWAY
 at Geneva Street
 Telephone
 St. Catharines, Ontario - MU. 2-9806

The SADLER CAR COMPANY
 ST. CATHARINES, ONTARIO



Vintage Grand Prix au Grattan

By Richard Navin



[Photos by nate@redlinephoto.com](mailto:nate@redlinephoto.com) and dan@redlinephoto.com

VARAC was represented by Gary Allen and I in the MGB's, Mike Deweerd had his TR4, Richard Paterson with the Mini, Doug Elcomb had the Dreossi, and it was great to see four 944's from G70. Sorry if I missed anyone. I am sure the organizers had hoped for more G70 cars as they advertised a Can-Am Challenge race, but the VARAC guys were appreciated and we acquitted ourselves well. There was lots of good-natured teasing (part of the deal with Gary A. present) especially between the VARAC MGB and 944 guys, as lap times were compared and criticized. There were about 10 MGB and MGC's paddocked in the same area, so camaraderie and the usual banter was non-stop. All good fun!

Grattan is a really beautiful facility; the track has 10 turns, multiple elevation changes, a jump, a faster straight for me than Mosport (it is slightly downhill) and plenty of challenges. Friday consisted of practice, qualifying, and the first heat race. Everything was holding together and both Gary and I were near the top of the order in this mixed grid of 40 cars; we were always 2nd and 3rd MGBs after Don Dickey from Illinois, who has lots of experience at this track, his rocket car was never headed. Friday night featured a `Paddock Crawl` where we were treated to free food and adult refreshments. All weekend the organizers really showed their appreciation to the VARAC members in attendance.

Vintage Grand Prix au Grattan

Saturday was all racing, and in the morning race, I pulled Gary at the start and held him off until we finished 6th and 7th overall in this large mixed grid that included Mini`s, Elva`s, Super Sevens, etc. I was pleased to beat my best time from last year in this session. Meanwhile Mike Deweerd said he was having a blast, was getting quicker all weekend, and moving up the grid. Unfortunately the first afternoon race was only about two laps for me, as an overly enthusiastic Elva driver went out of control and locked all four wheels unsuccessfully trying to out brake me (I guess). He hit into my right side as he came off the hill in the esses. This ended my session when I was running third after starting sixth.

Fortunately, there was only a tire rub on my car, and no dents or damage. I made it out for the second afternoon race where I had to start 32nd after the previous session DNF. Moving up through the pack is always fun and I reached seventh by the end of the race.

Finally, late Saturday came the Can-Am race where the paddock talk between MGB and 944 was thick, never ending and hilarious. To me, it was two races in one, Canadian vs American drivers, and secondly VARAC bragging rights between "nice gentlemen in MGB`s" vs "Panzers in Porsches." Unfortunately Gary`s car was now broken, so it was one Canadian MGB vs four 944`s. Based on qualification times I was gridded 2nd, and the 944`s were 5, 6, 8 and 9th. I got a good start but an Alfa GTV out-dragged me to T1, so I was now third. Before turning right to get through T1 I briefly looked in my mirrors for traffic, saw nobody "really" close, braked hard, looked again and "Yikes" there were 944`s in both mirrors. I was able to get through T1 at maximum speed, then shot up to T2, another right. The Alfa was starting to get in my way now, but no sign of any close 944`s, then to T3 Grattan`s signature off-camber almost 180 degree downhill and blind left. Now the bloody Alfa was really in my way, I got beside him on exit, but simply could not power by him, so dropped behind him again.



"Mike Deweerd was having a blast!"

We rocketed through the rest of Lap 1, and by the time we hit the front straight there was quite a gap to 4th. In the next lap or so Richard Paterson in his Mini went by me like I was standing still, so now I was fourth, with the rest of the field dropping back. This went on for a couple more laps until I rapidly caught Richard P in T1 as his Mini was slowing, obviously in trouble, putting me back up to third. With a couple of laps to go, I saw the Alfa ahead had spun in the Toilet Bowl Curve (justice!) so I easily got by him. Now I was second again and cruising, as Don Dickey in first place was well ahead. Last year I suffered from a high-speed engine misfire, which had not re-appeared all this year. But now it came back! The car started to break up badly and I was having to short shift and was slowing badly, actually concerned I might not finish. For the last few laps I was looking at the start/finish hoping for the checker as I could now see the Porches as I looked over to the back straight while I was going up the hill to the front straight, but apparently they were not getting closer. *Finally* I got the checker, and secured second place to Don Dickey in another MGB. Our 944`s finished about 8 seconds behind me in 3rd through 6th, so the US won the challenge, and Canucks were 2nd through 6th. I hope we can get more VARAC cars out there next year, it was great fun to race people you don't normally share track sessions with. More importantly, my MGB beat all four 944's so I will enjoy the bragging rights for a whole year. *Starting now!!*

Sunday, we had another two track sessions. Gary had already left, and when I went out in the morning the misfire was still there so I just pulled off, my weekend was done.



Del Bruce, "Panzer in a Porsche"

For this event, like Summit Point earlier this year, there were no trophies, no prizes, just great racing, a challenging track, excellent social events, and all at a reasonable cost. And not all that far away! We headed for home about noon and despite driving a motorhome at only 95-100 KPH we were in the driveway at 7:30. It was one of

the best race weekends ever!

