



PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS November, 2022 - JEREMY SALE

Inside: AGM, Nov 27!

A great Goodwood Revival report from Nick Pratt! A PS and a demon Damon photo from the Samila's!

Frank Mount retires!

Brian Atkinson builds a Daimler SP250!

Peter Viccary's Photo Corner! All inside!





Late Braking News...

From John Hawkes

AGM NOVEMBER 27th 10:00 A.M. ON-LINE!

“As I write this I am in the UK where I took the opportunity to go to the Remembrance Day service in a 900 year old Cathedral in Wales. I don't often go to Church but the inspiring architecture and the marching bands lured me in and I sang God Save the King for the first time in my life. It felt strange.

The service was all about giving thanks for the life you have and for the service of others; in this case, the armed forces. It got me thinking about service and the rewards of providing it. Your board is essentially a service organization: for non-financial gain a bunch of amateur racers and board members endeavour to provide racing, rules, guidance for the experienced and new racer, and long term viability for the members.

The fact we have 12 or so board members means we reach decisions by consensus and debate by folks with experience across the classes and the demographic. It means it is a little slower than a commercial enterprise but it reaches more compromise solutions without one member swaying things their way.

This year, through the board and its subcommittees ,we have developed a conduct process that aims at repeated rather than one-off transgressions. We have run a successful VGP in challenging circumstances. We have continued to develop the one day low cost event format. We have promoted the club through events and some social media, we have continued to monitor and advise on car preparation and we have debated the old bugbear of newer cars running in in Vintage (or should we call it Historic) Racing...”

Continued on next page...

Late Braking News...

AGM NOTES...

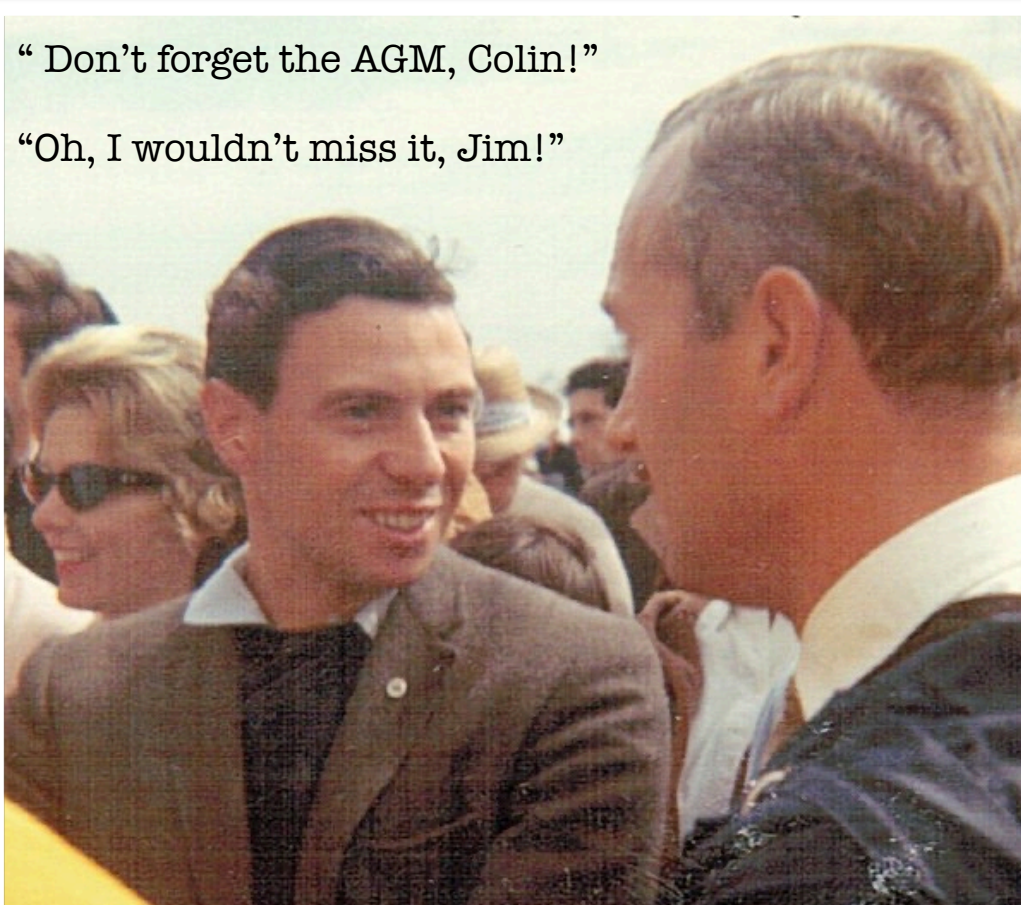
“The board and its members get a reward from doing this work well but also , like most of us, want to feel that their customers... that’s you .. appreciate their efforts. So please say thanks to your board members in person and on-line! And please, come out to vote on Sunday! Also, although I can’t ask each one of you in person, if there are issues you feel a burning interest in; put your hand up and offer assistance. Pit marshalling at VVGP, web site expertise, conduct committee support, any other issues. We’ll take it!

Look forward to seeing you on-line at the AGM,”

Yer ‘umble servant, John Hawkes.

“ Don’t forget the AGM, Colin!”

“Oh, I wouldn’t miss it, Jim!”



A Trip to Goodwood

Nick Pratt ticked an important item off his bucket list recently with a wonderful visit to the UK that included the Goodwood Revival, a visit to famed Brooklands race track and more. Knowing this may be on other VARAC members wish lists we asked Nick to tell us about it

Goodwood 2022

by Nick Pratt

“They say bad luck comes in threes. The first for me was an email from the head of Twynham Tours – the company I was booked with for a four-day Goodwood experience – advising that British Rail was going on strike, Saturday, Sept 17th. This was the day the tour group was to take the Belmond British Pullman from London’s Victoria Station to Chichester, the railway station for Goodwood. With no rail employees working, the Pullman had to be cancelled...

The second was of course the death of Queen Elizabeth II, upending countless events and schedules and lending a sombre air to leisure travel in general to England...



