



# PIT SIGNALS



LATE BRAKING NEWS FOR THE VARAC VINTAGE RACER - October 2016 - JEREMY SALE



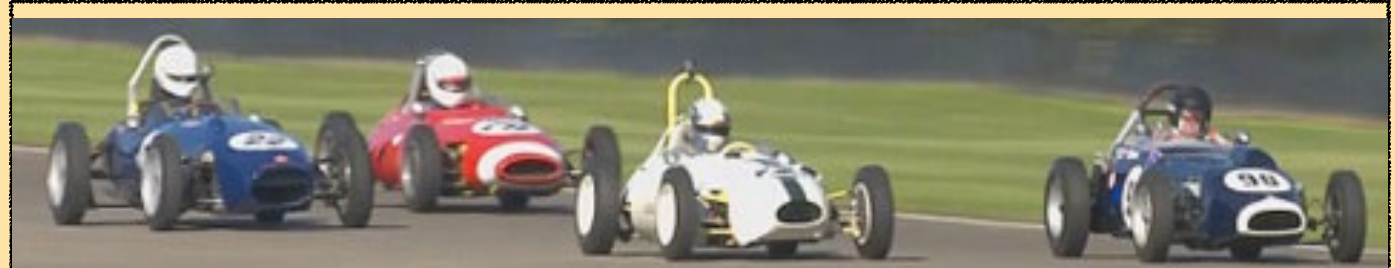
Above: Hans P. Gulde, one of the very best Canadian race photographers passed away recently. In his photo above Al Pease chases the Pontiac GTO of Dave Hunt. More inside.

PLUS: Road America, Grattan, Limerock, Mt-Tremblant, the Brack

Classic Hillclimb, an Autosport at Goodwood and more...



VARAC ancien pilote...



# Hans P. Gulde



*photo by Paul H. Gulde*

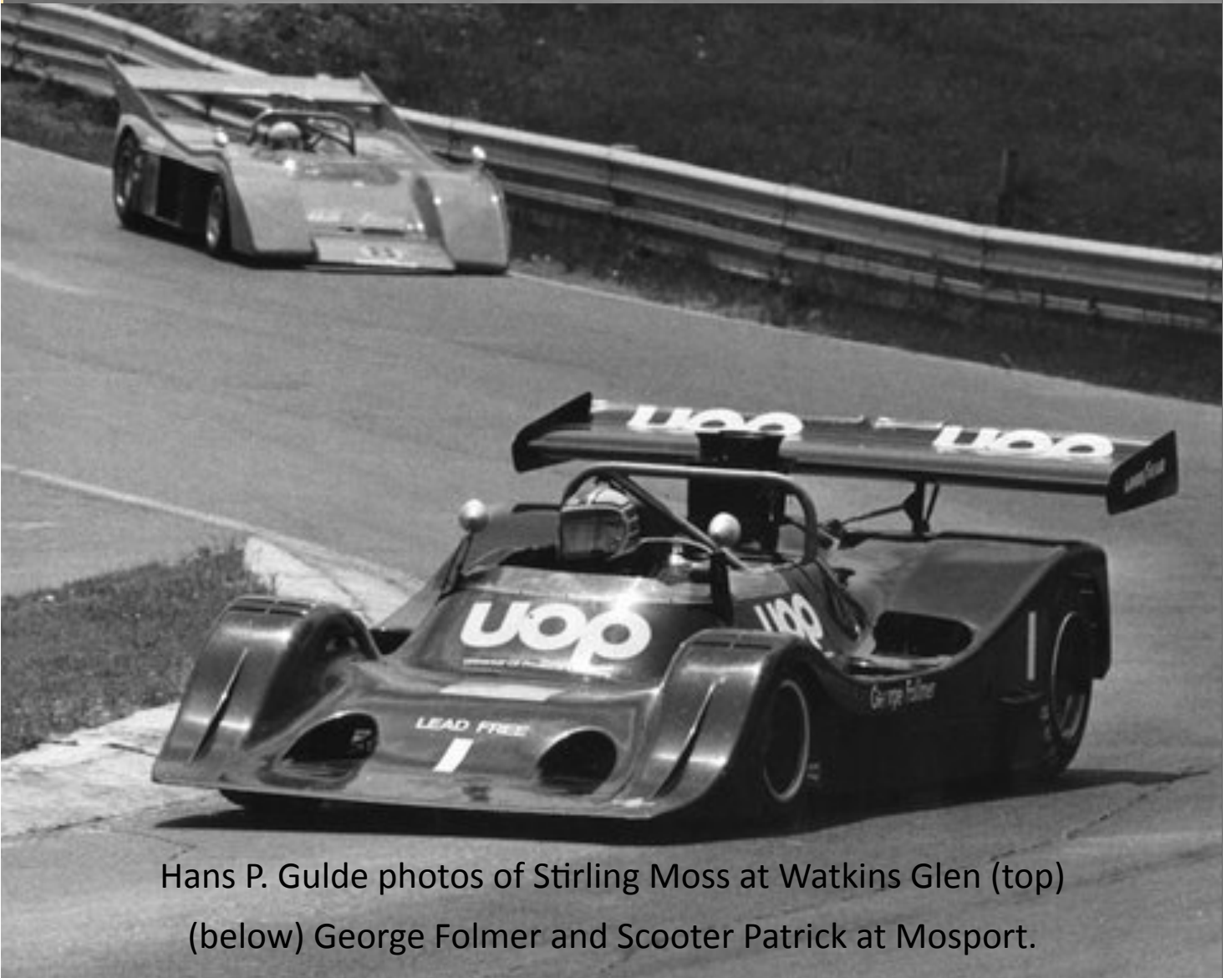
"I shared the same era as Hans as a racing photographer/journalist from the late 1950's to the mid 1980's, and was also an ARPA member. In those days, we were really a very small, exclusive club, holding "meetings" at Mosport, Mont Tremblant, Watkins Glen, etc. Hans was a Charter Member of that group, and was one of the best racing photographers in Canada at that time. As such, he was a major contributor - via the media - to the growth of the sport in those early years."  
*Lionel Birnbom.*

*Well known motor sports photographer Hans P. Gulde passed away recently. He was born March 31, 1931. Son Paul H. Gulde says:*

"Hans came to Canada in 1950 on his world wide tour. When he met my mother that was the end of the tour! I came along in 1953 and my interest in motor racing and photography was inspired by him. He was a motor sport photographer from the late 50's to the mid 80's. Something he and I both loved. I worked trackside myself from 1968 to 1977, with my Dad and on my own. Photography started as his hobby and became his business, he was certainly one of the best. An original member of ARPA (American Racing Press Association, founded in Sebring, with Pete Biro among others). He also made jewelry, turquoise and silver and was heavily involved in the Swiss Rifle Association. An avid fisherman and fly tying expert, he enjoyed woodworking, from furniture to wood-turning of bowls, bird houses and Christmas ornaments. But to me his photography legacy will live on as a great contribution to motor racing."

*Paul H. Gulde.*





Hans P. Gulde photos of Stirling Moss at Watkins Glen (top)  
(below) George Folmer and Scooter Patrick at Mosport.

