



PIT SIGNALS



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



What a great 2017 Vintage Grand Prix!

The Formula Junior Diamond Jubilee World Tour! Formula One cars from the Masters Historic Racing series! Tornado warnings! Sun! Rain!
More sun! Great racing! We had it all!

Photos by John Walker



VARAC Vintage Grand Prix Celebrating 1967, “The Summer of Love”.

story for Victory Lane, by Jeremy Sale

Cast your mind back fifty years....1967, it was “The Summer of Love” peace and love, baby! It was also the year Mosport (now Canadian Tire Motorsport Park) hosted Canada’s first Formula One Grand Prix. VARAC celebrated this milestone June 15, 16, 17 at their 2017 Vintage Grand Prix. Mosport is a very challenging track, it’s on many drivers must do list and attracted the entries this year from both Formula One and Formula Juniors, as well as vintage racers from all over the world, come to test their mettle, or sometimes metal...

VARAC put on a great show with vintage and historic cars from across the spectrum. The main feature for 2017 was the Formula Junior Diamond Jubilee World Tour. The tour began in South Africa and included sectors in Europe, Australia and New Zealand before coming to Canada for part of the 2017 North American Peter Ryan Trophy tour.

In addition to the wonderful Formula Juniors some 18 historic (1960s through 1980s) Formula One cars from the Masters Historic Racing series decided they too, wanted to tick Mosport off their must do list. These beautiful machines had been a popular support race at the Canadian Grand Prix held in Montreal the weekend before. Ron Maydon, Founder and President of Masters Historic Racing said: “Everyone at Masters was really excited to be getting the chance to race at Mosport for the Vintage Grand Prix. It’s a circuit that has been on our wish list to race for a few years now, as many of our Masters USA cars raced there in period.”

As well as our local Canadian entrants, the event was well supported by US based racing clubs like Friends of Triumph and MG Vintage Racers, who enjoyed a special Fox and Hounds race on Sunday morning. VARAC also welcomed the Toyo Tires F1600 Championship for the second event of their six event 2017 schedule. So you can see there was a really packed schedule, both on and off the track, with three full days of exciting racing. Lots of track time for everyone and the "Summer of Love" off-track events were great fun.

The schedule began Thursday, June 16th with optional orientation and lapping sessions for those new to Mosport's challenges. Friday opened with practice and qualifying for all grids and on Friday evening the Volunteers/Workers/Officials and all Competitors were invited to participate in the Steam Whistle Paddock Tour - sort of a floating dinner reception. Immediately following the "Tour" Kim & Company played fab 60's music until the sun set. It was groovy, baby, yeah!

On Saturday racing continued, despite some bizarre weather, which kept changing from minute to minute, alternating periods of dry weather, rain and even a tornado warning, which fortunately did not appear.

The Formula One cars had their feature race on Saturday, and oh, please, the noise! Nice to hear once again the splendid scream of a Ford Cosworth DFV engine! Fabulous cars, which included the actual Ferrari raced at Mosport by Canada's own Gilles Villeneuve. We were therefore extra pleased to have GV's wife Joann as Grand Marshal along with Canada's own Eppie Wietzes.

The well-populated Formula Junior grid was full of lovely front and rear engined cars, every type from Stanguellini, Lotus, Cooper, Elfin, Elva, Tojiero, Sadlers, etc. Very exotic! Walking among the Formula Juniors and F1 cars on the mock grid was a heady experience.

Racing continued Saturday afternoon, followed by the “Psychedelic Supper” reception held in the CTMP Conference Centre, with special recognition trophies awarded to deserving recipients. The evening finished with the “Mudmen” a Celtic rock band hosted by the ORP Safety Team. What a party!