And last, but not least, as I participated in VARAC’s DRIVE Festival celebration at CTMP the day before our flight to London, Cheryl called to say that Joe Lightfoot had suffered a heart attack that morning and would be unable to accompany me...

Goodwood 2022 by Nick Pratt

The tour head Matt (shown with me at right) solved the first problem by convincing the Pullman brain trust to reschedule our train for Friday instead, the practice day for Goodwood drivers. Friday had been originally planned as a visit to the Brooklands Museum so Matt gave the attendees a choice for Saturday – go to the track with a roving grandstand ticket or stay back and visit the museum.

Needless to say, both Joe and I had opted for the track, thus giving us all three days at Goodwood so it was a win/win as it turned out.

Queen Elizabeth's passing prompted the cancelling of all major sports events in the UK the weekend prior to Goodwood and it would come to pass that her funeral arrangements meant restricting airspace over London on the 19th forcing some airlines to cancel or postpone flights. This

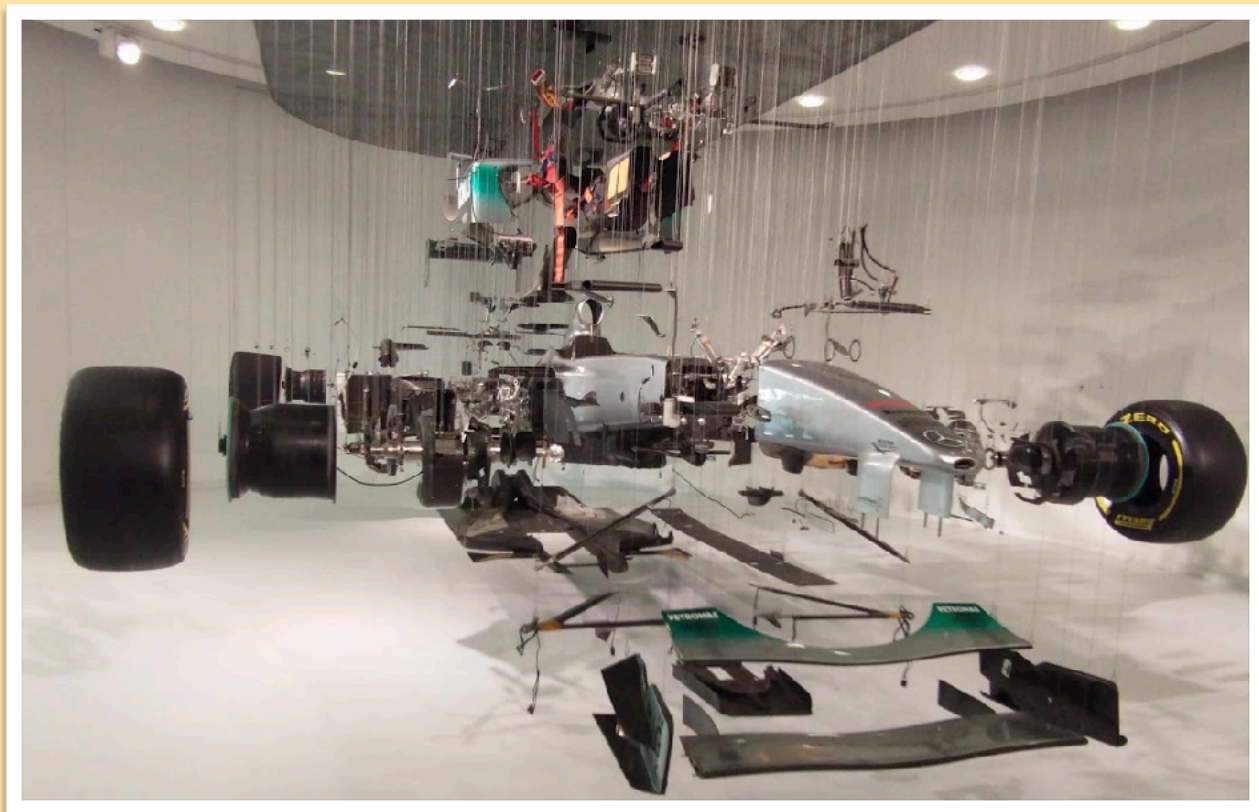
adversely affected some Americans on the tour who were flying out of London Monday morning. I was flying out of Gatwick in the afternoon so was fortunately not affected. One of the ironies of the Queen's death was that British Rail postponed their strike (unimaginable in any other circumstance) which meant Twynham Tours could have stayed on the original schedule after all.

Joe's heart issue was the worst of all this, as he couldn't join me and I felt just terrible for him and was obviously worried about his prognosis. On the flip side it was providence that he'd had the attack when he did versus on the way over or during the tour.

I arrived in England on Sept 12th to get over the jet lag of an overnight flight which gave me the opportunity to book a Driving Experience at Mercedes Benz World in Weybridge. The car was an AMG 63S, a twin turbo V8 that went like a rocket. I asked the instructor if we could spend most of the time on the handling track vs the skid pad or quasi drag strip. It was a thoroughly



enjoyable hour learning the (slightly damp) track and the car itself. The instructor mentioned that it was uncommon for them to get race drivers signing up for these , but to me it was a consolation prize for missing out on “the Doug Elcomb experience” of driving Goodwood itself! After the drive I checked out “Lewis Land” and got a look at the Silver Arrows as well as previous Mercedes F1 cars driven by Lewis and Valtteri. One of the most fascinating displays was an entire F1 car disassembled to its component parts and hung from wires (below)– an exploded view of the car but in real time.



In the afternoon I had a chance to tour the Brooklands Museum in advance of our tour thus getting everything originally offered plus the Friday practice. The Museum was an awesome place and deserved a day or two to do it justice. The highlight for me was climbing up a steep hill to the top of the banking and standing in the middle of the old bridge that straddled the track. Here the track was still in one piece in both directions (much of it has broken up or vanished) and I imagined what it must have been like for the men and women who raced here over a hundred years ago. It wasn't for the fainthearted – 17 drivers lost their lives while it was in operation. The other thing that struck me was the number and quality of female race drivers of the day.

