



# PIT SIGNALS



LATE BRAKING NEWS FOR THE VARAC VINTAGE RACER - February 2017 - JEREMY SALE



Nick and the boys go ice racing...story inside!

At right: A legend at Mosport... he turns 80 this year...he has raced continuously since the fifties...he single handedly launched and promoted Formula 4...turned a lap in the 1:25s last year...check inside!



Left: Doing some agricultural work at Turn 5 is the father of a VARAC driver...see inside!

# Shaken-but not Stirred!

*By Nick Pratt.*

My brief foray into ice racing came to an abrupt halt last year after main bearing failure in Richard Poxon's 2004 Chevy Aveo, so I was pleasantly surprised to receive a call from him in the late fall about a new ride.



Nick Pratt

With the untimely death of Peter Jackson in October, Aileen Ashman was looking to sell their 1984 Honda Civic, which they had co driven last season. This car used to race in the old Honda Michelin series. Brian Thomas put Richard in touch with Aileen and arrangements were made for he and I to pick the car up on a very snowy Saturday - so apropos really. We debuted the car at the first event of the season hosted by BARC at the Minden Fairgrounds on a rather balmy -2C Saturday in late January. "In Memory of Peter Jackson" decals had been added to honour his passing.

We elected to go with the rubber to ice class - sub classes being front wheel drive, rear wheel drive and all wheel drive vs studs to ice (same sub classes).

Specified snow tires are chewed up to a shag carpet consistency by an ominous sounding "tractionizer" to provide extra grip. You can usually find someone at the track willing to lend or rent you one of these beastsies.



Richard Poxon

For \$85 we got three races each plus a five lap practice. Sundays are even cheaper as racing doesn't start until noon and you get two races for \$65. Quite a bargain compared to CASC Regionals!

Rookies get shepherded around by experienced drivers on Saturdays at the lunch break, then do a few laps on their own, then it's immediately into the afternoon races. We did our rookie "season" last year and John DeMaria, who will join us to drive as well, will do his on the TLMC weekend. As only two drivers are allowed to register we have drawn up a roster where each of us will drive for four Saturdays. The season is only six weekends long with a rain date weekend added just in case.

The car performed admirably on its maiden voyage for its new owners. I managed a 4th, 2nd and 2nd in the three races and came tantalizingly close to the leader, one George McCullough, in the final race but that wily old fox

with lots of ice racing experience and I suspect better tires, won out. I got a chance to use my new GoPro camera for the first time and you can check out my final two races on YouTube here:

Race 2 - <https://youtu.be/KxS-5CLYAZw>

Race 3 - <https://youtu.be/vN0zxCvOs4g>

The videos run around 14 minutes each - hopefully you won't nod off watching!!

Rubber to ice racing is a bit like watching paint dry but the in car experience is a real blast. Car control is everything - a really gentle foot on the throttle and brake, keeping the wheels straight, minimal shifts



and picking the right, constantly changing line - will get you to the pointy end. And at times it's somewhat analogous to billiards with the old one (snow) bank and in, the "in" in this case being the apex of the first corner after the front straight.

If you're looking for a winter fix for the road racing blues, ice racing is a no brainer. It requires a Driver C CASC licence, no medical, only a Snell helmet post 2005 and a cheap car (that has to be scrutineered). For more information contact the CASC Ice Race Director, Jonathan Rashleigh at [sting\\_43@hotmail.com](mailto:sting_43@hotmail.com).

Essence Of CASC Ice Racing:

<https://www.youtube.com/watch?v=LtnN05LeCF4>

More from Mobil 1 The Grid here:

<https://www.youtube.com/watch?v=F2vxin2sDwc>

# Bob Long...

Is a legend in Canadian racing circles, having raced almost continuously since the 1950s. In VARAC circles, a few of our guys started racing in the fifties, but I would bet none of them has done lately what Bob has, which is to turn a lap time of 1:25.60! Bob did in 2016, at the age of 79!