The weather for Sunday was predicted to be, well, unpredictable! And I mean really unpredictable! So the schedule was quickly re-vamped by VGP chair Ted Michalos in case the weather turned nasty in the afternoon as the meteorologists anticipated. Thus the podium races were re-scheduled for the morning, beginning with the MG-Triumph Challenge Race. In spite of a short delay, due to a sudden downpour, racing then continued. Just in case, I had my trailer hitched up and ready to go at noon after my race, ahead of the predicted inclement weather. But as I kept my eye on the sky the day became better and better. So we stayed and racing continued in the afternoon under warm and sunny skies!

The packed Sunday schedule included the "Legends of Mosport Drivers and Racers Reunion" at lunch time in the beautiful new Canadian Tire Motorsport Park Conference Centre. The panel was led by The Toronto Star's Norris McDonald and provided people with a great opportunity to sit and chat with famous Canadian motorsport legends. Nice to see Bill Sadler, Bill Adam, Craig Fisher, Ludwig Heimrath, Gary Magwood and others.

It was a superb weekend all round, the Formula Juniors were terrific and the Formula One guys really enjoyed their cars return to Mosport. Many congrats to VARAC's VGP Director Ted Michalos and his great committee; Peter Lambrinos, Andrew Celovsky, and Brian Thomas. Bob DeShane organized the car show and Legends and Gord Ballantine took care of Conduct. Huge thanks as well to the wonderful track workers and the many volunteers who really make it all possible, you are the best, without you we don't race!

The main feature for the 2017 Vintage Grand Prix was the Formula Junior Diamond Jubilee World Tour, which came to Canada for part of the 2017 North American Peter Revson Trophy tour. 35 front and rear engined FJs included local FJ and Canada Class cars, including Doug Elcomb, Phil Lamont, Ted Michalos, Howard Freeman, John Stammers, James Bateman and David Clubine.



Above, Colin Nursey, Lotus 22, Bill Hemming, Tojiero.
Below, John Stammers, 1960 Sadler FJ. Richard Coburn Photos.



Excerpts from the Formula Junior newsletter:

“Despite a grid of 35 Formula Juniors, and a field of “Masters” F1 cars, plus banners promoting “Celebrating 50 Years of F1 in Canada”, the meeting has a lovely feel of a small country/picnic event. The officials are friendly, the drivers briefings are short and happy and driver behaviour is based on an honour system where if you spin or make contact with anything or anybody, you take yourself to the stewards for a chat. This famous old track is very fast, very flowing, very undulating and very daunting.



The front engine/rear engine evolution. Lotus 27 and Sadler. Richard Coburn photo

That night the party kicked off with a roaming meal. BBQ wings at one end of the paddock, turkey subs at another end and ice cream at the start/finish line. All with lashings of the sponsors ale: Steam Whistle Pilsner (well worth a free plug). A fantastic band (The Mud Men) played into the night and inevitably the ANZACS were first on the dance floor and the last to leave.

Getting ready for Race 2 due at 5pm brought rain, and more importantly, a real live Canadian tornado warning! We all had to take cover and racing was cancelled. But what a fizzer. A bit of lightning and rain and half an hour later it was all over. Crocodile Dundee would have said: “you call that a tornado?”.

Saturday night was another show of Canadian hospitality with a beautiful hot meal and yet another band in the camping grounds.”

“Sunday morning was billed as our championship feature race, so we all polished our cars and got to the dummy grid on time. At the 1 minute, start your engines sign we were all revved up with no place to go, when the grid marshals ran up and down screaming “get out of your cars”. Another bloody storm warning! This time, just as we all huddled and

cuddled in the marshals tent, it really did piss down. (Left)

At the all clear after 20 minutes, we were back in the cars and went swimming. Boy was it wet! And slippery! On the rolling start warm-up lap, 3 cars went off into the wall. At the green start flag, a leading Cooper spun into the wall on the

straight. 15 cars didn't make it to the end. Only 18 cars did the 21 minute distance, everyone nearly 1 minute a lap slower than the previous day. The final race of the weekend started well enough but on the final lap we saw a monumental prang, a very rapid Cooper T59 went over the front wheel of the Sadler of Nigel Russell. The Cooper took to the air, missing a bridge by inches, then barrel rolled 3 times. Both cars were totalled. But despite a disastrous final race, our Mosport weekend was a triumph!”