So, to Goodwood. Friday morning, we departed the Brooklands Hotel in Weybridge before the crack of dawn for a coach ride into central London where the Pullman would depart for Chichester later that morning. There would be another coach at the other end to take us to the track itself.



All eleven cars of the Pullman were used during the golden age of steam and were reserved exclusively for dignitaries, nobility and English royalty – the opulence of the carriages, the service and fine dining were and are second to none. Our carriage was the Phoenix, so named because the original built in 1927 was consumed by fire in 1936 and rebuilt in 1952. It was a particular favourite of the aristocracy and the Queen Mother. We were in a four-person compartment. Two gentlemen from California, the older a Vintage racer and his son in law, and me with the seat beside me empty because Joe hadn't made the trip. It was first class treatment – we were served a sumptuous breakfast and pampered until the other end where we caught another coach to take us to the track.



On the subject of dress, it's a big deal at Goodwood. People are encouraged to dress in outfits from the 1940s to the 1960s. Military outfits are very popular including women wearing Land Girl dungarees. Other women were dressed to the nines and in hairstyles of the day. You see lots of vintage mechanics coveralls on both men and women. I was fortunate to have a single Nomex two-piece racing suit, (right) compliments of Jamie Shelton, who kindly loaned me the one worn by his dad. I topped it off with a British cap, white tennis shoes to simulate the bowling shoes I couldn't find, and Nomex socks.



I ended up in a sea of humanity at the entrance to the chicane on the outside of the track – it was overwhelming to say the least. I was trying to locate Colleen and Ivan Samila (right) who were “Glamping”. While I was there, one of the Jags practicing for the St Mary’s Trophy crashed into the barrier and brought out the red flag. Colleen and I were texting about where to meet but with the huge crowd and the lack of familiarity with the circuit, it took probably half an hour to hook up. Once we did Colleen provided me with a beautiful black armband emblazoned with the ER II symbol and a small Canadian flag as a sign of respect for the death of the Queen. I had several strangers comment on the armband throughout the weekend – thanks Colleen! She also gave me an extra paddock pass which allowed me a backstage look at what was going to be racing over the weekend. My first stop! Everywhere were mechanics, in period coveralls of course, tuning cars or engaged in other mechanical endeavours. It was a treat for the eyes to get up close and personal to some of these machines worth millions of pounds.



I spent the rest of Friday basically getting my bearings and learning the layout of the track and the best viewing places. The grandstand just before the chicane was a great spot to watch the drivers fling their cars through there, though by Sunday getting a seat was difficult unless you showed up quite early. I essentially stuck to this area, the front straight and the first turn into Madgwick, then it was time to get back to the bus for the train ride back to London.

They laid on a lavish three course meal with champagne, wine and beer on the train. All the food was just first rate. By the time we got back to our hotel it was after 10pm, a very long but memorable day.

On Saturday, we woke to a nippy morning and travelled by coach from Weybridge to the track. We arrived to glorious sunshine like Friday and as it would turn out, like Sunday. The whole weekend was A+ in the weather department – one couldn't have asked for better.

I'd discovered Friday that tractors towing covered carts would trundle around the outside of the track in a counter clockwise direction and stop at various points to pick up or offload passengers. A perfect way to get around as you can literally walk miles each day. They were supplemented by ancient Land Rovers where four people could sit in the back with one more in front with the driver. Great fun! The only drawback to this system is that the final stop is at Madgwick and then you have to walk all the way through the marketplace to pick up the start on the far side of the grandstand at Woodcote.

A tip from Doug Elcomb had me taking the tractor down the Lavant Straight to Lavant Corner, a really good place to watch, as from the grandstand you could see the cars coming out of St. Mary's, through the corner and onto the straight. Also, because it was the furthest point from the entrance there were a lot less people, with virtually no queues at the food trucks and beer concessions. For lunch I enjoyed a traditional Cornish pasty (from a vintage Commer van) that was as good as any I'd eaten in Cornwall, and I've been there a few times.

One of the most thrilling first laps Saturday was the start of the Barry Sheene Memorial Trophy race for motorcycles. Build dates ranged from 1929 to 1954 and these guys were flying! I shot a number of videos of race starts with my phone. Of course, all this can be streamed but there's something about being physically there and capturing it on your device that

can't be duplicated. All the starts to me were absolutely thrilling and I could feel the racing urge consume me – oh to be out on that track in Gidget!

The St. Mary's Trophy race is probably my favourite as it features the types of cars we race against – with perhaps the exception of Romain Dumas and Jimmie Johnson in the seven litre Ford Galaxies. Romain won the Saturday race driving that beast exceptionally well. For a time at the beginning Andrew Jordan, ex BTCC champion was in the hunt, lying third in the Cortina, but the superior horsepower of the Ford won out. The field was a who's who of F1, British Touring Car, NASCAR and other series as well as other recognizable names. Besides Romain, Andrew and Jimmie, a sampling included Jean-Eric Vergne, Matt Neal, David Brabham, Stoffel Vandoorne, Andy Priaulx, Alex Brundle, Gordon Shedden, Max Chilton, Derek Bell and Mr. Bean himself, Rowan Atkinson. Wow!

On Sunday our tour group was provided with passes to the Officers' Club & Mess to the right of the control tower and the start finish line. You were treated to a delicious late breakfast (this was after the huge buffet breakfast provided by our hotel!), a three-course lunch and unlimited wine, beer and spirits. We also had proper inside toilets and a long viewing stand outside. Everyone was super nice.

Dress for Sunday was more formal as men had to wear a tie, bowtie or cravat. I'd been scouring used clothing shops like Telize weeks prior to the trip and had found a pair of pleated, high waisted wool trousers which I had a tailor hem with French cuffs, a vest with watch chain, white shirt, old school tie and a brand-new Fedora, made by Stetson which I picked up for \$6! So, I hoped I'd achieved the 1950s gentleman look, (above)!