Bob has raced everything from a Mini, Camaro, Mustang, MGAs, Formula Fords, Xpits, (pronounced “speets” btw) plus a Mallock with Rotary Mazda engine. But he might be best known as the Father of Formula Four. This started way back in 1967...

I checked an old (Dec, 1967) Track and Traffic of mine and found an article quoting Bob Long as saying F4 is “for someone who wants to race competitively without spending a fortune”. There was at the time a price limit on the F4 cars set by the FIA, which would bring the cost after shipping, duty and taxes to about \$2,300. (In case you are wondering the Internet tell me that would be about \$17,000 today.)

In the article Bob said that he had always been concerned about the cost of racing discouraging many novices and had been looking for a class that wouldn't require a lot of money to be competitive. He went to Europe in January of 1967 and visited a number of manufacturers. He drove a Suzuki powered 250cc car around the

Castle Combe race track and decided to import Johnny Walker Racing Ltd machines through his firm A & E Motors. At left Bob Long is seen showing the very F4 first car to arrive in Canada to its new owner Jim Johnston in 1967.



Chris Haley is a long time friend/crew/racer with Bob and he very kindly contributed the following notes.

“Bob started racing in 1958 at Green Acres with his partner Bill Steele, driving a Morris Minor with a 60hp Ford flathead V8 installed. There were lots of little issues with cooling and so on, and as they went along it worked out that Bill became the driver and Bob more the mechanic. In the early sixties they designed and built a tiny sports racer that they called the “Curloo”. It was powered by a 6 cylinder Mercury outboard motor and had "tiller" steering setup like a motorcycle. This car would pull the front wheels off the ground in third gear! But it was only raced a couple of times by Bill. In the mid sixties Bill decided to stop racing, so Bob didn't race for a year or two. Later on he happened to be reading a British automotive magazine in 1966 that had an ad in it for a small formula car made by Johnny Walker. He went over to look at them and test. He ended up ordering one for himself and one for his friend Jim Johnston, and so the first Formula Fours came to Canada. They started out with 250cc Suzuki Hustler motors, and as I remember, over the years moved to a Honda 305cc, a 650cc Triumph Bonneville (this is about the time I got involved in about 1970), 750cc Honda 4, 750cc Suzuki 2 stroke (water buffalo), 750 Kawasaki and different versions of the Suzuki 750cc GSXR.

The Three Quarter Litre Association [www.formulafour.com](http://www.formulafour.com) came to be around 1970 and since that time Bob has won the association championship at least 14 times, the CASC F4 championship at least 5 times, CASC Regional Overall Points Championship twice and the LASC (London Automobile Sport Club) speed championship countless times!”

“Currently, from my research, Bob is the only active driver in CASC to have raced continuously in seven decades, from the 1950's to the 2010's. By this I mean he has raced at least once in every decade in this range.

I have known Bob since 1965 when I met him through my father and then worked for him as a shop cleanup boy in the late 60's, early 70's. I raced for him in the early 70's when he had two F4 cars and I have crewed for him continuously since 1986, although he has had the odd year off when he may have sold a car and not had the next one ready. There were also a couple of forced retirements in there for medical issues.”



*Above: Bob is told “We Will Miss You” prior to one of his “retirements”!*

“Oh yeah,” adds Chris, “By the way, Bob will be 80 on July 20, 2017 and unless he has a problem when he goes for his medical, he plans to race again this year!”

*Many thanks to Chris Haley for these notes and our very best wishes to Bob Long for the 2017 season and more years to come.*

Our thanks also to Gary Allen of VARAC, Gary recently chatted with Bob Long and the audio can be found on the VARAC website here:

<https://youtu.be/XoExInnzwU4>





Now for something completely different  
in the Interesting Cars Department: A GSM Delta.

We have some interesting cars racing in VARAC. Maybe their history is interesting, maybe the car itself is thought-provoking. I find Jamie Shelton's GSM Delta a fascinating car, for a couple of reasons. First, the car itself is unique. You just don't see too many GSMs around.

