



# PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS - September, 2019 - JEREMY SALE



## Shannonville!

It's been a busy summer of racing so far, with the bonus of the 40th Anniversary one day event at Shannonville. This turned out to be more fun than it might have been, with the weather threatening to put a damper on things. It was really enjoyable, though you had to be on your toes; as there were only three (full) grids, your turn kept coming up rather quickly! Details on this, Waterford and more inside...



## Waterford!

# **WATERFORD HILLS ROAD RACING**

**ROAD RACING SINCE 1958**

This year Waterford celebrated its 60<sup>th</sup> year and the debut of its newly repaved 1.5 mile track. With lots of twists and turns as well as elevation changes the fastest cars can hit 120 mph on the back straight before heavy braking into a 90 degree turn. There's not much time to relax, you are working hard most of the time and it's always hot at Waterford! The track is suited better to smaller cars, perfect for Bugeyes and the like. One of the major attractions is that it's a very social weekend. The Canadians are always welcomed and this year we had good representation, snagging more than our fair share of trophies. The entry fee was \$295 US with the added lure of \$3.20 CDN for a litre for 110 leaded!

There were open practice sessions on Friday and that evening featured the traditional Fish Fry, or Haddock in the Paddock, as Nick Pratt calls it. This meal is held in the clubhouse. As you may know the track is on the property of a gun club so you hear guns going off quite frequently. So naturally nobody argues with the tech inspectors...

Saturday there were qualifying sessions and races and in the evening it was back to the clubhouse for free beer and socializing! The Canadians took a table close to the bar and were well-mostly behaved...the banquet featured chicken or steak and various trophies were awarded. Seems the VARAC people did rather well. Alister MacLean won a free entry for next year. Doug Elcomb won a lucrative 50/50 draw in aid of a senior dogs hospice and promptly put the money back in the pot, very generous. The speeches were mostly reasonably short and a good evening was had by all.

On Sunday the temperatures were high again and the racing was just as hot. Several VARAC drivers got to take the chequered flag around the track so we must be doing something right. Late in the day it got really warm and humid and in the end there was pretty much a monsoon with lightning and the whole bit...I'm guessing six inches of water on the mock grid! But by then most of us had had plenty of track time and were ready to quit.

It was a fun weekend with some good racing and even better socializing with the great VARAC gang. Gotta love Waterford! J.S.





## Waterford notes...

*Nick Pratt:* "Dave Morgan and I had a great dice in the morning race but getting by lapped traffic a bit less efficiently than Dave had me a good few car lengths back at the checkered flag. Our fastest laps were only 53/100s apart and Waterford isn't the easiest track to pass on if your cars are evenly matched."

*Nick and Dave had the announcer in fits as they ran nose to tail...*

*Nick:* "In the feature race I managed to get the jump on Dave at the start and stayed out in front until about the 6th lap with him hot on my tail. It had started to rain so I wasn't sure about the grip but it proved not be a factor."

*Dave Morgan:* "We ran nose to tail until mid race. At this point we started to encounter lapped traffic and light rain. My opportunity to get by arose when we came upon an Alpine and a Mini battling for position and running side by side. With no room to pass, Nick had to chose which car to slot behind. He choose the Alpine which left me to tuck-in behind the Mini. Unfortunately for Nick the Mini lane was quicker. In the blink of an eye I'm ahead of the Alpine and the boxed in Nick. The next corner I cleared the lapped Mini and go on for the win. Waterford was an enjoyable event made even better with the new track surface!"

*Nick:* "So Mr. Morgan won all three races but I was rewarded with the consolation prize in the feature by getting the fastest lap and my best lap ever at Waterford, a 1:21:3. Great fun. Until next year!" Nick Pratt.

(See Mini helps Mini at about the 9.30 sec mark...[Lapped traffic! Grrrr...!](#))

Waterford Photos Copyright Mark Windecker, thanks Mark!

## Waterford notes...



Above: J. Greenwood, Esq. pursued by Sunbeam Alpines.

Right: Doug Elcomb hustles his Dreossi with style.

Below: The Samsons, Fred and Randy, brought their Lotus Elan.