Ted Michalos with his sister Julie, fellow Sprite driver, were at the Brantford Airshow recently, waving the VARAC flag, so to speak. Ted says they saw “about a thousand people and had about 300 in the cars for photos”



Lawrence Stroll copped a prize at Pebble Beach for his Ferrari 330 P4 – the car in which Chris Amon and Lorenzo Bandini won the 1967 Monza 1,000 kms. Wee Jackie peers over the steering wheel. Meanwhile son Lance Stroll, 17, a development driver for Williams F1 team and 2016 Euro F3 series champion looks set to replace Felipe Massa at Williams....



## VSCDA Grattan 30 or VARAC Table for Three

by Brian Thomas

The three of us being Mark Brown with his Seven along with Maureen and I with the blue Mallock. This year's VSCDA Grattan 3 day race weekend had some interesting twists. The largest being a tornado that touched down not more than 10 miles away ending our Saturday race day in a heavy rain and flying shelters. When the storm had passed the VSCDA folks announced that indeed the race day was over but the banquet would be as scheduled as the large tent shelter was still with us.

Some local residents were not as lucky as we racers, on the way back to our hotel it appeared that a 100 year old maple tree had exploded into the front of a stately home...

Mark Brown was the class of the Friday evening Enduro. He picked up top honours. Well done, Mark!

My Mallock was placed on the open wheel FF etc. grid and worked hard to keep up. The Friday night Paddock Crawl and Saturday banquet were great for swapping stories and remembrances'. Next year hopefully more VARAC members and less drama! *Brian of the Blue Mallock.*





## Phil Soden and his half scale Gypsy Moth.

It seems that the definition of an “ancien pilote” is broader than I thought. Not only is Phil Soden a vintage race car driver or *ancien pilote*, but he is also the builder and flyer of what I really hesitate to call a “model plane”. (A tip from Richard Poxon, who took these photographs, alerted me to Phil’s latest project and this interview. Thanks Richard!)





*Phil, why did you decide to build the Gypsy Moth?*

“Back in the sixties fellow club member made a five foot wingspan model which flew beautifully. Ever since then the Gypsy Moth has been on my list of aircraft to build. Two things came together to make the project possible, one , obtaining a set of drawings for the full size aircraft which included dimensioned drawing of all the steel parts , the second was the discovery of the actual full size aircraft in Grand Valley. I spent a day taking a hundred plus photographs. Doing it in half size made the math easier as I only had to divide the dimensions by two. It took me two years to get it into the air for a test flight and another two years to add all the detail which includes the dummy engine which is made out of 400 separate parts. It is a very easy aircraft to fly, on the first flight all I did was open the throttle and watch it take off without any control input, finally at 100 feet altitude I had to turn it!”

*You did well at the Toledo Show, North America’s largest R/C model expo...*

“Yes, the contest includes boats, cars and aircraft. All entries are judged not only for quality of work but in the case of scale models, accuracy to the full size subject. My Gipsy Moth was entered in “designer scale” in which I won \$500.00 US. All entries are eligible for the “ Best in Show “ and the \$2,000.00 US prize, which I also won.”



*When did this interest start?*

“My background in the model aircraft area goes back to about age six when with my father’s help I built my first aircraft. Age 15 I built my first radio controlled aircraft. My first employment was as an apprentice draftsman in a engineering company where I obtained a formal engineering education. In 1973 I was the Canadian model aerobatic champion and represented Canada in the world championships held in Italy. Out of 29 countries and about 100 competitors, I finished 6th. “

*I remember that you were also involved in the CBC film “The Arrow”?*

*“Yes I was. At first I was hired to manufacture the landing gear for the Arrows, but as the intended pilot got ill I was also hired to do the flying, which happened in Gimli, Manitoba. (Famous as the place where the “Gimli Glider” an Air Canada Boeing 767 landed when it ran out of fuel, surprising the Winnipeg Sports Car Club, who were running a race at the time!)*

*How did that go? Was it fun?*

*“Well most of the flying was done with me sitting on the floor of a helicopter with my feet on the skids, so it was a bit windy!”*

Right: The electric engine is coupled to a sound system which cleverly mimics the noise of a piston engine!



The original Gypsy Moth had folding wings, which means that Phil's half scale version fits very conveniently into his race car trailer...



# Limerock Adventures

*By John Kinnear*

On Thursday, September 01 my old friend Eric Brunner and I accompanied our Morgan racing friend, Dick Odgers on his annual pilgrimage to Limerock, Conn. As per usual, we stopped for breakfast at an old diner in Lowville, NY. A vintage diner for vintage racers! Our route then took us down through the scenic Mohawk Valley to Albany and then on to Route 22 south, where we paused at Morgan Spares in Copake for Dick to take care of some business and for Eric and I to inspect both used and new Morgans. They even have a new 3 wheeler. Then it was on to the track and trailer set up, which we did as quickly as possible as we wanted to put the Morgan into the car show at Falls Village that evening along with Dick's old teaching buddy, Rick, and his bright red racing TR3. Sadly, Rick's TR does not have a passenger seat, so remembering that there was a fairly long drive on country roads, in the evening, with lots of bugs in the air, and the Morgan has no windshield for the passenger, I wisely offered Eric the seat. I then made my way over to Falls Village, parked and was waiting with camera at the ready when the show cars made their entrance. To say that there were many interesting cars would be a major understatement! Jags, Astons, Ferraris, Bentleys, Porsches, Cobras and many that I did not recognize came streaming past and in the midst of them was our Alain Raymond in his Fiat Abarth!

Right: Alain keeps the "suicide doors" open to get some air...



## Limerock by John Kinnear...

The organizers then parked them all around the one and only intersection in the middle of the village. After brats and beer we wandered about visiting and taking note of several cars in particular. There was the Mk. 1 Sprite where apparently someone has told the owner that he could not install a 1275 engine, so he dropped in a Ford 1600 crossflow with 2 Weber carbs! He claimed about 175 hp! There was the purposeful looking Riley Elf from the 1930's and the lightweight XKE coupe, the Renault Alpine and the Corvette Gran Sport that had been autographed by John Fitch. But, I could just go on!



Eric doing the umbrella job for Dick

On Friday morning, we got the two cars ready and put them out for practice and then later, qualifying. And then trouble reared its head! Dick had to do some emergency braking at the end of the straight when someone did something strange and sent cars in all directions which resulted in him losing a chunk of tread. With 2 tires replaced he went out in the PM and pulled in reporting bad vibration. We soon spotted differential oil spattered around the inside of a rear fender and after considerable work involving seals, the bearing, backlash and much pondering, Dick withdrew the car.



Shortly after, Rick reported subpar performance from the TR3 and set to work to find the problem. He soon found that #4 plug was badly fouled and a replacement plug lead did not clear the problem, so he removed the valve cover. He soon came over brandishing a rocker pedestal stud, that had broken at the top face of the head! I went back to the car with him and plucked out another! Mystery solved! But, what to do? Rick mounted his pit bike and pedalled off to visit the many vendors that had set up shop in the paddock, and about half an hour later returned with all that we needed. We installed a new set of ARP pedestal studs and 4 new pushrods, then set the valve lash. We deviated from vintage style when I asked what the lash should be. Rick admitted that he did not know and had no shop manual with him. He then whipped out his cell phone and looked it up! Upon startup the TR purred beautifully. After missing only one race Rick got back on track and enjoyed the rest of the weekend. Rick's car is shown below...



