



PIT SIGNALS



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



Reports from Shannonville, Waterford Hills, Pittsburgh Vintage Grand Prix, Sebring, the 1967 Canadian Grand Prix, and more!



The Peter Jackson Trophy Race at Shannonville.

This event was named in honour of our good friend, whose passion was motorsport. Peter was a long time member of the amateur motorsport community in Ontario and Winnipeg, having organized, participated in and officiated at many race, ice race, auto slalom and other motorsport events. A longtime member of Oshawa Motor Sport Club (OMSC) and Vintage Automobile Racing Association of Canada (VARAC), Peter served on the Board of Directors of OMSC and of Canadian Automobile Sport Clubs – Ontario Region (CASC-OR), the Ontario Region race sanctioning body. Peter was well-known by many people in the race community, and he will be missed by all who knew him.

At right, the FC-K podium, Claude Gagne, Lotus 61 (2nd in class), and Ed Luce, Lotus 51A (1st in class). Middle; Nick and Gidget attempt the giant killer bit...Below; Ed Luce got the win on Sunday.



Peter Jackson Memorial Trophy Races

Peter Viccary reports:

"Shannonville was a very successful event for our small three generational team. I was delighted that my son Shane and grandson Ayden were able to join me for the weekend at the last minute. Ayden (left)

immediately took the point; chief engineer, strategist, and cheer leader. After each race he ran over to the car, "Did you win, Grandpa?" "Yes, I did." (A finish counts as win, doesn't it?) "Yea, Grandpa wind!" It doesn't get much better than that.

I quite like Shannonville. It doesn't eat up the tires on my 50hp/900lb race car like I hear a lot of people complaining about. The gap between me and the rest is a little smaller at this track. In the Sunday races on the long track I was actually able to stay on the lead lap.

VARAC's V/H grid was the largest of the weekend; even that was a modest 17 entries. It would be nice to see more support for the event, or do we want to race at Mosport all the time? By Sunday afternoon, due to broken cars and broken spirits we were down to 9. Ed Luce took a well earned victory in his Lotus 51 from Kye Wankum, Porsche 911 and Phil Cooper's MGB. Thanks to Claude Gagne for hanging around to play a little bit. Newbie Paul Austerberry spun his 914 and reentered behind me. He was unable to get by me in the time remaining but still won VH5. His reward was the inaugural Peter Jackson Memorial Trophy.

(Our thanks to Peter and Shane Viccary for the photos)

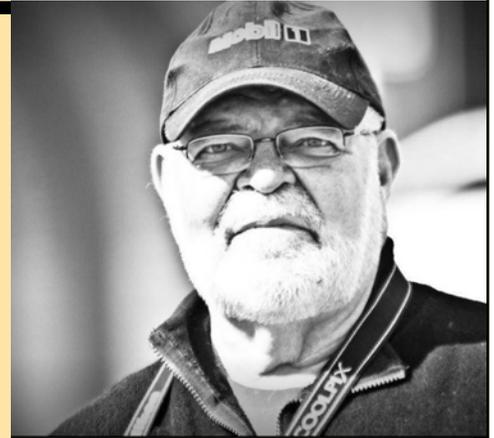


Shannonville

Below: The back door of our somewhat suspect "hotel". Nick Pratt assured me "Gord Lowe used to stay here...." That should have been my first clue. Well, at least we were able to get a daily rate, instead of the more popular hourly rate....



Peter Jackson Trophy Race



Peter's wife Aileen said "he was always happy to be on track and usually grinning from ear to ear to ear when he came in, though he was often the slowest in the race." Therefore the trophy was to be awarded to the winner of the slowest V/H group running at the event. Thus Paul Austerberry, who took the honours in VH5 in a 1970 Porsche 914, (below) was awarded the first annual Peter Jackson trophy. Paul drove it to the track BTW.



Peter Jackson Trophy Races

Sara Rowland joined us at SMSP for her first race and did well despite a minor mechanical problem, below.



Below; Dave Margolese (left) and Ian Crerar (right) had a great race in the rain...Margolese coming from almost a minute back to win the race. Crerar turned the tables, winning on Sunday. In the Enduro Ted Michalos was forced to drive the entire two hour race as the seat on his Porsche was jammed, this meant Gord Ballentine wasn't able to take over as planned. Good effort, Ted!