Waterford Photos Copyright Mark Windecker.





Above: Brian Atkinson's mighty Daimler.

Right: Sean Gibson and his Sprite were victorious.

Below: Gavin Ivory, Porsche 914-6 enjoyed his first Waterford experience.







Ivan Samila (above) rescued me when a thingie\* that apparently carries clutch fluid let go, causing me to think my engine had blown up in terminal fashion. A new line was found and Doug Elcomb found the right twiddley bits\* for each end in his parts box and I was back on track, below. I rewarded Ivan with a pair of Lotus socks I had received for renewing my Motor Sport subscription. Thanks Doug, thanks Ivan! *\*(Mechanical terms for stuff I don't understand.)*





In The Moodini....



Above left; Alister and Sarah MacLean were happy to win a free entry to next years event. Above right, Doug Elcomb won the 50/50 draw in aid of a seniors dog hospice; he very graciously put the money back in the pot. Below; just some of the Canadian contingent; left to right, Jeremy and Lindsay Sale, Charlene and Nick Pratt, Gavin Ivory, Sarah and Alister MacLean, Ivan and Colleen Samila. It was a fun evening at Waterford!  
*Thanks to Colleen Samila for the photos!*



## In The Moodini...



*"I have admired this car a number of times at Waterford and asked the owner, Tim Covert, for some details..." JS.*

The Moodini story began way back in 1962 when Dave Moothart's Lotus 23 was unfortunately punted off at Elkhart Lake by the Cobra of Ken Miles. The damaged car became the template for the Moodini. ("Moo" is from Moothart's last name, and "Dini" from the original Renault Gordini engine.)

The rear uprights and wheel hubs were cast from aluminium, the steering arms were fabricated from aluminium. The front wheel hubs and brake rotor design is very similar to what you might see on a contemporary race car. The suspension was later on redesigned on Ford's mainframe computer by Moothart's brother, Denny. Pretty advanced stuff for a 1965 home-built race car. The Moodini captured its first win at Waterford Hills in September of 1966.

The car has carried various power plants, from the original Renault to Alfa Romeo, Cosworth BD, Ford 2 litre and today's 137 HP 1600 cc cross-flow Formula Ford engine. In the 1970s the body style was changed from the Lotus 23 to the Bobsy SR-6. It has run in 86 SCCA National races and qualified for SCCA's National Championships five times.

*Tim Covert:* "I've been vintage racing for 22 years primarily with the Vintage Sports Car Drivers Association. My first race car was a 1960 Lotus Elite and I raced that for 15 years. I acquired my second and current race car from Paul Cowan when he retired from racing. The 1965 Moodini sports racer I raced for 7 years. For the last 12 years I have been a VSCDA driving instructor.





*Tim Covert:* “ I have raced at the following tracks: Road America, MidOhio, Mosport, Blackhawk, Grattan, GingerMan, Waterford Hills and Put In Bay. I have enjoyed building my engines, and have also created custom suspension pieces, including machining and welding, created structural safety components, as well as prepping and maintained the cars.”

You can see some video here from the 2018 Put-In-Bay Cup Race: [Moodini](#)



## Two VARAC guys walk into a bar...

After Waterford we stayed over on the Sunday night and decided to go to the Clarkston Union Bar & Kitchen. When we walked in the Indy car race was on the big screen at the end of the bar so I went over to see how James Hinchcliffe might be doing. A guy at the bar made a remark about the race and being in a chatty mood I struck up a conversation. He was obviously very into racing and the conversation rapidly became really interesting.

My wife was waiting at the table with Nick and Charlene Pratt and wasn't thrilled with my newfound buddy and our fascinating conversation, but I just couldn't tear myself away. I was hearing more racing names than I had heard in the previous year from this guy! He had been Jackie Stewart's mechanic. He helped build the Le Mans-

winning GT40s for Bruce McLaren and Chris Amon, he spent three years between 1967-'69 as Chris Amon's personal chief mechanic at Ferrari. Enzo himself gave him a special Ferrari watch... etc., etc. etc. Ok, I know what you're thinking but he's showing me the photos on his phone! Eventually I had to go back to our table, but I had a photo taken with my new friend, Roger Bailey, and later Googled him to find a guy who *really* ought to write a book.