Richard Navin.

Late Braking News From The Glen!!

Jon Brett is pictured at right, Sunday at Watkins Glen after Group 11, Trans Am 2 class win. SVRA Gold Medallion.



After a last lap turn 10 crash at the 2012 VARAC Canadian Historic Grand Prix, the ex Mo Carter chassis Trans-Am Corvette returned the track at the SVRA Glenora Wine Cellars vintage races September 6 - 8 2013.

"Not having turned a wheel for over a year, the car was an unknown and I was nervous. The first session worked out a few bugs, the mirror was loose, the nose scraped a bit and I ended the session after five laps when the shifter knob fell off! The next day saw two track sessions. We raised the left side nose, but forgot to release the sway bar, so the car pushed a bit especially exiting the esses. A bit of a pucker moment each time through. Once corrected the car felt really good. I was gridded with the very fast Group 11 cars, Audi R8, Porsche 962, Fabcar GTP, Ferrari Spice World Sports Car and a few recently retired ALMS cars such as Porsche GT3 Cup and Ford GT. Also on the grid were ex Grand Am Pontiac GTO's which were very quick. Other Trans-Am cars included a modern prepared Jaguar, Ford Mustang and Chevrolet Camaro.

I found myself able to keep the mid pack cars in my sights for about four laps until they started to edge away. I had no real close racing, but was challenged to drive the car fast to keep the T/A Camaro behind me. Lady Luck played a few cards. The Mustang driver missed a shift and damaged his engine in qualifying one. They returned to the track for the next session, but obviously were in trouble and pulled out. In the feature race, the Jaguar suffered an electrical failure on the opening lap, leaving me first in class. I just had to keep the Camaro behind me for a class win. However, three laps to the end I started to suffer a fuel pick up problem as we had underestimated the fuel consumption. I had a good lead on the Camaro so backed off the rpm for two laps. The Camaro started to close up and I went back to full speed for the last lap for the win.

Brian Hunter gave me excellent support with brake bleeds and pre and post race checks. Ian Lok also pitched in particularly with installing the under-trays on the car which were frustrating me. Thanks for the help guys! Great weather and great friends made for a really excellent weekend, and as always at this event there is so much more to do than go racing. Cannot wait until next year. "

Jonathan Brett



PUT-IN-BAY, OHIO -- Morgan "Three Wheelers," MMM MGs and Turners were the headliners for the fifth annual Put-in-Bay Road Races Reunion (PIBRRR) held August 27-29, 2013 at historic Put-in-Bay, Ohio. But when the straw settled around the bale-lined Put-in-Bay Airport circuit it was the '59 Porsche RSK driven by John Higgins of Dayton, OH (right) emerging "king of the rock."

The Porsche RSK took first place in the "Put-in-Bay Cup" race, the last race of a full day of competition for four groups of smaller-bore vintage race cars plus additional "marque" races for Morgans and MGs.

Launched in 2009 by vintage racing veterans Jack Woehrle and Bob Williams, the annual Put-in-Bay Road Races Reunion celebrates sports car races that were held on the streets of the town of Put-in-Bay on Ohio's South Bass Island from 1952-1959 and 1963.

The reunion reaches back in time to capture the history of those races and to re-create the atmosphere of sports car racing of that era.



Put-in-Bay Road Races Reunion

By Manley Ford

Photos by Daniel Mainzer and Stu Kerr.

Put-in-Bay is a nostalgic island enclave and a short ferry ride off the shore of Lake Erie near Sandusky, Ohio. Little changed from the '50s, it is one of the very few places in North America where post-war sports cars raced through towns and countryside on public roads and where those roads exist today virtually unchanged.

In addition to racing at the Put-in-Bay Airport and tour laps of the original course, PIBRRR 2013 offered historic presentations and panel discussions, a rally, a car show and several convivial social gatherings. Attracting a record entry of nearly 80 cars including some 40 racing participants, the event packed enough on-track competition and off-track entertainment to keep the participants grinning until next year's PIBRRR, provisionally scheduled for August 25-27, 2014.

Morgan Three-Wheelers began production in the early 1900s and the Morgan factory in Malvern Link, England continues to build a modern variant of the car's timeless design. Very successful race cars in their time, about 15 Morgan "Trikes" attended PIBRRR 2013 for in their fifth annual "Peter Morgan Memorial Race." Morgan enthusiast and group coordinator Bob "Kermit" Wilson of Chicago cooked up the idea and was supported in his effort by Texas-based Duncan Charlton. Most of the attending cars were produced from the '20s to the '50s



Above:
Chuck Dietrich at the wheel of what is today Marvin Primack's '47 Lester MG. Seen here in the 1955 Put-in-Bay Road Races. (Stu Kerr photo)





Monterey Reunion 2013

#81 Cobra, Lorne Leibel, Willowdale, ON
#3 Beretta, Pieter Baljet, Duncan BC
#222 Sadler, FJ. Bill Sadler, CA
#27 Lola, Keith Friezer, AB.

Photos by
M. M. "Mike" Matune, Jr.