(Above left) Adrian Newley's E-Type, driven by his son Harrison and Jenson Button gives up the ghost on lap 16 of the RAC TT race...

Some memorable moments (there were so many!) included the Settrington Cup, (right) J40 pedal car race for wee gaffers along the front straight with a chicane thrown in. I believe the age limit is around ten years old and the kids are comprised of drivers' children and children of other parents born with a silver spoon their mouths! It's beyond cute and the crowd loved it. The podium for Sunday's race was two boys in first and second and a girl in third. Pre race interviews were hilarious.

Then it came time for Sunday's highlight race, the Royal Automobile Club TT Celebration with a mix of E-type and Lister Jags, Cobras, Corvettes, Porsches and a TVR. Prior to the start of the race the Duke of Richmond (formerly Lord March) who owns the track, made a lovely speech on the front straight in memory of Queen



Elizabeth II. While he spoke, images of the Queen throughout her life flashed up on the large screens around the track. A cannon fired to commence a minute of silence followed by a second cannon to end it. The whole thing was very moving and I felt privileged to be there and to be a part of history.

The cars pulled up to their grid spots with great fanfare as co-drivers Jenson Button and Harrison Newey were in the middle number two position in Adrian Newey's E-type Jag. Jenson was to start the race. Pole went to Bill Shepherd and Romain Dumas in a Cobra with Bill starting. There's no Qualifying at Goodwood, grid positions are determined by fastest practice time.

The Cobra got an awesome start but by St. Mary's Jenson was in front, taking off like a scalded cat and stretching his lead to almost 20 seconds by lap 15 when he turned the car over the Harrison Newey. Poor Harrison, he got barely one lap in as coming out of the chicane he lost drive (gearbox apparently) and had to pull over almost level with where I was standing! The quickest car was out of the race.

As the one-hour contest started drawing to a close there was a fierce battle between Dumas in the Cobra and Gordon Shedden – he of BTCC fame who was to race the following weekend in the series at Silverstone. With just a few minutes to go the Cobra pitted with mechanical issues and Shedden went on to win the race. Marino Franchitti finished second in a Cobra and a surprising third was NASCAR legend Jimmie Johnson in another Cobra. Fantastic stuff!

The other race of note was the all MGB Lavant Cup for cars built before that magic year of 1966. If you check out You Tube video the headline reads, "Utter Chaos"! The start was indeed chaotic with several cars damaged in a cloud of blue tire smoke to my right even before they got to Madgwick. That brought out a red flag and also meant the retirement of Rob Huff, favoured to win, who had an engine issue.

While they sorted things out I nipped into the Club to grab a pint and our tour head surreptitiously slipped me one of two RAC badges he had, which got me upstairs behind the pit wall to watch the restart. Golden!

When they set off again, cleanly this time, it turned into a battle between the next favoured driver, Mark Cole, and Ed Foster. Ed is a broadcaster by trade who usually interviews the winners at Goodwood. He's also an amateur racer, racing the MGB driven by his dad before him. The guy is 6' 7" – hard to believe he can even fit in the car. He'd also put the car on the number three spot on the grid which was evidently punching far above his weight but he got a terrible start when he couldn't find a gear...

But the restart was a different matter and he was quickly in second place. He was going hammer and tongs with Cole for most of the race but Cole was eking out a two second lead when suddenly his car abruptly slowed and Foster flashed by to stay in the lead for the final couple of laps. I don't think I've heard anyone quite so emotional at winning and the track announcers were beside themselves with accolades for him. Without a doubt the win of the weekend. And that was a wrap for Goodwood 2002. What a thrilling weekend and I highly recommend it to anyone from VARAC who can make it over there next year.

Let me close with the following experience I had at Gatwick while waiting for my flight on Monday. I was standing at a large Starbucks, packed to the gills as was the entire airport. It was extremely busy with thousands of passengers coming and going. Many people were gathered around large TVs watch Queen Elizabeth's funeral. Management had come over the public address system shortly before to announce there would be a two-minute silence at 11am. When the moment came, Starbucks had turned off its backlit signs and the employees, about ten of them were gathered in a line with heads bowed. The entire airport fell silent. You could have heard a pin drop and it stayed like that for two solid minutes which is a long time. I had shivers up my spine as we all stood there showing our respects for the fallen monarch. It was an historic watershed moment.” Nick Pratt.

PS. I used Twynham Tours and was happy with the experience. The link to their website is twynhamtours.co.uk. They do several tours related to motor racing, vintage aircraft/WWII events. The particular tour I was on was the four night Goodwood Revival (there's a three nighter as well).





Click on these pics for
Nick's quick shots of
the Goodwood
experience!



ALSO AT GOODWOOD 2022, Colleen and Ivan Samila!

“Finally after not travelling for a couple of years, the Samila’s headed back to England for the 2022 Goodwood Revival, a two week vacation with vintage racing smack dab in the middle. Once again we glamped on site - which tends to be a bit chilly and damp in the evenings, but after you are tucked into a real bed with an incredible duvet, you dream about the day of racing and smile as your alarm clock flies overhead, this being three amazing Spitfires that do loops around the sky above the glamping/camping area to get everyone ready for the day!

Glamping allows easy access to the track through the back gates and you can be enjoying your morning coffee track side before the crowds.



This year they had a tribute to Graham Hill where his extensive collection of cars were driven around track by various well known people, one in particular Damon Hill, Graham’s son lead the pack. Above is a photo taken by a fellow Goodwood Member, Tony Raine while in the March Enclosure – our hang out spot over the weekend which happens to be at the start finish line.”

PS. For all those VARAC members who have ever thought about going to Goodwood, please go ... you won’t regret a single moment there!”

Colleen Samila.

Register now and save big on the 2023 VARAC Vintage Grand Prix June 15-18, 2023

Canadian Tire Motorsport Park Grand Prix Track

Yes, [registration is OPEN](#) and you will save \$100 when you **sign up before the end of 2022.**

That's \$100 off the list price of \$775. Plus, your **card won't be charged until April 15, 2023.**

This one-of-a-kind event is bigger and better than ever for 2023. We cannot wait to welcome you!