Above: There were Loti everywhere at Shannonville but all except Ed Luce's and Claude Gagne's retired, leaving Ed defend the marque's honour and win the feature. Right: Paul Austerberry won the Peter Jackson Trophy.

It was a low key but fun weekend though only 17 V/H cars showed up and fewer than that lasted the weekend. VARAC had a wine and cheese in the back paddock which was welcomed by competitors.





PS. There were a few reasons for some of us to forget about the BEAC Spring Trophy Races. Maybe others had more fun than I did. The weather wasn't too friendly either... No problem, the Vintage Grand Prix was just just around the corner...



OUCH!

VARAC members will recall that Joe Lightfoot had a close encounter of the worst kind with a tractor trailer while towing his race car to the USA. At the time Joe wasn't too sure about the rest of the 2017 season but it seems things turned out OK. We asked Joe to tell us about it.



Smelling Like Roses

By Joe Lightfoot

Have you ever heard someone say, "that guy could fall into a bucket of something or other and come out smelling like a rose". Well that kinda' happened to me! Due to being slammed into by a tractor-trailer while parked on the side of I-81, my faithful, old, long time partner, the number 169 MGB got demolished. I was very sad. Me and old 169 had travelled all over North America from California to Nova Scotia, from Virginia to Oregon and everywhere in between. We had a very special relationship and I honestly believe she has saved my ass on many an occasion. I really wondered if I would ever be happy with any other MGB.

Well, I needed to get back to racing asap and heard that my friend Keith Jewell might sell his 1966 MGB without a motor. I went to see Keith about a month ago and he offered me the car and even a trailer at a price I could afford and so a deal was struck....



However, I was so worried that the car would be a “dog” compared to mine and that I would never be fast again.

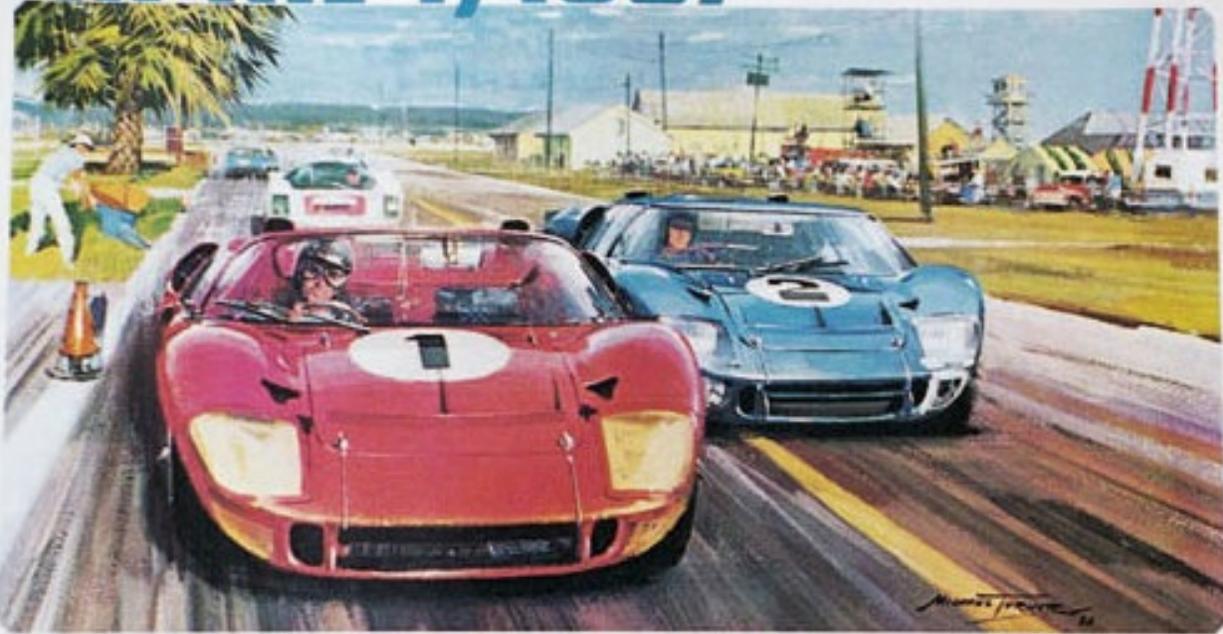
What a surprise! This car is way better than my old one. It’s even awesome in the rain! It turns when you turn the wheel. The brakes actually work on the rear as well as on the front. It doesn’t squeak, rattle, shake, bang and clatter when driving through the parking lot. It doesn’t sit two inches lower on the left and cock it’s right rear leg (wheel) in the air like a dog taking a leak.