Below, Howard Freeman, Sadler, Hunter Russell, Sadler, Jeffrey Anderson, Lotus 20/22. Richard Coburn photos.





Formula Junior was the brainchild of Count Johnny Lurani and was to be the stepping stone to Formula One. Makes at the VGP included Sadler, Cooper, Elva, Tojiero, Lynx, Alfa Dana, Panther and, from the top, #40, Edgar Robert, Elfin Catalina. #7, Duncan Rabagliatti, Alexis HF1, #21, Bill Gelles, Stanguellini.

Photos by Richard Coburn.

David Clubine

In the Formula Junior races David Clubine was busy upholding local honour in a lovely Lotus 22. He won the Saturday race by less than half a second, coming from well back to take the lead on the last lap, and then took the podium race in the wet on Sunday morning We asked him about it...



Left to right: Greg Thornton, David, Chris Drake.
Photo by Giancarlo Pawelec

“It was a fun run for sure. We had only managed 10 laps before the start of that race. The 22 had run for the past 30 years with an upright engine in it. I was determined to at some point return it to the original 30 degree layover configuration. So why not start three weeks before the biggest Formula Junior race in Canada for many years? As it turned out we had a few teething problems but we did manage to sort it for the Saturday afternoon race.

It was tremendous fun, damp/dry conditions, I drove around the outside of three or four cars going down 2 the first lap on the damp part, that was kind of interesting! Every corner was a bit different and the track eventually came in nicely for the last few laps. I was judging myself to the leader for a few laps as I could see him start up the straight as I was coming down 4. Pretty soon I had caught him. The last lap was the quickest of the race for me, and it was enough to keep Greg behind. It set up a great race for Sunday morning in the rain.”

Cheers,
David Clubine



Photo: Canadian Hall of Fame, Tom Flaherty, Jr.

The June leg of the FJ Diamond Jubilee World Tour is for the Peter Revson Trophy. In 1962 Peter Revson won the FJ race at Mosport, at the Players 200 meeting, above.

At right, Father's Day for David Holmes , with son Evan, as dad gets McGregor Spirit of Sportsmanship Award at VGP. Congratulations!



Left; Grand Marshals,
Joann Villeneuve and Eppie Wietzes.

Photo by Giancarlo Pawelec

Ron Fellows and the Gilles Villeneuve Ferrari...

Hi Jeremy,
“It was a very emotional moment... Gilles was a hero of mine and idolized by many. He was second to none in terms of car control and bravery, and his incredible fighting spirit and passion was evident every time he was behind the wheel. For me, Gilles represented hope for Canadian youth who wanted to follow in his footsteps. Although his life was cut far too short, his legacy lives on to this day.... Getting the opportunity to befriend Joann Villeneuve the past few years has been a highlight for my family and me. And to sit in one of Gilles’ race-winning Ferrari’s, and share that moment with Joann (beside the car) is something I will treasure forever... The gentleman who made it all happen (in the red shirt) is Danny Baker from San Francisco. His father owns Gilles’ 1979 Ferrari 312 T2 and Danny generously agreed to not only bring it to CTMP, but also drive it in our Historic F1 event. It was music to the ears of all of us in attendance!”

Ron Fellows.

Photo by Giancarlo Pawelec





Photos by John Walker



Phil Lamont

In the past few years VARAC has acknowledged the contribution and loyalty of noteworthy members by presenting them with the “Lifetime Membership Award”. This award recognizes individuals who have exhibited “The Spirit of Vintage Racing” through their involvement with and contribution to VARAC and Vintage Racing. This year we presented this award to Phil Lamont, (above left.)