As you may know, the town does not allow racing on Sundays and so they hold a fantastic car show instead. However, as Eric and I had been invited to work at a new car presentation day at Mosport on Monday we headed for home after Sunday breakfast with our friends. I've always enjoyed

my trips to Limerock, even though I have never taken my car. The entry is large with lots of cars in every class and many are cars that, sadly, are rarely seen in Canada. Limerock has a lot of history and is said to be only the third purpose built track in the USA after Watkins Glen and Road America. The 1.5 miles circuit has but 7 turns and only one is a left hander, but everyone seems to agree that it is quite challenging. Looking forward to next year!

*John Kinnear.*

# The VSCDA Elkhart Lake Vintage Festival

*By Joe Lightfoot*

Road America has been on my bucket list for a long time and this year I managed to put it all together. Long haul (2,600 km round trip) and as Gary Allen said, not too difficult except for the bloody toll roads in Chicago. It wouldn't be so bad if the toll roads were in decent shape.



Mark Brown on the false grid prior to winning the Enduro.

Road America is amazing both as a track and as a facility. The track; beautiful, fast, challenging and there are many places to put skill and bravery to the test. The facility; like nothing I've ever

seen before. Cameras at every corner which show on a big screen tv about 10 tall by 20

feet wide. They switch corner views about every 15 seconds and all the grid positions and lap times scroll across the bottom of the screen. Nice big restaurant/bar with lots of tables and umbrellas where you can watch three parts of the track at once while enjoying some grub or a brew. Nice big washrooms and showers. They even had a "Bank of America ATM" mounted in a Chevy van.





“There were 74 cars registered in my group. I climbed as high as 14<sup>th</sup> overall and 5<sup>th</sup> in class. Would have done better but our 6 lap race was reduced to five laps because of a “wave off” and I broke a half shaft on lap 4. Started the next race in about 46<sup>th</sup> and would have had a riot coming through the field but someone piled it off in corner one and all we got was two laps of racing. VSCDA run to a specified time table (which I fully support even if it can come up to bite you). Mosport/CASC never start on time, they get further and further behind as the day goes on and in the end some group that didn’t cause the problem pays the price. The MGVR group went above and beyond to make our trip enjoyable, they succeeded. Despite the problems it was worth the trip.” *Joe Lightfoot.*

Below: MGVR racers, friends and crew.



## Leon Lok at Elkhart Lake...

“To me racing at Road America was a chance in a lifetime. It’s no wonder they call it America’s national park of speed. The facilities are excellent and park-like surroundings make this track a must do sometime in your racing life. For us Volvo drivers we owe a great big thank you to Volvo North America who assisted each competitor with transportation costs to the event. Volvo was the featured marque of the weekend and the organizer was able to assemble 31 cars for the weekend. There are some 90 vintage Volvos in North America, so having one third participate was a huge success. It was also the annual meet for the Volvo Club of America which attracted another 200+ lovers of Swedish iron. Peter Lambrinos and I were sent to the group 8 grid with 54 other cars and generally were mid pack runners given the top cars were Porsche 911 & 914, Datsun 510 & 240Z, Alfa Romeo GTV, BMW 2002 and lots of real race cars Lotus 23B , Elva Mk VII as well as some newer machinery comparable to our G70 cars. Our first day Friday was wet and I was a little intimidated as I had never been here prior and the track always looked wet. I was not able to go out for some touring laps the day before with the RA jedi master who goes by the name of Duck Waddles. The Friday afternoon practice was a little drier and improved my time by 26 seconds which is an eternity. Saturday the weather turned sunny and dry. We got faster in the morning and improved another 8 seconds. At one o’clock our Volvo feature race started . A bit of a gong show in that you were gridded when you showed up and usual me being later than earlier started near the back of the now 28 starters. There had been a few blow ups by now which is hard to believe . Tractor motors are not supposed to do that. The race proved to be a good one and finished 13<sup>th</sup>. Think that I could have been better had it not been for a competitor who chose the middle of the corner each and every lap. He later spoke to me and confessed to doing everything possible to block me. Oh well!”



“Also competing was our good friend and engine builder/Volvo guru Brian Hunter driving the Volvo Davy Special that was originally built in 1959. The car takes its good looks from the lines of Lister, Maserati and Lotus. Powered by a Volvo B18 (1800 cc) it proved worthy as a competitor and looked great too. We had a final race in afternoon after our Volvo feature and improved our times by another 4 seconds. Had a great dice with a few other local Volvo 142's . That evening the Volvo club hosted a dinner at the Osthoff Resort located in Elkhart Lake where there was much talk all things Volvo. Sunday was another glorious day and in our first race , I was able to hold off Peter Lambrinos (below) for 31<sup>st</sup> place although his best time was



more than a second quicker than mine. Why? He had team orders (Prancing Moose Racing) to back off at the checker! (I had lent him some brake parts and that was the price to make it close!)

The final event for the weekend was the Kimberley Cup Race for cars with lap times over 3 minutes. The grid was a mixed bag of sports cars, sedans and a

collection of pre-war machinery. I was killing myself looking in the mirror as this 1933 Ford Indy Special hounded me for several laps. Finally it was age over beauty and off she went. Thanks to Rex Barnett in the Indy Special for pushing me to my best time in the final race. The top five cars broke out and I was able to finish 17<sup>th</sup> from the 36 starters. Glad it was over, grateful to have had no issues with the car and my competitors! Elkhart Lake is a great destination for racing. It's loaded with history dating back 60 years in racing. Restaurants and bars are plentiful . The town welcomes you and is literally minutes from the track. The local CITGO gas bar even has 110 racing fuel at the pump. Where else would you find that ? If you have a chance to race or visit Road America it is well worth the time!"     *Regards, Leon Lok*

## Gary Allen on the VSCDA Elkhart Lake Vintage Festival...

“This was also on my bucket list dream - so I made it this year - long drive especially through Chicago toll roads - investigate ferry options, although these are expensive. Facility is huge and impressive with plenty of paddock with all amenities



including bars! People and workers very friendly and except for grid sheet screw-ups by timing and scoring, efficient - track is exceptional with three long straights - (I hit 7,000 in 5th!) with elevation changes, sweepers etc. My grid was 56 cars but lots of room to play ! Got second in class and fourth overall in the two races I did. I left early for the long, 13 hour haul home. Although there were quite a few yellows in all races, due to off-course/damage to other cars there were no problems with other drivers. Blue flaggers were good. Good meals, including a rib fest with our MGVR gang. We got our VARAC 2017 event postcards to the Formula Junior group and others so I hope they will join us June 15, 2017 at Mosport. Along with VIR this track needs to see more VARAC wheels!” *Gary Allen.*



# Mt-Tremblant Fall Classic

*By Chris Rupnik. Photos by Flagworld*

My first ever race was at the Tremblant Fall Classic - in fact it was 10 years ago when car #418 first took to the track. I managed to get there thanks to serious support (and an engine) from Andrew Celovsky.

Many races and race years later - I was going to help Andrew try to do an arrive and drive with car #418 and car #213 - our lovely Fiat 124 spiders. Simon and I drove up to the track on Thursday right after school finished to join Sandra who brought up car #213 from Deep River (aka Fiat Racing World HQ) . As it was late in the evening we just dropped off the trailers at the track after registering and would setup the next morning.