From left to right; Jim Clark, Roger Bailey, Chris Amon. If you have a moment, check this out: [Roger Bailey](#)





# Please allow me to introduce myself...

Steve and  
Gord White...

"Our father hillclimbed his MGTC and took us to races at Harewood and then Mosport when it opened. We were hooked at that point, so our racing now is a bucket list thing. Better late than never!



Mark Weinlecker Photo



In the 1970's, we raced powerboats throughout Ontario, Quebec and the U.S.

In October 2013, Gord was on Ebay, saw an MGB vintage racecar and hit the "Buy it Now" button. We then had to drive to Denver, Colorado to pick it up. Our wives were not impressed, although they are onboard now and attend all of our races.

It took us until the 2015 season to get #214 rebuilt and on track, and it has been a learning experience ever since. We love VARAC; the competition is great but friendly, and everyone enjoys the social aspect when the racing is over."

*Steve and Gord White*

# Shannonville

40 years later...



*Photos by Evan Gamblin*

Feature winners from the top; John Hawkes, Robert Offley and Phil Wang.





# 40th Anniversary event...

Back in the late 1970s one of VARAC's founders, Jack Boxstrom, purchased Nelson International Raceway in Ontario. Jack renamed it Shannonville Motorsport Park. He later decided to put on a race for vintage cars and motorcycles in August of 1979. It was to be held with the cooperation of VARAC and the British Automobile Racing Club-Ontario Centre. Jack called on all his race friends in Canada and south of the border and managed to attract more than 50 competitors. Jack was honoured at this years 40th anniversary event with a Lifetime Membership to VARAC for his outstanding contribution to both our club and to vintage racing. Congratulations, and thank you, Jack.



The 40th Anniversary was a one day event, which was a bit different and although the weather didn't look at all promising we eventually had 22 Classic cars entered, plus 13 Formula Classic and 26 Vintage / Historic entrants. Somehow there was a different, more casual vibe to the whole weekend, with lots of socializing. The Classic feature race had Robert Offley, 1972 Porsche 911, Ian Crerar, 1989 Porsche 911, and Andrew Atkins, 1987 Ford Mustang in the first three places. The podium finishers in Formula Classic were winner Phil Wang, 1996 Caracel C, second Sid Nye, 1996 BRD and third Jeremy Steinhausen, 2001 BRD. The Vintage/Historic winner was John Hawkes, Merlyn Mk 6A, followed home by Ivan Samila, 1970 Lotus Series 4, and Jeremy Sale, 1962 Lotus Super Seven.

Nick Pratt, MG Midget, was praying for the clouds to open so he could use his new rain tires in the preliminary Vintage/Historic race. Darn it if his prayers weren't answered, he then gave a demonstration of the art of racing in the rain to finish first by almost 50 seconds over second place. I was sitting safely in the grandstand watching as Nick actually lapped some cars twice. It was definitely wet out there and, as there were several spins in this and other races, the conduct committee was not overly impressed; they later re-issued reminders of driver's responsibilities following spins and "offs". (See next page.) Safely sitting out the wet race in the grandstand I had a certain sympathy...

## VARAC Conduct Committee Reminder:

It's the Sunday after our 40<sup>th</sup> Festival Anniversary Races at Shannonville. I thought I'd take a moment to remind all racers of their requirements as they relate to conduct on and off the track. It seems some of our drivers have forgotten or not read the conduct procedures. Spins, four wheels off, contact with ANYTHING must be reported to the conduct committee. A spin is a spin. If you spin and stay on the track, or spin off the racing surface, it's a spin and the incident must be reported.

Failure to report an incident is an AUTOMATIC 13 month probation.

The Conduct Committee will not chase you. It is the drivers' responsibility to report an incident. Members of the Conduct Committee are drivers from Vintage Historic, Classic, and Formula Classic. If you have any questions with respect to conduct ask them. One is probably paddocked beside you. The five points below are from the VARAC Conduct Procedures. Please read them, remember them, and act accordingly.