Phil has always been involved in racing, he worked at Canada Track & Traffic magazine in the sixties, they later purchased Mosport, and in 1967 the first Canadian Formula One Grand Prix was held at Mosport and the track manager at that time was our own Phil Lamont! Phil was a director of the Canadian Automobile Sports Clubs - Ontario Region (CASC-OR) responsible for all road-racing activities in the region. He was also Bill Brack's Team Manager as Bill raced in Formula B, Formula A, and Formula 5000. And Phil also negotiated a Formula One drive for Bill with Team Lotus in the 1968 Canadian Grand Prix, and later with BRM in the 1969 Canadian GP. And of course, Phil is president of Vintage Tyres Limited in lovely Hubbards, Nova Scotia.

Phil races his beautiful Lotus 18, finished in the iconic light green UDT Laystall and British Racing Partnership colours, with a band around the nose of the Lamont tartan.

In 1976 Jack Boxstrom contacted Phil about the possible formation of a vintage racing club. This led to the founding of the Vintage Automobile Racing Association of Canada. Phil was elected President of VARAC in 1979. He served as VARAC President for three years. All this is just a tiny part of Phil's life in racing. As a mark of our great esteem for what Phil has achieved in his years of involvement with motorsports VARAC has great pleasure in awarding Phil the Lifetime Membership Award.

Photo by Giancarlo Pawelec

John Dodd

John is always a busy, helpful and knowledgeable presence in the paddock. Howard Freeman made the Honorary Membership presentation to John Dodd at the 2017 VGP. Howie is seen at right with John. Below right, some years ago the late Oliver Clubine, presents John with the Fitze Engineers S.T.A.R. trophy for "Outstanding contribution to Monoposto racing." John also won the Jim McGregor Spirit of Sportsmanship Award in 2003. Below, John checks Gary Allen's MGB.



Congratulations, John!

Nick Pratt

Tony Simms (right) presenting the Tony Simms Award to Nick Pratt. It is given annually at the VARAC International Vintage Festival “to a driver in the MG Feature Race.



That driver will be the person who is judged to have demonstrated superior driving skill in a car prepared to an outstanding level of race readiness, while still maintaining its Vintage character”.

Nick Pratt: “It was a tremendous honour to receive the Tony Simms Award for the second time and to learn I am the first repeat - but certainly not the last! It was a Vintage Festival for the ages for me, reminiscent of the last time I won this award in 2010 when we held the all MG feature race.

We have a fiercely competitive group of exemplary MG drivers with well prepared cars both in Canada and the United States. Any one of these gentlemen (and hopefully in the future, ladies) could have been tapped on the shoulder for this recognition on any given day. My sincere thanks go out to Tony, the nominating committee, and my fellow drivers for allowing me my day in the sun. Or rain as the case may be!

And I would be severely remiss if I did not also thank John Dodd, my partner and friend every time I go out on the track. It is his meticulous attention to detail and always sound advice that ensures Gidget comes around for another lap of the fabled Mosport circuit.”

Photo by Giancarlo Pawelec

Luce Suit!

“Now that CSC is, sadly, no longer in business, this might be of interest to those in need of a new driving suit.

I've been looking for a Dunlop-blue racing suit since I took up vintage racing the Lotus. Last fall I was turned on to the existence of a company in England called Historica. They make custom-tailored, FIA certified driving suits that are modern reproductions of the classic designs of the golden age of motorsport. Just the ticket for those striving for a period-correct look! Naturally, I went with the 'Jim Clark' model. My order came to about GBP500, which worked out to about CAN\$1100 delivered. Certainly an attractive alternative to some US sources of off-the-rack suits.

And here in the colonies, we pay the 'excluding VAT' prices.

Now my big challenge is trying not to gain any weight, so that I continue to fit into the thing!”

Cheers, Ed Luce.