Andrews schedule didn't allow him to be at the track on Friday - so after setting up our paddock and get the TV going - the morning practice session was just to ensure that the car #418 was working right. After three laps it was clear that all was good and after 10 years of racing there - the car knew where to go. The afternoon session was going to be my chance to race #213 - but alas as I was strapped in and ready to go - the car would not start. A known issue it turns out - but that was a lesson learned by me - always try to start your race car at least once before getting all belted in!

My wife and daughter joined us after leaving the track while Sandra went into town to pick up Andrew. Robert joined us for dinner and Sandra and Andrew joined us for a few drinks and laughs back at the hotel then they got back. It was shaping up to be a absolutely perfect weekend!

A chilly start to Saturday but with our first on track session being 11:30am - there was lots of time for the track to heat up. It was short sleeve weather by the time my sister and mom joined to watch the first qualifications. Andrew and I were slotted to follow each other on the track but we were separated in the queue and when I started

I could see him let cars go by. He was waiting for me - I thought it was sweet until I figured out that he really wanted to push and see what the cars could do. I almost set a personal best in Q - just a little bit behind



Andrew (isn't that always the case!) Had a splendid lunch BBQ'ed by my sister and catered by Sandra. The girls were to spend the day at the Spa but the excellent weather and relaxed atmosphere sitting right in front of the lake on a beautiful fall day in the paddock convinced them that it was best to stay here. I was very happy!

Race time arrived and the game faces went on. A little goading and off we went. I qualified right behind Andrew- and the spot in front of me was to be occupied by Nick Pratt who unfortunately experienced some engine issues. At Tremblant we are to leave the spot empty so it allowed me to jump 4 positions as the green flag fell and had to push to put a lot of space between Andrew and I.

As we rounded the Esses - a car in front kicked up a lot of dirt and I needed to lift a bit to ensure that there was no car in that cloud. That allowed Andrew to zoom on by once we passed the carousel and then it was a matter of trying to keep up. The next lap I missed a shift at the carousel again and lost 3 more spots. Knowing what the car and the driver could do - I was making my way



back up the pack and getting closer to Robert Searle when I saw a large cloud of smoke behind the car as I went into turn 1. I turned off the engine and started looking for a good place to park the car. I spotted a break in the fencing at the bottom of 3 so tried to make it there to avoid causing a full course yellow but as I got closer i saw there was a large sand pit that i could not make it through. I stopped just short - and hopped out of the car going to the marshall right away to plead not to dispatch a safety car but he told me the tower had already called it. Sorry everyone!



We examined the damage the next morning and it turns out that the seal on the oil filter failed - allowing the oil to leak out of the top of the oil filter. We drained the oil (and there was a lot still in there) but in the morning sun we could see there were some metal flakes and knew that there was some bearing damage - so that was it for #418 races weekend, made better by the fact that the timesheet reported that my personal best lap time at Tremblant was set 1 lap before its end! COOL!

Generously - as Andrew had to get back to Toronto - he was going to let me race car #213 in the Sunday afternoon session. I went with my family to watch from the top of the tower for out 11:50am race. Andrew did great off the start - sticking with Dan Wilson and even surprising some of the Mustangs off the start. Phil Cooper was a bit ahead and it was going to be a tall order to try to catch him. Cams Fiat stopped on the front straight in front of the tower so we could wave to him but the next few laps i could see Dan go by - but no Andrew. My brother who was across

the way texted me that he had stopped near the bridge. Oh bother!

Once he was towed in - we were disheartened to see that we had another block that had holes in it where they should not have - the "see-through" kinds of holes. That meant that now all three Fiats were out of commission! Oh no! We had no option but to pack up our lovely paddock and with everyone a fond reminder that "There's always next year!"

We were blessed with rain free perfect fall weather all weekend - and joined by several new vintage racing cars to join our grid! Eric Lefrancois has build a lovely Lancia Scorpion (I'm sure Fiat Racing HQ will have a word to say on that one). Claude Gagne has built the fantastic looking green Lotus Elan shown below. The surprise of the weekend? Seeing a real Cooper F1 car! *(That story follows! Editor)* Great friends, cool cars in a great atmosphere, what our club is all about! *Chris Rupnik.*

Many thanks to Chris for this report and his story on "How To Add Telemetry Like A Pro", which follows in this edition of Pit Signals.



*Photo by Rupnik Worldwide*



## Denis Bigioni's 1961 Cooper T55 at Mt-Tremblant



*Pit Signals asked VARAC member Denis Bigioni to tell us about his car:*

"The car is a 1961 Cooper T55 Grand Prix car. This was Bruce McLaren's works Cooper for the whole 1961 season, then Tony Maggs ran it in a few more races for the works Cooper team in 1962. At the end of '62 it was sold to John Love who won a series of South African national

championships in the car.

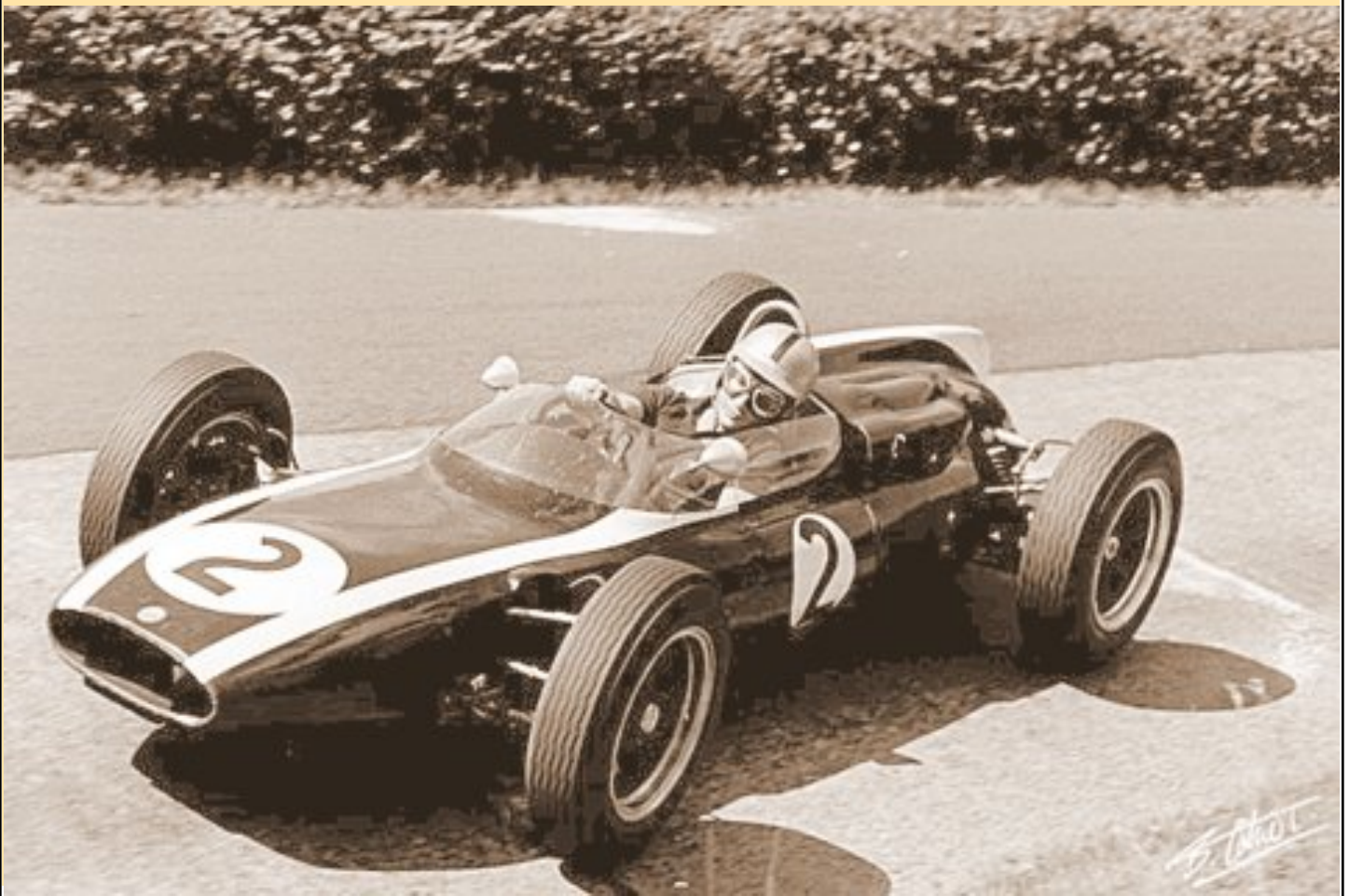
1961 was the season when the Grand Prix formula changed to 1.5 litres so it has a Coventry Climax FPF Mark 2 engine to comply with that displacement; this was a stopgap measure until the