1. A reportable incident is any on-track activity that results in 4 wheels off, a spin, contact with an object, or contact with one or more vehicles. Reportable off-track incidents may include occurrences of inappropriate behaviour or unsportsmanlike conduct.
2. All competitors involved in a reportable incident are required to report to the Event Conduct Committee Chair (EC) immediately following the completion of a session, or as soon as practicable thereafter. Failure to report an incident may result in an automatic 13 month probation and/or suspension depending on the nature of the incident.
3. The EC will determine if additional investigation is warranted, including contacting the Race Stewards to see if there is a Corner Workers Report or an investigation by the Race Stewards.
4. The EC may appoint one or more Committee Members to investigate the incident for VARAC, the intention being to have Vintage/Historic incidents investigated by Classic (G70+, G90) Members and Classic (G70+, G90) incidents investigated by Vintage/Historic Members.
5. Based on the investigation, the Committee Members will determine with the Committee Chair if further action is to be taken

The idea is to "play safe". You must give and be given racing room.

Brian Thomas, Chairman- Varac Conduct Committee



# Shannonville

40 years later...



Shannonville had everything, good grids, a little weather, and super creative goodies at Registration from Colleen Samila; "Rad Hoses" "Dip Sticks" "Serpentine Belts"... Yum! Thanks Colleen!





## Shannonville 40th Anniversary...



Clockwise from  
top; Ross Smith,  
1970 Hawke DL  
2A, Gary Allen,  
1974 MGB,  
Tammy Moore,  
Porsche 914/6.



*Photos by Evan Gamblin*





# Iconic Mini Celebrates 60 years...

If you are “of a certain age” it’s hard to believe that the then revolutionary Mini is celebrating 60 years as one of the worlds most recognizable cars.



Growing up in sixties London there were two cars all schoolboys lusted after; the Mini and, of course, the car Enzo Ferrari himself called “the most beautiful car ever made”, the E-Type Jaguar (below)...way out of our league and impossible to get insurance on anyway.

It was, however, just possible for some lucky fellows to scrape together enough to buy a Mini. The next step was to remove the bumpers and hub caps, put on stick-on number plates, install racing stripes and get a Peco exhaust. Oh yes, then get a pair of “driving shoes”. Voila! Le race car pilote! Le swinging sixties!

Happy 60th!



# Minis at Mosport...

Never being interested in getting autographs I did make an exception for the great Juan Manuel Fangio, seen here at the Player's 200 in 1962 with Roger Ward, left, Ian Paterson of BMC, and Pedro Rodriguez.

Yes, Fangio raced a Mini and at Mosport, too...

Innes Ireland lined up on the grid going the other way. He later rolled his car at Moss Turn but continued on, waving through the shattered windscreen.

This car was later purchased by Ted Powell, who raced it successfully for many years.





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Service Coast  
to Coast



# Pitt Race...

By John Hawkes

Photos Bill Stoler Photography

Ivan and Colleen Samila and I made it down to Pitt Race for the first of two Pittsburgh events this year.

This is an interesting track: as Beaver Run it had ten corners now with the additions it is 19 some of which are blind entries or exits leaving you to try and remember whether you can go out flat or be prepared for the next change of direction.

Tech covered by Tivvy Shenton was the normal thorough but efficient process that we find at VRG and we got lots of track time. Big grids, especially for the medium bore event. I think there were 53 of us in the Saturday race.

We got fed really well Saturday night and endless free cold beer which, given the temperature and humidity seemed to hit the spot.

A very nice array of cars for all classes, and kind of neat to see a Lotus 7 challenging the V8 boys for overall leadership.

Ivan and I both had our tech challenges.

Ivan with starter motor and me with battery, eliminating one of my qualifying runs

but we recovered to have a great couple of runs Saturday and Sunday. For those who haven't tried it, it's only a seven hour drive...





# 2019 Rolex Monterey Motorsports Reunion

August 15-18, 2019.

The annual Rolex Monterey Motorsports Reunion brings approximately 550 race cars together in one open paddock for everyone to enjoy. More than 1,000 entry applications are received, scrutinized and accepted based on the car's authenticity, race provenance and period correctness.