According to Wikipedia Glassport Motor Company (GSM) was a South African motor manufacturer based in Cape Town between 1958 and 1964. The company was founded by Bob van Niekerk and Willie Meissner in 1958 after Meissner went to England and stumbled upon fibreglass, a new technology at the time. Meissner and van Niekerk came into contact with South African designer Verster de Wit, who was working on the Sunbeam Alpine. (Hence the GSM fins?) De Wit helped them style their first car design and taught them the design process.

On returning to South Africa, they built the first prototypes of the GSM Dart. Some of the Darts were also manufactured in England, where the name was changed to Delta, as Dart was a registered trademark of Chrysler. (This also meant the Daimler Dart had to be renamed SP250.)



Dick Shelton in his GSM Delta

Jamie's father Dick Shelton raced quite a number of cars, quite possibly including the GSM that Jamie races today, as well as the TVR Grantura now raced by Dave Shannon. Dick Shelton owned Hilltop Marine & Motors and later partnered in Shelton Mansell Motors. He was a well-known racer and sponsor back in the day as well as competition chairman for CASC from 1963 to 1967 when the Can-Am series and the Canadian F1 Grand Prix were launched.

Jamie acquired the car via John Greenwood, who knew Dick Shelton well. The car has a Ford 105E engine fitted into a ladder type chassis with transverse springs at the front and coil springs at the rear.

This interesting car has been liveried in Shelton Mansell colours. Go Jamie!

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## Former Al Mason BFG Corvette set to hit the track again in 2017

*By Perry Mason*

We've written about it a bit in the past, but new word has surfaced to this writer that the 1969 big block Corvette built by Mason Racing in 1971 is once again heading to the track, with SVRA this year. This car ran numerous races over six seasons in Canada with Al and the BFG team, with drivers such as Jacques Duval, John Powell, Craig Fisher and Bill Adam over the years. Even actor Paul Newman was slated to be a guest driver at Mosport in the car, but filming of "The Sting" conflicted with the opportunity. After Al retired from the racing game, the car sat idle for a few years until I bought the car from my father, restored it to concours condition and ran the car from 1983 to '88. I ended up selling to Eugene Pettipas who ran it with VARAC on a couple of occasions and in the east coast. Eugene sold in 2002 south of the border to Bill Cotter in Seattle who ran it at Le Mans in the classic three times.



Above: The Mincheff stable of cars, 2017

The car was recently purchased by SVRA racer Jacquelyn Mincheff of Portland, Oregon. Jacquelyn has a very extensive racing bio over the last twelve years, racing in Historics with cars ranging from a TR3 to a Lola T70 Coupe, winning many races and awards, see:

<https://www.youtube.com/watch?v=GTfCV6fllI>

Last season she competed with a big block '72 Corvette roadster which will be driven by her husband Jeff this season. She contacted me recently upon acquiring our former Mason Racing Corvette, hoping to put together the history of the BFG years with photos, film footage and information, which I was very happy to do. She is very keen on keeping this Canadian car's history preserved, which is a thrill to my family and myself. She will be running select events this year including the SVRA invitational at Indianapolis Motor Speedway. Hopefully, if things work out we may see her at our VARAC Vintage GP, if not this year, next season, she told me. It would be great to see and hear that machine again!



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# 2017 Put-in-Bay Road Races Reunion Celebrating Alfa and All Italian Cars



The 9<sup>th</sup> annual Put-in-Bay Road Races Reunion (August 27-30, 2017) will take on a decidedly Italian flavour as numerous racers of vintage Alfa Romeos, Fiats and (who knows?... perhaps even a few Isettas and Siatas) are expected to descend on Ohio's South Bass Island for this year's event, along with the usual turnout of marques such as MG, Triumph, Porsche, Lotus, Elva, Austin Healey and others. Held annually since 2009 at historic Put-in-Bay, OH -- where small-bore sports car raced from 1952 to 1959 and in 1963 -- Put-in-Bay attracts vintage racing participants and enthusiasts who value a low-key event at a historically significant location where the emphasis is on enjoyment.