new Climax V-8 came out in the middle of '61. Another unique feature of the 1961 car was that the rules did not require a reverse gear so Cooper modified their well tested C5S five speed gearbox to accommodate a sixth gear. This car retains its original engine and six speed gearbox."

*"I didn't seen this beautiful car before, how did it go?"*

"This was the maiden voyage for the car after a comprehensive engine rebuild by David Clubine at Britain West. Generally all went well and we opened it up a little more with each session. The car responded nicely with the times coming down in each session. It's really a nice car to drive and I look forward to getting to know it better." *Denis Bigioni.*





# The Sound of Toolboxes...

*By Cam McRae*

The sound of toolboxes crashing open was almost deafening. Friday's first practice at Tremblant's Fall Classic proved tough sledding for almost all of the competitors. Seems like everybody broke something. Terry Watson encountered a massive oil leak that required off-site welding. Amyot Bachand broke a wheel stud. Phil Cooper did in a head gasket. Bob Searle had one of those "I dunno" issues. And so on up and down the paddock. Me? The Abarth's shift linkage adjusted itself such that third gear was unreachable. Turned out to be an easy fix, but one demanding my own panic dive into the tools.

In the true spirit of vintage racing all the busted stuff got fixed and a full contingent lined up for the afternoon's go. The micro-carnage wasn't over, however. For the whole weekend the paddock looked like a repair shop with cars up on jack stands, transmissions out on the ground, and greasy parts out on lunch tables.

Alain Raymond probably had the toughest weekend. Alain showed up to help his friend Eric Lefrancois try out his lovely Lancia Beta Scorpion. It's a splendid little car, with a totally Canadian provenance. Since new!

Eric's recent eye surgery kept him out of the cockpit and Alain was the designated driver. First, all the instruments failed - no temp, no oil and the tach registered 10K when the engine was doing 5. After thrashing though power-sapping ignition timing and carb synch woes, they began to get some good laps. Only to slowly lose all the coolant - and cook the engine as a result. Nevertheless, they're looking to next year, eager to fix it all.

At the very end, four-thirty on a sunny Laurentian Sunday afternoon, only 12 lined up for the final race. The DNS reasons varied all over the map. After replacing a head gasket, Amyot broke another wheel stud. My day had ended when the limited slip decided that total slip was a good idea. Chris Rupnik was spewing oil. The ever-reliable Danny Wilson had been one of the few without issues. Not to be ignored by Murphy and his gremlins, Wilson's bright yellow MGB almost made it to the checker when

either the diff failed or an axle broke. As the light faded behind the mountains, Danny had a rare ride on the flat bed.

Did anyone complain? Not a whimper. Is anyone discouraged? No way, it's all about plans for "making it better next year". Did everyone have fun? Oh, yeah.

The weekend had been splendid. Glorious weather. The paddock was well-organized. Keith Blatz conducted a pleasant, useful drivers' meeting. He was even funny! The race scheduling was clockwork.

(Tremblant?!) As always, the competition was joyfully intense. And, what can you say about Le Circuit? All the years of racing and the track never fails to add its own seductive challenges. (I nailed Namerow this weekend!)



Chris Rupnik deserves a special shout-out.

Chris is always positive, always enjoying himself and he's a major booster for VARAC and vintage racing in Quebec. Chris summed up the weekend as I passed by his paddock area, ignominiously cruising along behind the tow truck. He called out "It's all good , Cam."

Yes, it is.

*Cam McRae.*

Photos by Chris Rupnik, Rob McRae and Flagworld, more here:

[http://www.flagworld.com/photos/v/2016/2016-09-25\\_001/](http://www.flagworld.com/photos/v/2016/2016-09-25_001/)



© Flagworld.com

Top: the Mallock of Michael Bigioni. Below: Ed Luce in his Lotus. Photos:

[http://www.flagworld.com/photos/v/2016/2016-09-25\\_001/](http://www.flagworld.com/photos/v/2016/2016-09-25_001/)





# HOW TO ADD TELEMETRY LIKE A PRO!

*By Chris Rupnik*

I owe David DiCesar credit for this finding. While at the spring classic at Tremblant earlier this year - David clued me into what I had wanted most: Telemetry for our vintage cars! As Tremblant doesn't have a [racehero.io](http://racehero.io) compatible version of their track software - all we could get as racers was the best lap and total time. That's probably fine for most - but I'm a numbers guy and would have appreciated more statistics. He had purchased an android phone at Walmart in the US, one of those cheapy deals where you get the phone for very little dollars but have to pay a high monthly fee. What I didn't know - and the key - is that the phone works fine without it ever being activated. The software is loaded on the phone via a wifi connection - and the GPS tracking doesn't require an active cell phone contract to work. I should have guessed that - but now I knew for sure.

This opens up the ability to use any old android or apple phone as a track phone! Maybe someone in your family has upgraded to the latest and has an older phone that is no longer suitable for daily use - however recording 30 minutes of track telemetry requires very little processing power - so really even the phones from 3-4 years ago work perfectly!



The software that I use is free - and is called track addict. This software has all the tracks loaded into it - and once you load the application on your phone in fact detects via the GPS which track you are at.

The app is pretty amazing. Using the GPS which provides specific time and location - it is able to determine speed - G-force and what i really wanted - lap time for each lap at Tremblant! Depending on how you mount your phone - you can even take video. However, in my case I much prefer the qualify provided by my gopro cameras.

As vintage cars are not allowed to view the telemetry while in the car - please mount your camera in such a way as you cannot see the screen while running, in my case Andrew build a lovely marsupial pouch. If capturing the video isn't necessary- I am pretty sure just having the phone in your pocket in an open topped car is good enough. Once the session is over - the data is exported as an excel file (CSV) which is then emailed separately - once the phone is in wifi connection.