What do you get for your entry fee? LOTS more this year!



- **Three days** of fabulous vintage racing on one of North America's best tracks
- **Two free crew** members included (that's double last year's allowance)
- **Social events** each evening, including a newly added BBQ and live rock'n'roll band on Thursday night; a banquet dinner and VARAC's house band, Fun Comes Fast, on Friday; and the famous paddock crawl and Mudmen band (presented by the Safety Team) on Saturday.
- Plus a test day, car shows and much, much more!

And for our American friends, the Canadian government has removed Covid border restrictions, so you are free to enter without completing the ArriveCan app. P.S. Did we mention that \$675 Canadian is about \$500 US? What a smoking deal!

DO NOT MISS THE EARLY BIRD CUTOFF!

[Register by December 31, 2022.](#)

If you have any questions, please get in touch! Peter Lambrinos,

VARAC VGP Director varacvgp@gmail.com

A NOTE FROM FRANK MOUNT

"The other day I got a call from Pit Signals editor Jeremy Sale, asking whether I had sold our race MGTC and MGTB. Yes, in fact I sold both our racing T cars this spring. I made the decision after tearing off my right rotator cuff muscle. Having done the same thing to the left one a couple of years ago it left me unable to steer the cars, (without power steering), adequately enough to safely race them!

The important thing to me is that both cars have gone to good homes and are continuing their racing careers. The TC has gone to MGB racer Scott Fohrman, in Colorado, for use with the Group 1 guys in the Chicago area. The supercharged TB Special has gone to Mark O'Day in New Hampshire, to continue racing in the Limerock area. Both have already seen several outings this summer.



Frank and Connie Mount

Since I am now retired from vintage racing, Jeremy asked me to briefly document the 65 years of my association with motor sports. It all started in 1957 when I was 18 and bought my first MGTC, which I developed into a race car. In those pre-Mosport days, we ran primarily at Harewood Acres and Green Acres, plus once a year at Watkins Glen. In 1961 I graduated from Ryerson Institute of Technology and had my first real job, so I bought a used racing MGA TwinCam which I raced at Mosport, Mt-Tremblant, Watkins Glen, etc. Then in 1966, in a fit of brain fade, I decided to put a Chevy V8 in it and make my own Cobra! This turned out to be very fast, but it was too scary, as it over powered the rest of the car, even with the TwinCam's 4 wheel disk brakes. At this point I gave up racing, built a house and started a family!

Frank Mount...

Left: "Then in 1966, in a fit of brain fade, I decided to put a Chevy V8 in it and make my own Cobra!"



Right: "The BEMC Tallyho Trial held on the newly acquired Mosport property, prior to the construction of the track in 1961".



Below: "Heading into the Gunnery Corner Chicane at Harewood Acres in 1960 minus some vital equipment...guess the roll bar wouldn't have been much help."





“In 1977 I started participating in cross country motorcycle competitions. This lasted until 1997, when Bob Grunau and I decided to build a couple of MGTC race cars from his lifelong collection of TC parts. Bob stopped after a couple of years, but I continued racing mine until 2021. We raced at Mosport and many tracks in the US.

In 2007 I bought a supercharged MGTB Special (above) out of England and raced it primarily in the New England area. I continued campaigning with both cars until my medical issues made it unwise to continue. Just for fun I have noted the tracks I have raced on: In the early years it was Harewood Acres, Ontario, Mt-Tremblant, Quebec, Waterford Hills, Michigan, Green Acres, Ontario, Dunkirk, Ohio, St. Eugene, Ontario, Watkins Glen, New York, Shannonville and Mosport, Ontario. Further afield we raced at some great tracks including Elkhart Lake, Gingerman, Indianapolis Raceway Park, Grattan, Pocono, Blackhawk Farms, Limerock, New Hampshire International Raceway, Virginia International Raceway, Summit Point, Hallet, Road Atlanta, Thompson and New Jersey Motorsports Park. In 2007 we even did a wonderful trip to New Zealand and the “Southern Festival of Speed”! Great times!

Throughout the years my wife Connie and I have thoroughly enjoyed the racing, particularly the social aspect of the events and we wouldn't have changed any aspect of the journey! *Frank Mount.*

How To Build A Race Car...



People often admire Brian Atkinson's lovely blue Daimler SP250 at the track. Only 2,654 examples of this unique car were built. It's the only one I have ever seen this side of the pond, and for sure, one of the only ones in vintage racing. I had a chat with Brian recently and asked if he would tell us about his unusual car. JS.

“Back in the mid 80's Ian Gibson and I started vintage racing. Ian built a TR4 and I built a Volvo P1800. Both cars were found just sitting in fields. I can't remember what we paid for them, if anything at all. Ian and I often lamented the fact we were driving different model cars. We thought if we were in the same model car, somehow it would be a lot more fun. Ian had a street SP250 back in the day and he raved about the little hemi V8. Keep in mind by this time we had two well sorted out, competitive race cars. But we managed to convince ourselves that we would be better off if we had Daimlers.

To say the supply of SP250's was "limited" would be a gross understatement. This was before the internet or kijji type stuff. I can't remember just how long it took but eventually four of them were secured for a price we could afford. Ian's car was more or less complete, needing race preparation, a thorough go through, engine rebuild and some paint.

My car, however, was a different story. Just a shell and frame, and very poor body condition...at right, the parts car.



“When I got the engine apart, I found the crankshaft was cracked at every main journal, and a broken main bearing cap. Well, if finding cars was tough, finding a crank at that time, was near impossible. What to do? I thought well, I'll just make a crank. How hard can that be?

A hunk of 4140, 36in long, 6in in diameter was found, I stuck it in the lathe and started whittling. But all the while I kept searching for a crank. I was looking through the newspaper one day and saw an ad from a guy who was looking for a Daimler engine. I called him up to find out why he needed one. Turns out he had a Daimler 250 Saloon. He had rebuilt the engine, just put water in it and yup, winter arrived with the water still in it and cracked the block and both heads. He said if he couldn't find an engine, he would have to re-power it with something else. I gave him my number and asked him to call if he went the re-power route. Thankfully, he did call me later and a deal was struck! I now had the much-needed crank.