Canadians at the event this year included Lorne Leibel, Ontario, 1965 Cobra, John Fairclough, British Columbia, 1934 Aston Martin MkII Ulster and Cal Meeker, British Columbia, 1973 Lola T294.

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



# SVRA Brickyard Vintage Racing Invitational at Indy – August 1<sup>st</sup> to 4<sup>th</sup> Race Report

*By Paul Subject.*

The Stanmech Technologies Good Cars Only, Gabo Solutions #77 Formula Mazda Team had an outstanding weekend at the SVRA 2019 Brickyard Vintage Racing Invitational at Indianapolis Motor Speedway. We ran in Group 9 – all open wheel cars on slicks from 1972-2014, from early F2 cars to modern F1 cars, and everything in between. The weather was perfect for the entire race weekend, with a mix of both sunny & humid days, ranging from the upper 20's to the mid-30's Celsius.

We saw some amazing vintage race cars during this event, in particular this 1971 McLaren M8F caught our eye – an outstanding example of the extreme level of automotive race car engineering in the 70s.

## 1971 McLaren M8F





# SVRA Brickyard Vintage Racing Invitational...

Over the course of Wednesday, Thursday, Friday, Saturday and Sunday, we were on track a total of 10 times; 4 on-track practices during the Wednesday test day, followed by 2 practice sessions, two qualifying sessions, Race 1, and Race 2. Our race class included some outstanding vintage open wheel race cars:

## Group 9 – Formula Cars on Slicks

With our Mazda 13B rotary engine rated at 200 horsepower, once again, we were very much underpowered for our race group. We definitely had our work cut out for us at this very high-speed facility!!!

In our 1<sup>st</sup> practice session with our race group on the Thursday, we ended up being 5<sup>th</sup> fastest in our group and 1<sup>st</sup> in our class with a lap time of **1:33.105!!** A 2 second improvement – an awesome accomplishment! Our 2<sup>nd</sup> practice session was shortened due to a muffler failure, however, we managed to be 3<sup>rd</sup> fastest in our group during that session and 1<sup>st</sup> in our class with a lap time of **1:34.000**.

Friday started early, with our 1<sup>st</sup> shortened qualifying session – only 5 laps due to a damaged car stopped on the race course. We posted a fast lap time on sticker tires of **1:33.500** placing us in 9<sup>th</sup> position in our group and 2<sup>nd</sup> in our class. In between sessions, we decided to make some chassis adjustments to optimize our rear tire wear and to improve front grip and understeer. In our 2<sup>nd</sup> qualifying session, we posted a new personal best time of **1:32.917** placing us 10<sup>th</sup> on the grid and 2<sup>nd</sup> in our class!! Clearly our adjustments worked!

Race 1 started at 10 AM on Saturday. We gridded in 10<sup>th</sup> position and had a very good start at the drop of the green flag. We made up several positions on some very high powered cars that were braking early for corner 1. At one point, we were in 6<sup>th</sup> position. Late in the race we were overtaken by 2 of the cars that we had passed at the start to finish in 8<sup>th</sup> position, 3<sup>rd</sup> in class with a personal best lap time of **1:32.681!!**

# SVRA Brickyard Vintage Racing Invitational...



Race 2 started at 11:10 AM on Sunday. Because our finish on Saturday, we were gridded in the 8<sup>th</sup> position for the start of the race. Once again, we had a terrific start passing several cars at the turn into corner 1. At one point we are up to 5<sup>th</sup> position. Unfortunately, over the course of the race the higher powered cars that we had passed at corner 1 repassed us late in the race. We did finish race 2 in 8<sup>th</sup> place, 2<sup>nd</sup> in our class. Our best lap time was **1:33.628** – a little slower than our best time on Saturday, but very respectable given our tire wear.

Overall, an awesome race weekend and a terrific showing for the #77 Formula Mazda. A big thank you Bill Vallis of Vallis Motor Sport for his superb trackside support.

And a very big thank you to the SVRA for hosting such a great event!! And last, but certainly not least, we want to thank our long suffering family which allows us to continue to race.....*Cheers, Paul Subject*





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