My poor old car was so twisted. Too many hits (other cars losing control in front of me). Too many brutally rough race tracks driven without reserve . My log books show that I we have entered 133 events.

Anyway, I do feel like a winner. Hopefully this new MGB and me will have a wonderful relationship.....for at least another 7 years.

Joe Lightfoot

APRIL 1, 1967



SEBRING

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Back in 1967 a young Gary Magwood decided it would be a good idea to load up his MGB and set off from Mosport to Sebring.

Why Sebring? Gary says the opportunity to go and race in an international world championship endurance race was just too enticing and besides, he had finished second overall to George Eaton's Cobra in the Sundown GP at Mosport. No lavish sponsorship, no secretaries making travel arrangements...no, things were a little different in 1967. The only help he received was from his all volunteer crew and the necessary CASC approval.

SEBRING.....GARY MAGWOOD



SEBRING RECOLLECTIONS by Gary Magwood

OK, it was 50 years ago but quite a bit of the trip to Sebring in 1967 is still quite clear. My RedeX MGB had been a solid performer and offered me many good races in Ontario and Quebec in its “improved production” status. Improved production in Ontario meant if the car resembled a production unit at 20 paces, it qualified... modifications in many cases were pretty extreme. Think of Al Pease's supercharged B, a beautifully built MGB that was incredibly fast. But entering the international World Championship endurance race run over a lumpy abandoned airport in central Florida required taking the car back to FIA production car configuration.

Getting an entry wasn't too hard, so I loaded up the B and a few spares and set off for warmer climes in my converted bread truck camper. Registration was very exciting, standing in line with many well known international stars. “Take this here form to the doc over thar,” says the clerk. Doc greets me by asking for my driving suit, proceeds to turn it inside out, grabs a pair of scissors and snips off a piece from an inside seam. From his pocket he produces a match which he strikes on the desk and holds the flame up to the suit fragment. Poof, it burns quickly. “Ya'll see that tuub out thar, soak your suit in it and hang it out to dry.”

Now this was one of the best parts of the adventure. I head for the tub and approach the rim along with several other drivers only to realize I'm standing next to Jo Siffert and other big stars of the endurance world all soaking their suits; it felt like I was joining an exclusive club.

On the way to the track, we passed several garages and buildings the teams were using as base camps. I spotted the BMC (British Motor Corporation) compound: two brand new, very shiny Bs in BRG to be driven by Paddy Hopkirk, Andrew Hedges and a couple of other well known Brit rally racers. We stop and I casually approach, introduce myself and take a look around. Greeted by blank stares with a hint of disdain, I retreated back to the bread truck.

Practice and qualifying was, to put it in racing terms: f....g scary. I'm out there pounding around with MK IV Fords, Chapparals, phalanxes of Porsches and gaggles of production cars. I'd be starting to brake for the infamous hairpin only to have two MK IVs go screaming by still on the gas, followed by a Chapparral and a couple of Porsches. If I thought this was scary in daylight, the experience in the dark was doubly terrifying. The dark amplifies the speed differential, believe me!

Raymond Gray, my co-driver who drove a factory Spitfire in regional races, and I managed to qualify very well; as a matter of fact we split the BMC factory team. After qualifying, a squad of coveralled BMC mechanics were at our pit offering technical help and parts including a stack of tires (or were they tyres!). Ray and I were in the big time!

Anyway, the race was a bit anti-climatic. After the LeMans start: run across the track, leap into the car and fasten the SEAT belt while cranking the starter and try to merge with 60+ other adrenaline powered drivers, we settled into 2 hour stints behind the wheel. Around the four hour mark, no B. Turned out a sheered front hub had brought our adventure to its end. It wasn't more than 5 minutes or so later when a smaller squad of BMC guys silently removed all their gear from our pit! So much for fame and fortune in the world of racing!