The stock compression ratio was 8.2, not ideal for racing. No aftermarket race pistons were available for it and the cost of getting a set made (pre-CNC machines) was astronomical. Knowing the engine was designed by Ed Turner of Triumph motorcycle fame, some investigation was done, and we found that by decking the block .040 we could use Triumph Bonneville bike pistons. A cycle shop in California had a supply of them. So, for around \$8 US a piece, we bought 24 pistons rings and pins, what a deal. Now we each had new pistons and some spares, you know, just in case. They gave us a CR of 12.5. We did some head work and made the intake manifold fit the now "repositioned" heads. While we were at it, we made aluminum flywheels and steel main bearing caps.”

More work was needed to make them "go fast" but time and money was exhausted so we just stuck them together to get them on the track. Ian got his car out in 1991, mine wasn't ready till 1992.



“The camshaft was one of the major problems I decided to take on. Stock cams were torquer's, no overlap, they ran out of breath pretty early. No race cams were available, and the stock cam was so small in diameter that regrounding it with the masters the cam grinder had would not work. So, I thought, I'll "just" make one!

This time I had some help from Jim Gibson, father of Ian and Colin, a retired Rolls Royce Merlin technician, (he worked on the Lancaster restoration) and machinist extraordinaire. He did the initial cam blank out of a piece of 4140. I found a shop to do the machining for the oil pump drive gear. While all this was going on I made a "dummy" cam with movable cam lobes. I spent a "few" hours on the lathe with a degree wheel coming up with lobe profiles I thought would work. Once that was finished, I gave it to John at Canadian Chromeplating and Crankshaft Inc and he made masters from that for his cam grinding machine and then ground the cam blank. I found some Kawasaki valve springs that would fit to complete the job. Nothing to it!!

We raced the two Daimlers for a few years and had great fun, but times change, and Ian eventually decided he had enough and he sold his car to Ted Humphreys. Ted continued racing it for a number of years.

When I built my car I made it so I could drive it on the street. Really! I remove the cage, put the windshield back on, street tires, doors without numbers and "sort of" mufflers. So, when Ian left, I went back to oval track racing and drove the Daimler on the street.”

“When Ian left, I went back to oval track racing (right) and drove the Daimler on the street.”



“Fast forward a bunch of years. Colin's son, Sean, built a Civic, followed by Colin building one for himself, followed by Ian building one, too. Sooooo, in 2016 I brought the Daimler out of retirement to come out and "play" too.

Other than a machine shop boring the blocks for the new pistons, Canadian Chromeplating and Jim Gibson's work on the cam, Ian and I did everything else, right down to the paint. Just four plus years "labour of love", well for the most part anyway. Maybe a little gnashing of teeth!

Of all the work that I've done on this car, designing the cam is the most gratifying. Just hearing the lumpy idle and watching the tach climb to 7500 is just a joy for me to behold. Now, if I could only get it to go around Turn 8 as fast as that "Little Blue Midget!!!" Oh, I know what it needs...but, ah, mine stopped growing a long, long time ago!" *Brian Atkinson.*