Now for my case where I have multiple Gopro camera video that I want to overlay, the same company that provides the track addict application makes "RaceRender" which is 30\$ but does exactly what I need. This software is step by step assembly of very professional looking video. It takes the CSV file from the phone, asks a few little questions and has a great sync tool that matches the telemetry to the actual video. There are many different pre-defined dash type layouts to choose from - and this is the one that I have found most to my liking. The result is pretty spectacular - and you can see that since the CHGP I have been using it on all my videos. Example: <https://youtu.be/yOZ-alk1Now>

Walter demonstrated at the 2014 CHGP the Harry Lap Timer software which does effectively the same thing but the editing of the final video is done on an ios device - which isn't my personal preference.

I hope to see more people taking advantage of this great tip by David - THANKS! Chris Rupnik.

TrackAddict - <http://racerender.com/TrackAddict/Features.html>

RaceRender - <http://racerender.com/RR3/Features.html>



# The Brack Classic Hillclimb at Inglis Falls

by Bob DeShane

## The Downtown Parade...

The Ontario Provincial Police came along and efficiently escorted about fifty cars away from our base for the weekend, the Grey/Sauble Conservation Authority Headquarters at 237897 Inglis Falls Road. Bill Brack in his Championship Lotus 59/69 was the lead competition car, followed by Steve Gidman in the McLaren Can-Am car and the rest of the field, joined by some stunning road cars. Then there was the hand-off to the Owen Sound Police Service as the group crossed over the Township/City boundary and away they went down Second Avenue. As Second

Avenue changed from a rural road to a city street bracketed by houses, there were people everywhere waving and cheering all the way into the city centre where road closure signs defined the area for display. Within seconds of the arrival, curious, excited crowds started filing in to have a look at these cars of the likes never before seen on the streets of Owen Sound. At left kids seized the chance to try on Brack's famous Lotus 59/69.

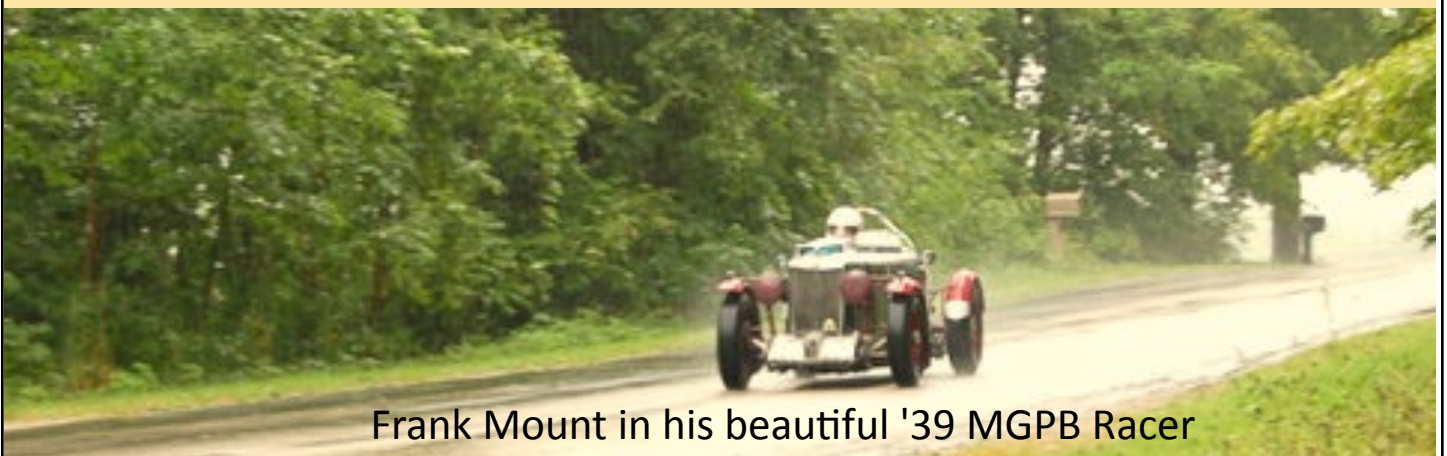


# The Hillclimb...

Saturday started off WET. A steady drizzle had everything well-soaked. This didn't help as it delayed the set-up of a number of important aspects and of course, it was "race day". "Race Day" is a time when the butterflies affect everyone, including the organizers. It seems everyone is in a hurry to get going, but having trouble doing so. This being a "first-ever" event was sure to present some niggly bits and sure enough, they showed up. Suffice to say, we got going a bit later than expected.

Above: Bill Brack's Lotus blasts off...

As the morning went by, the rain became extremely heavy at about 11:20, resulting in Clerk of the Course, Ken Mason calling a halt to proceedings until it let up. The radar indicated that all of Southern Ontario was similarly affected. About 1:20, things let up and we were back in business with timed runs and much lighter rainfall. We finished the day in drier weather but without sunshine.



Frank Mount in his beautiful '39 MGPB Racer





Above: Steve Gidman makes a splash. Right: Stefan Wiesen. Below: Peter Viccary playing in the rain. Photos by Ernie McCay, Blue Mountain Photography, by Radu Repanovici - Racing in Focus, and by Bob DeShane.



More on the Brack Classic Hillclimb here:

<http://mowoguniversity.com/brack-classic-hillclimb.html>





Pit Signals recently asked John DeMaria what he's been up to...

"I sold my last race car several years ago. After three full seasons in the MG Midget (and 43 consecutive years of road racing all over the place), I thought I might have had enough! Through the good graces of a few wonderful VARAC members (thank you Jeff, Brian and Stefan), final retirement was staved off for 2-3 more Festivals.

Ultimately, expired helmets, Hans Devices, annual medicals, renewals, entry fees, etc., convinced me I really was done. Not racing a dozen times a year reduced my outward cash flow by such a startling amount that the decision came easily (no longer having a full time job helped too!). We sold our Toronto house, moved out to

the farm and life became a bit simpler. The shop slowly filled up with vintage motorcycles, that Maya and I ride regularly. CVMG monthly meetings in Port Hope became a routine, their rides and events filled in some gaps..... I even spent a few days at Shannonville getting my motorcycle racing lic. Two days on a "super bike" cured me of that stupidity. Watching a few youngsters bounce through the infield dampened my enthusiasm a bit too.

Last Fall, while trolling Kijiji for old bikes, I spotted a Legend Race Car for sale. Some of you may recall that years ago, Brian Hunt and I rented/raced a pair of these cars at Calgary Race City. That event was on a full road course and we both had a great weekend! Cars are purpose built, by INEX. Sort of an entry level NASCAR spec racer. Massive roll cage, Toyota rear axle and disc/drum brakes, fabricated suspension links, coil-over Bilstein Shocks, they weigh 1100 lbs., and are powered by a Yamaha FJ1200, 4 cylinder, 4 carb motorcycle engine. The "stock" motor sits side ways in the front, delivering +140 hp. @ 10,000 rpm, through a 5 speed, sequential gearbox. With only a 6' wheelbase and a total width of 5', it runs on 13" steel wheels and a spec, shaved, treaded (somewhat) tire. Imagine a tiny Mallock or a go cart on steroids!

The one I chanced upon, is bodied as a '34 Ford, 5 window coupe. Very clean car, owned by a tool and die maker who likes his stuff to be VERY presentable. I went and had a look. The ONTARIO LEGENDS SERIES runs exclusively on 1/3 mile, paved ovals. For 2016, all the races were scheduled at Peterborough Speedway (15 minutes from my farm) and Sunset Speedway (Yonge St., south of Barrie). I made him an offer that was really off the mark, and went home empty handed. Close call!