Check their website at:

<http://www.historicaracewear.com/race-suits>



Photo by Lucenterprises

LEGENDS OF MOSPORT

at VARAC Vintage Grand Prix - 2017

By Bob DeShane

The VVGP of 2017 was an outstanding event both on and off track. Not only were the hills of Clarington ringing with the sound of vintage competition engines, including the glorious sounds of the Masters Historic GP cars, complimented by huge grids of widely varied racing machinery from the tightly wound Formula Juniors on their World Tour to modern Formula 1600s and small and large bore sport scars and saloons, monoposto cars and the slightly less vintage, but much quicker G70+ and newer cars. But that was on-track. Off-track on Sunday morning, there was a prestigious gathering at the "Canadian Tire Motorsport Park - Media Centre".



Seated at the head table a few mere feet away are the very essence of the Glory Days of Canadian Motorsport, the icons that many of us worshipped, those that carved a place of recognition, honour and glory both within and without our borders. Seated at the head table are several racing icons. Craig Fisher, one of the fastest men ever in sedans. A former champion and driver for Comstock Racing and later Roger Penske, and teammate of Mark Donohue, Craig is articulate, accurate and a wealth of experience and revealing stories.

Next is Ludwig Heimrath, a Canadian racing legend, the first Canadian to have a Formula One drive. A Comstock driver before going on to a Trans-Am Championship in Porsche cars under the Heimrath Racing banner. Next is Bill Sadler, who possesses a rich history as a racing driver, designer and builder.

Several of the Formula Junior cars that were gathered at Mosport from around the globe this weekend were Sadler cars.

Then there is Bill Adam, filled with fabulous stories of racing Corvettes and also Group 44 cars and especially the Jaguar prototypes. Phil Lamont is one of the very first VARAC members, but he was also the Mosport Track Manager at the time of the 1967 Canadian Grand Prix. What a responsibility and a triumph that first GP was. It put Mosport and Canada on the world racing map. Phil is a long-time devotee of the Lotus marque and still regularly competes in his Lotus 18. Phil played a large part in bringing the Formula Junior World Tour to Mosport this year.

Gary Magwood, former Canadian Formula Ford Champion, Racing School Principle, and all-round interesting guy completed the panel. Many will remember Gary riding his bicycle through the paddock barefooted or climbing into his personal Citroen DS21 to get on the road home. Quirky, but fun, Gary arrived this year in his lovely 1955 Citroen Traction Avant and was thrilled to lead the Field of Dreams Parade with it.

Armed with a rich personal knowledge of each of their contributions is Norris McDonald, Editor of the Toronto Star Wheels. Norris gets to the heart of the most interesting bits of each of the panelists careers and directs the proceedings to provide the best, most interesting historical look at Canadian racing.

It remains a surprise to me that so very few VARAC members attend these sessions, you owe it to yourself to make sure that you take in the "Legends of Mosport" in 2018. It is open to both media and the public and free of admission charges. Organized by VARAC and hosted by Canadian Tire Motorsport Park, it is the premier presentation of motorsport legends and racing history in all of Canada. Bob DeShane



In the Toyo Tires F1600 Championship Parker Thompson, in front above, won both Sunday races, Craig Willis, #99 above, won on Saturday.



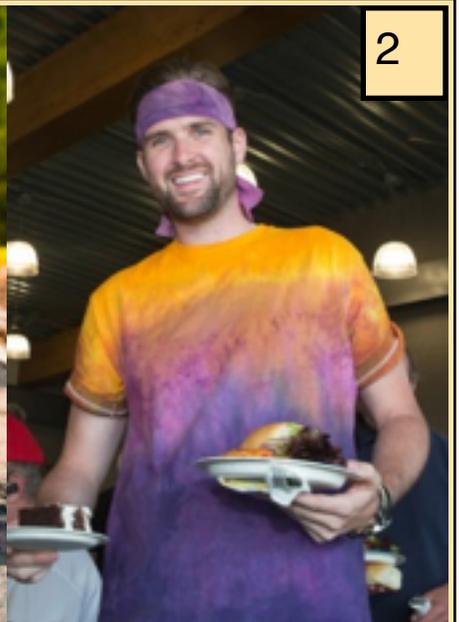
There was great action in all the F1600 races. Formerly known as Formula Ford, many of these cars now have Honda engines. *Photos: Richard Coburn.*





2017 VVGP
Photos by Tanner





1. Ted Michalos, Lotus FJ.
2. The Psychedelic Supper was “shagadelic, baby, yeah!”
3. Andrew Celovsky fortunately brought his spare diff.
4. An enthusiastic queue for ice cream.
5. Shane Viccary and son Ayden enjoy Father’s Day!