Photo Corner

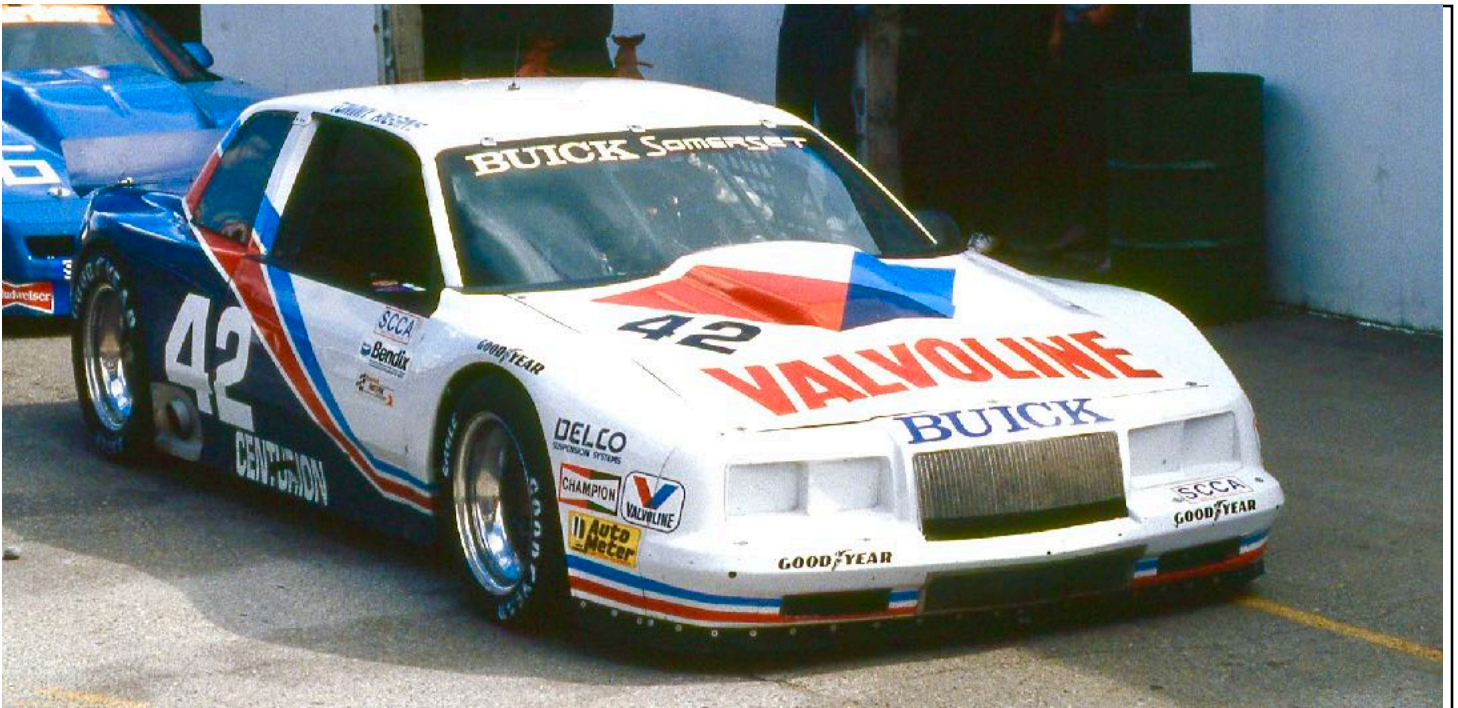
...with Peter Viccary



1986 BUDWEISER 650

On September 12-14, 1986, Mosport hosted a Trans-Am / Can-Am doubleheader; the Budweiser 650. The Bendix Trans-Am series was the headliner, featuring strong factory entries from Lincoln/Mercury, Jack Roush and Chevrolet, Protofab Racing. A total of 32 cars were entered. Roush's Pete Halsmer in a Merkur (above left) qualified 1st ahead of teammate Scott Pruett in a Capri and the three Protofab Camaros of Wally Dallenbach Jr., Greg Pickett & Jim Miller. Halsmer would only finish 7th in the 40 lap race, as Pruett won from Dallenbach, Pickett and Miller.

Peter Viccary was there to take the photos on the following pages...



Tommy Riggins, in the #42 Valvoline Buick Somerset (above) finished fifth. Riggins drove everything from NASCAR Busch Grand National races at Daytona, Talladega and Charlotte, he then made a switch to road racing in IMSA GTO, SCCA Trans-Am, NASCAR Winston Cup, ARCA with a 1987 GTO class win at Sebring, four IMSA GT wins, and two in Camel Lights and then won 2003 Grand-Am's Rolex Series GTS class Drivers' Championship. Below is the #7 car of Ludwig Heimrath Jr. He qualified 8th but retired after only 4 laps in his Heimrath Racing Porsche 944 Turbo. In 1979 and 1980 he won the Ontario Formula Ford Championship, then moved on to IMSA, Robert Bosch Super Vee Series, Le Mans, factory supported Porsches in Trans-Am an Indy car. His highest finish at the Indy 500 was 13th.



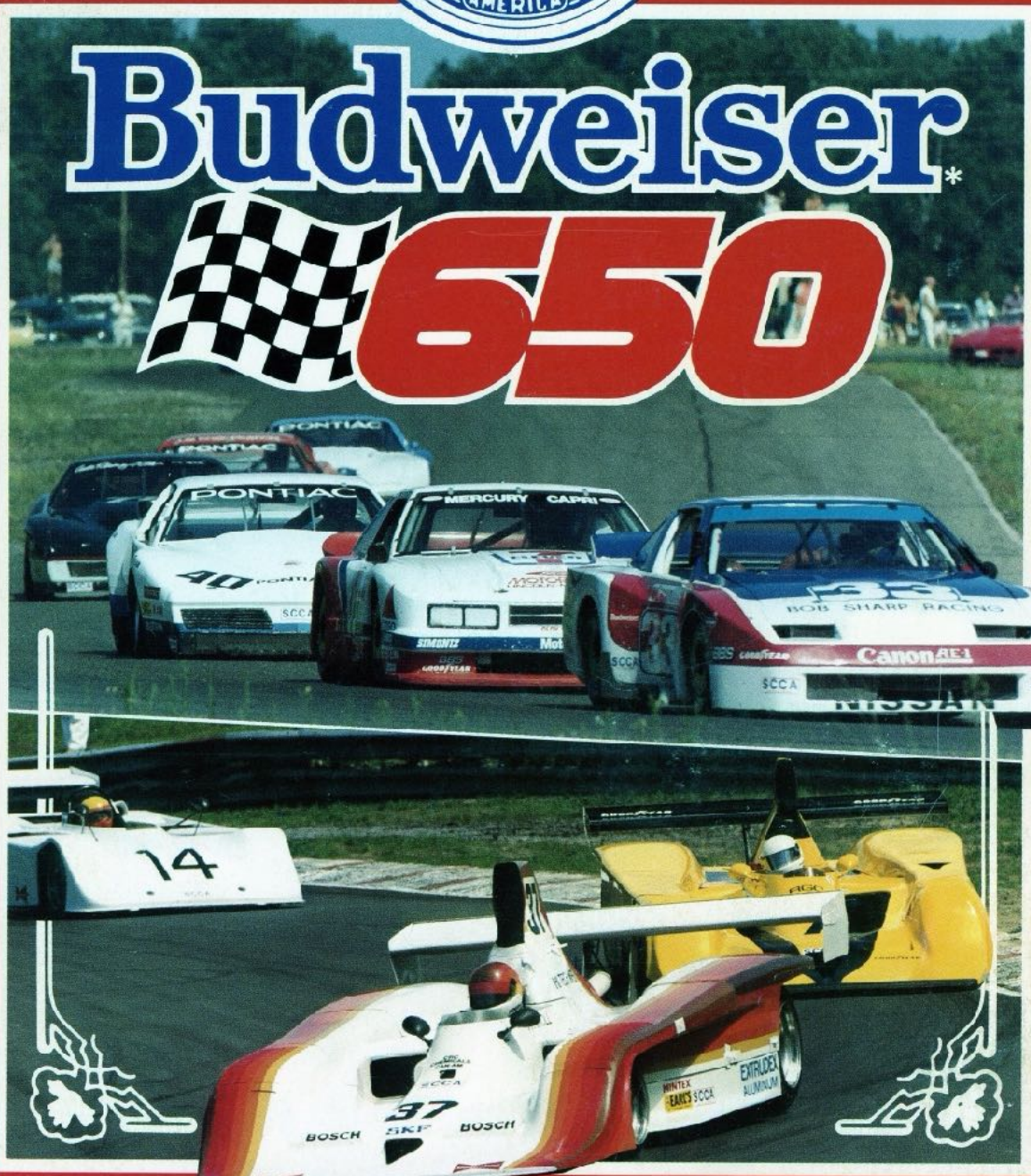


Above: Scott Pruett, Roush Racing Mercury Capri qualified second and finished 1st.
Below: Wally Dallenbach Jr., Protofab Camaro qualified 3rd and finished 2nd.