Surprise. Bob called me 5 months later and off I went to collect trailer, tools, spares and race car. With less than two weeks to the first race, it all seemed a bit improbable, BUT here is the beauty of

Legend Racing. I joined INEX for \$100, I have an Ontario drivers lic., so I was ready. Laundered my race gear (Brian leaves his stuff in my basement, instant Hans Device), and applied a few patches.

The car got an oil change, 4 new spark plugs, and fired right up. Off we went to the first event, a Test Day at Peterborough Speedway. Dick Poxon and Nick Pratt came along, just to watch me squeeze into the cockpit. In addition to a FULL roll cage, side intrusion bars, and removable steering wheel, there are FOUR pedals. The usual clutch and throttle and a brake pedal on both sides of the steering column..... Mmmmmm.

I did several sessions and discovered the "why" of the pedal arrangement. When you do a 17 second lap (remember: 1/3 mile, paved), running in 4th gear, between 8,000 and 10,000 rpm, there is no time to move your feet across the pedals. Right foot, throttle. Left foot, brake. Weight bias, cross weights, brake bias, alignment, tire pressures, every touch point is designed to turn left. Just letting go of the steering throws the car left. Even the rear axle is set in the frame with the RR leading by 3/16" (rear steer). After several session, I was starting to get a bit comfortable inside this screaming soup can. What a hoot! My "crew" spoiled the mood when they pointed out a 15 year old kid, going 2 seconds a lap faster.....???

Next night was my first "event". Three 10 minute practices (remember: in theory 10 minutes is enough time for THIRTY FIVE LAPS), two 10 lap heats, and a 25 lap Feature. All in one non stop, sh\*t storm of an evening! We line up 25+ cars, bumper touching bumper, and push out onto the track as the previous group is rolling off. The only flag person hangs out of a stand, way above the start finish line. The track is ringed with green, yellow and red lights. We all use a "raceiver". Cool, tiny radio that clips to your belts or the cage. About the size of a matchbox, it connects all of us with the starter and series promotor. He tells you when, where and what. Ignore him and



you leave! Dragging a fender or bumper nets the same result. There is no driver's committee. Remember, the stands are jammed to the last seat, with paying customers, and we are the "entertainment". And that we did, door to door, bumper to bumper. I'm convinced that if my motor died, no one would notice for three laps, it's that close! Miss a turn in and three cars go by. No gaps? You are now last. I really struggled to finish 19th of about 22 in my first Feature.

The level of skill and daring with these guys and girls is truly staggering. I think of my first feature as a 15 minute heart attack. Maya said it was like "watching 30 hornets in a blender"! Next night we (thanks Richard!) tow out to Sunset. More of the same madness and I think I may have improved by one place. Attrition is high. My goal is not to get lapped by the leaders, I fail. Why am I doing this?



This goes on for at least a dozen events, all summer. I learn to "hug the rail" when the leaders come by and have a celebration on the third or fourth night when it doesn't happen in a heat race. My times improve as I play with "cross weights", "stagger", and "rear steer". I learn tires that froze for few winters in a trailer are done, but as I can't seem to wear them out, I like them! I get "turned" regularly and have to straighten and repair bumpers, paint and replace fenders. I also "bump and run", on occasion. The noise, frenzy and action is not for the faint hearted. Most of the competitors are less than half my age (a few are too young to drive on the road). Despite all that, the car has finished every Heat and every Feature, so far this year (one to go). I'm 12th in the Series and leading the Rookie Championship!



Race entry fee is the charge at the "pit gate". So far, \$28-40/ event. The car uses unleaded Super. Despite my lowly finishing positions, I've also won over \$1,000 in Prize Money. Cars like mine sell for \$5-6000 and I should get back most of what I spent when I sell. To get into the top 10 cars will be more. New /spare engines cost more than my complete outfit. Next would be lots of new tires, shaved right down to the "legal limit", optional INEX brakes, SUPER LIGHT wheels, the list is pretty long. Or...I could just keep having fun! Cheers, John D.



## An Autosport at the Goodwood Revival.

*Richard Bishop-Miller lives on the shore of the Irish Sea on the edge of the English Lake District. He says he "Is the current custodian of Bob Hanna and Jack Wheeler's Autosport Mark 2, a.k.a. the Autosport Special, a.k.a. the Wheeler Special. Originally laid down as a Canada Class single-seater back around 1958 by Bob Hanna at Autosport Equipment in Cooksville, the car is currently running as an 1,100cc FIA Formula Junior."*



*Pit Signals asked about his experience at the Goodwood Revival.*

"Our Goodwood adventure started in July when I received that coveted brown envelope with the Goodwood seal on the back - an unexpected surprise, in what had already been an astounding year, having first taken the car to South Africa and then on to race at the hallowed grounds of Monaco, fantastic!

But at this point things started to go a tad wrong. We had one race already entered, part of the FIA Lurani Trophy at Nurburgring in Germany. After practice we found we had lost a fair amount of oil from the chain drive drop box on the nose of the differential.



A quick look revealed no obvious problems with the chain, so the oil was topped up for race one. For a change we had a good start and passed a few cars before the first corner. Now the Autosport is a tad heavy, 68kg over the minimum weight, and is a tad short on the horses, so any time we have a good start, is a red letter day. More on this later!

We had completed about five laps and were going down through the first complex when...BANG.."What the \*\*\*\* was that?" The rev counter shot round to...well further than it should, even when you lift as soon as you can!

The chain in the drop box had snapped and wrapped itself around the differential pinion sprocket, jamming the sprocket solid and stopping it dead. As a result a drive shaft snapped in the differential. We travel back home and strip the car, we now have two weeks and one day before we need to head down to Goodwood, and a snapped, unique, bespoke splined shaft. This was not great. To be honest, at this point we felt that we would not be racing. However we were recommended to talk to Brian at Brand Mechanical Engineering in Birmingham. "Drop it in the post and we will sort it and get it back to you by the end of next week" says Brian. And they did. Well they did their bit, shame that the parcel company lost it!

Eventually they found the repaired shaft and it turned up on the Friday a week before we were meant to be on the track at Goodwood. The Autosport was rebuilt and run down the road as quick test, all seemed good.





So thirty cars from twenty one different manufacturers lined up for the Chichester Cup, a twenty-minute race for front-engined Formula Juniors of the type that raced from 1958 to 1962. Two of these cars were of Canadian origin, our Autosport and a 1959 Sadler to be driven by Julian Majzub, who normally drives the Sadler Chevrolet Mk3 sports car with great control and flair. On Friday, the first day of the Revival, the Canadian cars qualified down at the lower end of the field. Both in the high 1:40's, against Stuart Roache's pole of 1:30.3 in an Alexis Ford Mk2.

The Sadler had had problems with a miss-fire, traced to a loose contact in the points. The Autosport performed as expected on a fast circuit in the dry, that is to say, fairly slowly. The Formula Junior crowd in general had Saturday off, though Daniele Salodini in the Taraschi, both from Italy, set to and changed an engine, as the cam gears had chewed up.

Saturday night is the traditional Goodwood Ball, black tie, or the preferred fancy dress for all of the drivers. This years theme was

1960's Batman and Super Heroes. As you can imagine, far, far too much Lycra! And I can definitely confirm that I definitely do not look good in Lycra, the less said the better, I think!