Photos by Giancarlo Pawelec, Richard Coburn, John Walker.



JOHN WALKER PHOTOS

Jeremy,
The VARAC event at the Canadian Tire Motorsports Park was nothing short of amazing, very well run and with so much track time to learn the track and then try to

improve over the course of the weekend. The crowd was huge, growing each day and the enthusiasm of the fans all really knowledgeable of the cars history here and anxious to see them run again. If I heard, " my father brought me here to see that car run in...." once, it must have been hundreds of times!

I had been learning the track on my simulator and when I arrived was very pleased to find that it looked very much the same which helped with all of the blind entry corners. In spite of that I found that the elevation change was much more dramatic than i could have imagined and that I was completely unable to summon the confidence to go to power as quickly as I was able to on the sim.

The track also turns out to be much more bumpy than I would have thought and the crest at the end of the straight has the car going light when you are flat in 5th at 9800 rpm, very challenging. And when you follow it with the very fast flat sweeper at the end of the straight it all adds up to some serious concentration needed.

Driving Tyrrell 002 has the added disadvantage that the wing is largely decorative and the bluff nose tries to keep the front end settled but combined they mean that it is largely a case of trying to

offset the lift of the flat bottom and all comes down to mechanical grip. Which makes turn 5 and 5b over the hill just great fun as the brakes are fabulous going up the hill on entry and then a flick over the crest and back to power for a strong shot down the straight.”



“Since the car has so little aero drag it is wickedly fast down the straight and any ground effect car coming behind will be left well behind by the braking zone at the end. The one small advantage these early cars have! All up a great weekend with some fun racing and a whole lot of really nice people!

John Delane.





Jeremy,
It was an amazing experience racing this car around Mosport!! Such a fantastic car!! And so much fun to drive!! And it was especially wonderful to get out of the car after race 1 and have this glowing, tearful, beautiful Joann Villeneuve run up to me and hug me before I even got a chance to get my gloves off... She thanked me for sliding the car around and for the wonderful sound that brought her back 30 years ago when Gilles was driving and they were camping at the track, making sandwiches for the other F1 teams... it was awesome!!!
Danny Baker.



Photos by John Walker



Mini Meet North 2017 was great!

Although the number of attendees was a bit lower this year (the erratic weather had scared off some of our day-trippers).

We had a great turn out of Minis to represent the brand and support our racers!! We also had a bunch of first time Mini Meet North attendees that turned out and had a blast.

To celebrate the arrival of the F1 cars this year, we had Mini & F1 inspired movies on the big screen at night.

We brought a TON of food for the barbecue on Saturday after the laps around the historic Mosport racetrack.

All in all, it was a fantastic weekend and we can't wait to see what we are going to do for next year, which will be the 10th anniversary of Mini Meet North!!! *Tamer Metwalli*



Photos by Giancarlo Pawelec



Congratulations again to the VARAC Vintage Grand Prix team! You pulled off a spectacular show, which we all enjoyed. Thanks to the Formula Juniors, the F1 cars and everyone else who raced with us. See you next year!

Photos on this page by John Walker





VARAC Says...

It's Track Time

- Vintage - Cars built before 1963
- Historic - Cars built before 1973
- Classic - Cars built before 1997
- Monoposto - Single-seat race cars

Reserve This Date In 2018

JUNE 14 - 17, 2018

Canadian Tire Motorsports Park

Stay tuned to VARAC.CA/VVGP for details!