Gary Magwood.



Wings and Wheels event at CFB Trenton. Photo by Keith Foley.

The Boots N Bonnet club was represented (above) visiting the National Air Force Museum of Canada on a perfect July day. In addition to the Spitfire and Hurricane seen here the other almost 40 aircraft to be seen includes one that the Halifax Aircraft Association, a Toronto-based group of veterans, undertook to retrieve and restore; one of the iconic bombers of the Second World War, the Handley Page Halifax. In service with Britain's No. 644 Sqn., NA337 was shot down over a Norwegian lake in 1945. It was located with sonar detectors in 1981, carefully raised from the lake in 1995 and brought to Canada in 1996. An extensive project was undertaken and the aircraft is on display today. It is the only one of its kind in the world.

<http://airforcemuseum.ca/en/>

Pittsburgh Vintage Grand Prix



Frank Mount (above) Dave Good (right) David Holmes (below) flew the Canadian flag at the Pittsburgh Vintage Grand Prix, July 7-16 in Pittsburgh at Schenley Park. The race runs through the public park with 23 turns, straw bale chicanes, two lane roads, stone walls, bridges, telephone poles, curbs, well, you get the idea... Don't make a mistake! Well done, guys! *Photos by Kat Kurkov, filling in for Mike Matune.*





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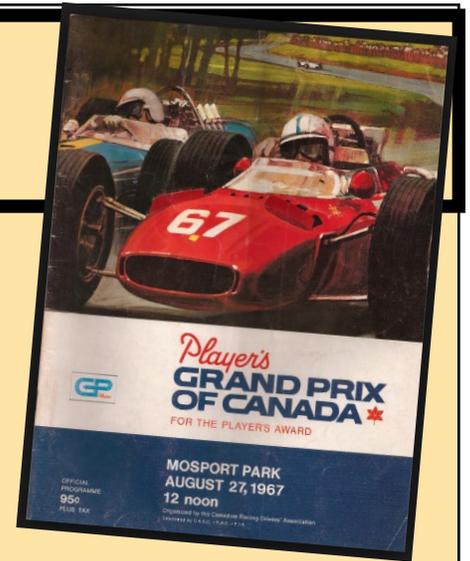
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MOSPORT PARK
AUGUST 27, 1967
12 noon

Organized by the Canadian Racing Drivers' Association
Sanctioned by C.A.S.C. • P.A.C. • F.I.A.

Celebrating 1967!

The Summer of Love was a social phenomenon that occurred during the summer of 1967. You remember, don't you? Longhaired hippies, tie-dyed t-shirts, the Grateful Dead, Jefferson Airplane, Jimi Hendrix, Big Brother and the Holding Company, Janis Joplin? Caftans and mini skirts, peace and love? Yeah, groovy, baby!



Canada was celebrating the 100th year of Confederation at Expo '67 in Montreal.. Babies born on July 1st 1967 were declared "Centennial Babies". (The first child born in Canada July 1 and officially declared Canada's Centennial baby was Pamela Anderson. Truly! Look it up!) And just as incredibly, Toronto won the Stanley Cup, yes, really...

Meanwhile on Toronto's then scruffy Yorkville Avenue the hippies were probably blissfully unaware that Canada was about to get its very first Formula One Grand Prix at Mosport. The track had hosted the Canadian GP for sports cars since 1961 but this was to be our very first F1 championship race.

Two Canadian drivers were entered, Al Pease and Eppie Wietzes, both top competitors in North America who knew Mosport intimately, wet or dry. But it turned out their local knowledge and wet weather skills on their home track were not going to overcome electrical problems.

The weather did not cooperate, unfortunately, and this was to play a large part in various drivers' misfortunes.

It poured on and off during the race, including a downpour during the parade lap in which Chris Amon (Ferrari, below) spun at slow speed before the race even began, almost taking out the BRM's of Stewart, Irwin and Spence.



(Canadian Motor Sports Hall of Fame photo)

Denis Jenkinson's report in Motor Sport magazine said "The flag fell a few minutes late and what must have been one of the slowest first laps ever took place, with the drivers driving as if on ice. Clark took the lead and must have been the only driver to see anything on that first lap."