The Put-in-Bay Road Races Reunion features two days of spirited racing around a challenging hay-bale lined airport circuit plus an original course tour, a car show, rocker cover races, a "recollections roundtable" program featuring participants in the original sports car races, an on-your-own rally and several social gatherings. New in 2016 was a free trackside "Fan Zone" sponsored by the Put-in-Bay Chamber of Commerce providing tent-shaded bleachers for spectators and plenty of nearby concessions.

More information can be found at: [www.PIBroadrace.com](http://www.PIBroadrace.com).





*I realized too late that I had left John Sambrook out of the “elder statesmen” in our last edition. His letter is below.*

Dear Editor,

I was quite flattered that you did not include me with the rest of the 80 plus old geezers in the last issue of Pit Signals; I assume my verve and nerve beguiles my age. I was born on Aug 31st 1935.

In fact my 81st birthday day was tinged with sadness as on the eve my good friend and one of the saviours of Le Circuit Mt-Tremblant in the late sixties, Peter Roberts, died. Not only was he little known in Ontario, all his racing exploits took place before the Anglo exodus from Quebec started in 1976. Hence at his wake most of the 60 odd people in attendance had no idea of his racing history.

A group of Quebec vintage racers gathered over the Christmas break to boast of their achievements on track in 2016, and forecast more for 2017. Chris Rupnick and Robert Searle, fresh from the VARAC AGM were able to flesh out the written reports. We also presented a VARAC trophy to David DiCesar.

I look forward with some optimism to the coming season. Johnny Rosato is rebuilding the engine for my blue car. I expect it to be in pristine condition for a May beginning. With no driver nor money the red car remains garage bound, while Henry Schneider continues to work on the bodywork of the green car.

Have a happy winter. Best wishes for the Season.  
John Sambrook.

## Updating the Yellow Flag Rule

This winter, CASC-OR performed a detailed rule review. One of the most contentious items was the Yellow Flag procedure, specifically when to start racing again following an incident.

The old rule was you could start racing immediately after you passed the incident. The concern with this rule has always been rescue worker safety – what if there is a second incident after the first and competitors are

accelerating because they think the way is clear?

In response, many professional series prohibit racing until after competitors pass the next flagging station if that station is displaying a green flag. No green flag – no racing until you pass a marshal station with a green flag.

Of course the complaint with this response is that racing is delayed, perhaps unnecessarily until you pass the next flagging station.

The rules committee was literally split 50-50 over this issue so we opened it up to a larger group to discuss. The results remained the same. The larger group was equally split between the existing rule and the new standard being used by professional series.

In the end, we came up with a compromise, as set out on the next page.



## 2017 CASC-OR Race Regulations

### Appendix 'H': Flag and light signals, and rules of the road

#### 4.1 YELLOW FLAG

##### 4.1.1 The yellow flag is a signal of danger of any nature at or beyond the station displaying the flag. SLOW DOWN.

Yellow 'No Passing' Zone: The yellow zone begins at the Flag Station where the yellow flag is shown and extends in a perpendicular imaginary line over the track surface and runoff area. It ends after a second perpendicular imaginary line across the track surface and runoff area immediately past the incident. A Green Flag shall be shown at the next Flag Station after the Station displaying the Waved Yellow for the incident. PROCEED THROUGH YELLOW ZONE IN SINGLE FILE, WHICH MAY BE STAGGERED.

Effective with the 2017 racing season, you may only accelerate and commence racing after an incident with a yellow flag when you are past the incident **if the next marshal station is displaying a green flag**. If the next station is not displaying a green flag you may not start racing until you are past the flagging station and you can see a green flag displayed at the next station.

So, if the yellow flags are out, watch for the incident and a green flag at the next flagging station. If you don't see a green flag it means the Clerk has determined that it is not safe to start racing yet. Racing without the green will be treated like racing in a yellow safety zone with all of the potential consequences that entails.

Race hard, but race safe and keep an eye out for the other guy...

Paul Madder sent us  
these lovely photos from  
Palm Beach  
International Raceway...