We were the first race on Sunday, so the Juniors headed out in bright sunshine to meet the 1960s style grid girls marking out each row. The grid was cleared and around we go for the green flag lap and grid up again for the start. Thirty un-silenced engines revved, with the noise and tension building 'till the flag dropped and we were off. The Sadler had the better of the Autosport in the first corner, Madgwick, pulling away initially and then slowing, its race run in less than one lap, the front SU was no longer attached to the engine.

The Autosport was thus left on its own to try and hold up Canada's honour, a tall order for a heavy car with a Triumph engine that has 30 hp less than the Fords. The Australian pairing of Mike Gosbell and the Nota slipped passed but the Autosport then re-took the position, slipping through St. Mary's and into Lavant. On the Lavant straight the slight power advantage of the Nota BMC came into play and Mike passed to re-take the position . A lap or so later a dive down the inside going through Woodcote with armfuls of opposite lock, and the Autosport was back in front of the tail end Charlies! We were both lapped – twice, but what a great race. I passed Mike seven times in twelve laps, unfortunately, he passed me eight times and beat the us to the line by a second or so. The Autosport had performed perfectly and as always, was fantastic through the corners. Actually we were not last and even lapped the Swedish entered Volpini!

Well, I hope this has given you a slight flavour of our time at the Goodwood Revival. Playing with old race cars, fantastic! Richard.

Watch the race here:

<https://www.goodwood.com/grrc/event-coverage/goodwood-revival/2016/10/video-2016-chichester-cup-full-race/>



## Joe Lightfoot on Celebration

" Well, Celebration weekend wasn't great, but it sure was memorable. We never really got a dry run. Saturday was mostly like racing on snot, yes, I said snot. The sun did actually come out for a couple of hours on Sunday, but of course, that was for the two hours *before* our final race. Two things stand out in my mind.

Congratulations to Craig DeShane and his little Bugeye Sprite! Now I think I'm pretty adept at sussing out the grippiest spots of a wet track but Craig just put me to shame. He went three seconds a lap faster than me and when you factor in that I can probably pull out a three second lead up the back straight that mean he made up six seconds in the corners. Wow!

The other memorable thing for me was that lap after lap I managed to do this most thrilling four wheel drift over corner two in the rain. The car was just so well balanced, what fun." Joe L.



"Brian of the Blue Mallock".

Photo by Richard Coburn.



Larry Coste, Jim Biscoe and Kevin Young at Celebration.

Photos by Richard Coburn.



# Celebration notes from Ted Michalos

Not even the rain could stop 60 of our members from attending the final event of the 2016 VARAC Championship Calendar. Lap times were a bit slower, but the racing was just as close, and spins certainly add an extra element of excitement to every session - don't you think?

Special thanks to Brian and Maureen for once again hosting a wine and cheese at last weekend's event. Good food, good friends and free beer. What more can anyone ask for?

Even as we speak, the Vintage Historic and Classic Directors are tabulating the VARAC Drivers' Challenge points to determine who won each of our racing classes, as well as the overall club champion. There is already a rumour floating around that the overall championship ended in a tie! Don't worry, our Race Director (and club President) will make the process clear before we make the final presentation.



Richard Poxon's Ginetta Celebrates.

Photos by Richard Coburn.



## Doug Elcomb heads Down Under...

VARAC's Doug Elcomb will be competing in his Dreossi at Barbagallo Raceway, Wanneroo, Perth in the first round of the Australian leg of the Formula Junior Diamond Jubilee World Tour, which before heading to the eastern states. Back to Canada in December and then off again to New Zealand the middle of January.

Other competitors are coming from around Australia, New Zealand, the United States and the United Kingdom. This event will also include the Formula Vee Nationals and a massive field of Historic Touring Cars battling it out for the Trevor Young trophy, Oct 22-23.

The Perth Classic will see the largest group of

Formula 5000 single seater V8 race cars from Australia and New Zealand ever assembled, their first race here since the 1979 Australian GP.

Doug is intending on doing three races in Australia; (Barbagello/Perth, Sandown/Melbourne, Eastern Creek/Sydney, and at least three more in New Zealand.

Mum "Scooter" Elcomb sent the above photo of "Doug's home made gears after heat treat and including needle bearings. They will fit in his checked baggage. Who needs more socks anyway?"



PS.....

Cam McRae's son Rob McRae took the photo below of the infamous "Tremblant Microphone" – "Connected to the police station. If, after five o'clock, the cops detect the sounds of motorized competition – they raid the place and cart us all off to the slammer. Or something..."

*Cam McRae*

### **VARAC AGM**

Please mark Sunday, November 20, on your calendars. At 10:00 am we will hold the club's Annual General Meeting, followed by a lunch and the 2016 Awards Presentations. These events will take place at the Sheraton Parkway Toronto North Hotel.

### **TROPHIES**

The club has two trophies that we require the memberships' assistance on - the Jim McGregor Spirit of Sportsmanship Award and the James Ferguson Challenge Trophy. To learn more about these awards, including a list of past recipients please visit: <http://varac.ca/membership/awards/> .

PPS. A vintage racer of a certain age was heard complaining that his wife seems to buy her underwear from *Queen Victoria's Secrets*....







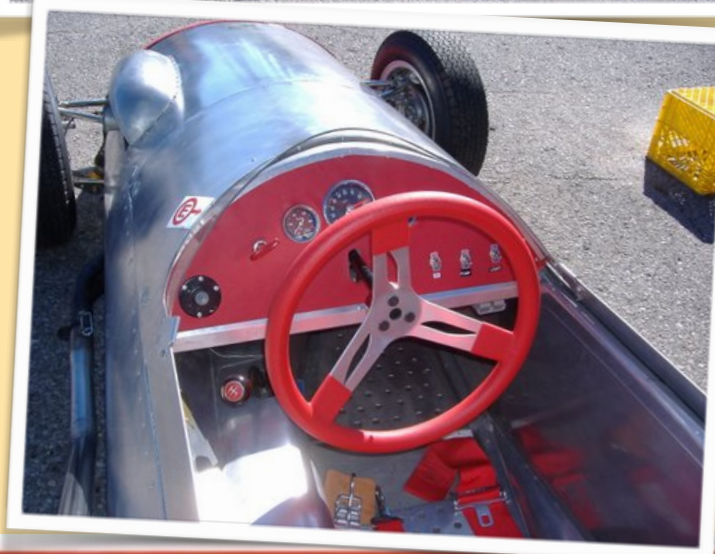
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Luigi sold it to me years

ago and I had intended to race it myself, but my plans have changed as I am selling my house and moving to B.C. and wish to sell the car soonest. It's a lovely car and would be an ideal entry-level vehicle for anyone interested in getting into racing.

Presently equipped with 13B Rotary engine that needs rebuilding or replacing. Two sets of rims, spare gearbox and differential. Disc brakes and adjustable suspension with extra springs.



Contact Roger Haspeck at [roghasp@gmail.com](mailto:roghasp@gmail.com)  
Phone # is 613-446-3358

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## 1969 Caldwell D9 Formula Ford

For sale with fresh engine - 20 min break-in time only, new pistons, bearings, etc. New paint, front body section, 4 complete corners, many gear sets, freshened gearbox, new powder coated exhaust.

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