Dan Gurney had warned Al Pease that the rented Eagle T1G's battery was only good for one start, and this turned out to be only too true. His mechanics had to push the car from the mock grid to the pits and change the battery, losing six laps.



Pease then turned in some good laps but then spun in the wet, as did many others. The car stalled, suffering another flat battery. Undaunted, Pease famously ran back to the pits for a new battery, carried it back to the car, fitted the battery himself and continued, drawing a "Good Show" sign from his pits! He was still running at the finish, albeit 43 laps down on the winner.

(Canadian Motor Sports Hall of Fame photos)



The other Canadian entrant, Eppie Wietzes, was to drive the back up team Lotus 49. *“During Thursday practice,” Weitzes said, “Jim Clark crashed in turn one and bent the car pretty severely. It took until Friday night to repair, so I didn't get to practice on Thursday or Friday.”*



(Canadian Motor Sports Hall of Fame photo)

Wietzes (above) had to wait as the Lotus team mechanics fiddled Clark's car before they turned their attention to his. In the end it was all for naught as both cars suffered ignition failure due to heavy rain.

“I managed to get up to 11th place before the car just quit, “ said Wietzes. “I pulled over and dried the ignition off and went on. Twenty laps later it cut again in front of the pits. The mechanics re-started me and I drove to the finish, but they called it a disqualification because I had been push started.”

Colin Chapman said, “We tested the cars in rain, but this is ridiculous!”

“Another Great Waterford Weekend”

says John Greenwood...

“This year was a very low turnout of racers as this year’s race announcement was not really on



Above: Dave Morgan with the chequered flag. Photo by Jim Kidd.

for sure until very late in the year. However it was the same great gang that worked very hard to ensure that the entrants had the usual great time at Waterford Hills. Lots of track time, three sessions for each race group for all three days, free hydro hookups in paddock stalls. Great parties finishing off with a huge BBQ steak dinner with barbequed farm fresh corn on the cob... and "all the 'fixings," beer and wine included! Yee Hah! Our gang of guys ran up front in majority of races, mixing it up with each other and whoever else wanted a taste of battle. We had only Sean Gibson representing the G70 gang and the absence of more VARAC cars in that group is a great pity as this is a really great weekend.

Ivan Samila was grinning all weekend as he kept finding more speed every session he ran...eventually gaining a huge two seconds from his past best time. In Small Bore class Dave Morgan (Mini Cooper) ran up front after "fast Nick" Pratt had troubles with broken half shaft woes, thereby letting Doug Elcomb secure second place with the Mini Marcos. I had entered the Lotus 7, however it was not to be as I just couldn't get it completed in time for the trip. The last minute gremlins won that one!"

Nick Pratt adds: “Next year is Waterford Hill's 60th anniversary and they are planning a BIG deal for the Vintage weekend, dates which are to be confirmed, but likely the last weekend in July. There will also be a fabulous entry fee for returning racers from past years, so let's try to get back to our heyday here when this event attracted 25+ VARAC members. Put a placeholder in your calendar now and stay tuned. More info as it becomes available!”

Repairs were the order of the day at Waterford!

In the bottom two photos, Sean and Colin Gibson did yeoman work to get the Alister McLean Sprite (right) into each session. Sean was also racing his Honda Civic, while his uncle Brian Atkinson was racing his Daimler.

Nick Pratt was busy, too. He managed to break three half shafts and thus spent considerable time under his car. He managed to get pole position and in the race he and Dave Morgan (Mini) ended up with fastest lap times just 1/1000th of a second apart until mechanical woes put and end to an exciting battle. Check Nick's video: <https://youtu.be/mQMLbg9HELA>



(Photo by Don Castle)



Photos by Salerazzi PLC

Photos from Waterford Hill Vintage Racing - Joel Hershoren, Don Castle photographer.

Top: I have a soft spot for Sunbeam Alpines and there were three on view at WHRR. (Now I happen to know there's a VARAC member who has not one but two Alpines with significant Canadian race history, let's get them back out on track where they belong!)

Middle, I suggested on the chat line that this might be a potential G70 car but it seems my sense of humour is not always understood....