Brian Redman's  
*Targa*  
SIXTY SIX



From the top:  
1966 Lola T70 Mk1  
1967 Porsche 910  
1962 Ferrari 250 GTO





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# Porsche 914 \$8,000 o.n.o.



For sale 1972 Porsche 914. I have the ownership and CASC log book. Only raced once, it comes with two engines, one is in complete but unknown condition. The other is stripped down in parts and looks to be all there, but no guarantees. Standard transmission. It's a rolling shell. It passed tech the one time, so all is in order.

If interested please call John Stammers 905 788 9772  
or [krustyjohn@gmail.com](mailto:krustyjohn@gmail.com)



# 1972 Alfa Romeo Spider



1972 Alfa Romeo Spider Vintage/Historic race car for sale. Strong running, very stable and easy car to drive. A \$9,000.00 engine refresh was done last season, only three hours on the engine since. Car comes with all of my spare 2-litre parts (blocks, transmissions, etc.)

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In-car video can be found on YouTube:

<https://www.youtube.com/watch?v=5Tohmu7DNwc>

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<http://www.britishracecar.com/MikeAdams-MG-MGB.htm>



# EX SCCA ITB ALFA ROMEO SPIDER RACE CAR



This car is a roller that could potentially be converted into a V/H racer. I have a set of doors, and a rough hood that would come with the car. I also have a 2 litre engine and trans that I would be willing to sell. Priced at just \$2300.00 OBO. Email [flyinc10@yahoo.com](mailto:flyinc10@yahoo.com) or call 1-519-301 3761 Ask for Doug.



## 1978 MGB

I have a 1978 MGB that has been sitting outside for a number of years.

It starts and runs very well and can be driven around the yard (without brakes). It has an overdrive

transmission. The body looks like crap but the underside is in very good condition. I am quite impressed with the condition of the underside,

solid floors and rockers, even the

jacking points are solid. \$1,300 for the whole car, or \$1,000 for the motor and tranny if you take it out. Joe Lightfoot, 613 813 5401. Picton, ON

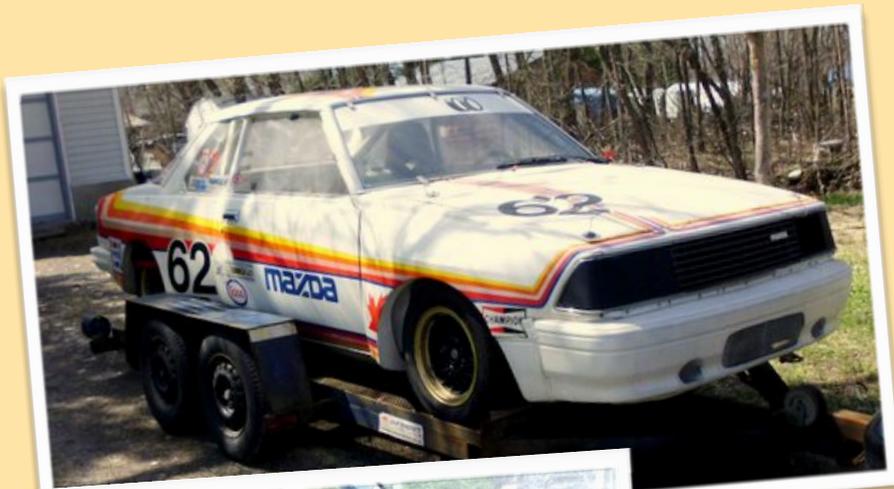


## 1968 TITAN FORMULA B

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# 1981 Mazda 626 Race Car.



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This car was professionally built, raced by Luigi Lazzari of Cornwall, Ontario, apparently constructed as a project by a race magazine, with a different element of the

build featured each edition. 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



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. Fibreglass fenders with molds, two boxes of parts. The dual axle trailer shown is included in the price. Car is located near Rockland, East of Ottawa.

Contact Roger Haspeck at [roghasp@gmail.com](mailto:roghasp@gmail.com)





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