Below: Waterford is a tight little course with no time to rest and you can't make mistakes. Big B*** is the key. (That's Big Bend BTW...)

Waterford is always a blast, with everyone intent on keeping racers happy. The snack bar people serve a great breakfast, though "biscuits and gravy" seems a little off as a breakfast treat. The Samilla's serve a pretty darn good burger and nice coffee, too. Thanks, guys. And you should see their massive truck. I saw Colleen in it and asked Ivan if she minded driving it. He said "No, it's hers..."



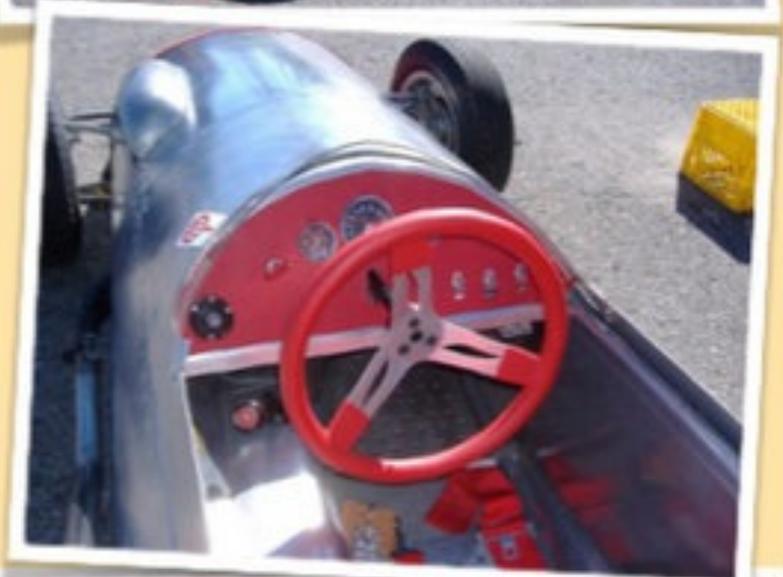


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1962 Lotus 22 for sale, older FIA papers. Freshened for Mosport round of Formula Junior World Tour 2017. Winner of both Saturday and Sunday races. 1 weekend on Britain West built 1098cc all steel engine. Head updated and seats installed January 2017 by Mark Balinski. 1 weekend on Dunlop L section tires. 6 weekends on new Koni Dampers. 5 speed Hewland Mk6 gearbox, with recent CWP. Spare set of Lotus Wobbly Web wheels with older Dunlop L section tires. Includes most of a full set of suspension spares including dampers. New uninstalled Peter Denty Roll Hoop included. Same ownership for the past 31 years, with numerous race wins and Monoposto Series Championships in that time. Spare Mk8 Hewland Gearbox fresh, tail mold and all parts for upright engine installation available by separate negotiation.

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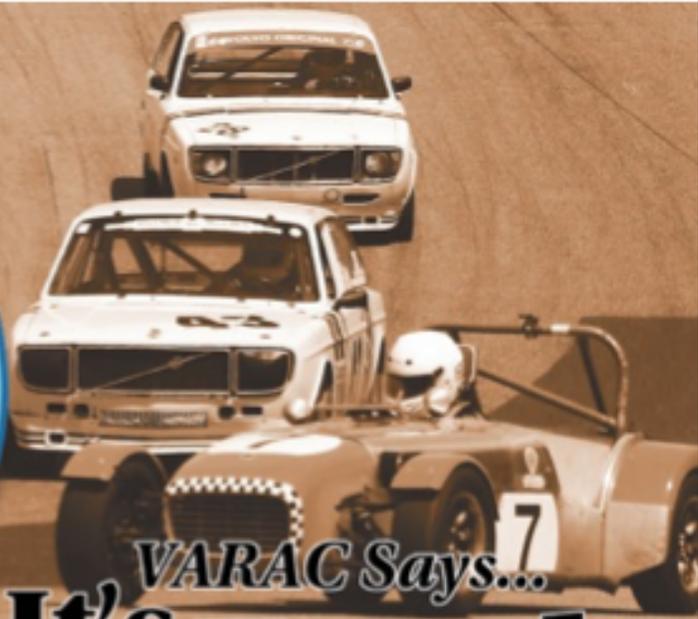


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