MOSPORT PARK • SEPT. 12, 13, 14, 1986



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MOSPORT COMPETITION MAGAZINE

VOLUME 12, ISSUE 7, SEPTEMBER 1986 \$3.00



Remco Brake

trans-am



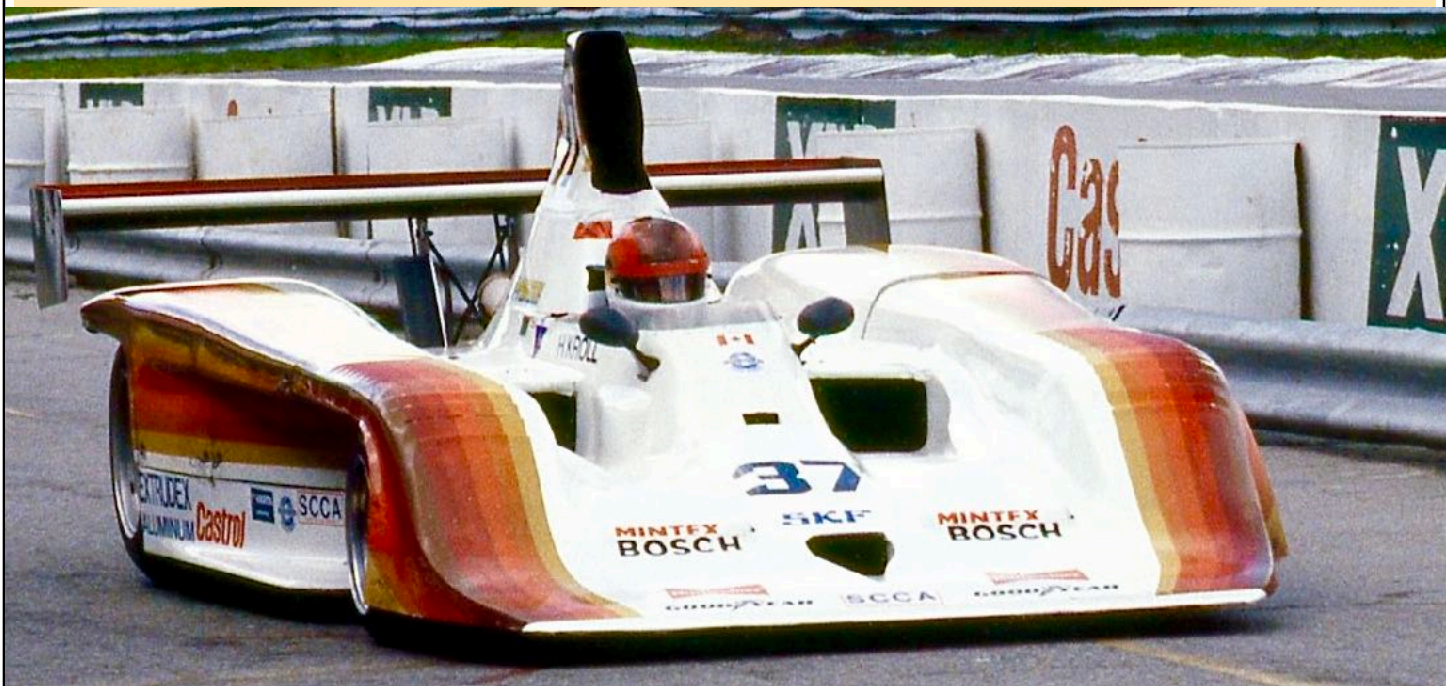
1986 Budweiser 650, September, 1986.

Peter Viccary: "This would be the last appearance of the Can-Am at Mosport. Only 16 cars participated, in a 30 lap race, which only lasted 40 minutes and 10 seconds. There was a gap of 27 ½ seconds in qualifying between the first and last cars. A S2000 car finished 6th overall. Can-Am left Mosport with barely a whimper, but the race was notable for one reason: the performance of a teenaged Paul Tracy. In a second Horst Kroll Racing entered Frissbee, Paul qualified on the pole and won the race. Certainly memorable, and a hint of things to come."

The original Can-Am series was initially dominated by Lola, followed by a period which became known as the "Bruce and Denny Show" when the works McLaren team dominated for five consecutive seasons (1967-1971) until the Porsche 917 was perfected and became almost unbeatable in 1972 and 1973. After Porsche's withdrawal, Shadow dominated the last season before Can-Am faded away to be replaced by F5000. the single-seater Formula 5000 series became the leading road-racing series in North America and many of the Can-Am drivers and teams continued to race there. Sadly, misplaced nostalgia for the dwindling Can-Am, along with a lack of support from the two sanctioning bodies, the Sports Car Club of America and the United States Auto Club, doomed the formula to be discarded. F5000's reign lasted for only two years, with a second generation of Can-Am following. This was a fundamentally different series based initially on converted F5000 cars with closed-wheel bodies. There was also a two-litre class based on Formula Two chassis. The second iteration of Can-Am faded away as IMSA and CART racing became more popular in the early 1980s but remained active until 1987.



Paul Tracy (above) in the Horst Kroll Racing entered Frissbee KR3. Tracy qualified and finished first. Kroll, below, qualified and finished second





A couple of interesting cars here: Above is Canadian Seann Burgess, Yorkshire Racing March RX 10B. Burgess had converted his Formula Atlantic March to meet the new Can-Am rules configuration, using replacement front and rear body sections of a McLaren M1B style bought from a Shelburne kayak and canoe builder, who had found a niche supplying fiberglass panels to privateers. A Mazda 13B rotary engine from an RX-4 station wagon cost \$100. The 13B was rebuilt and a four-barrel carburetor and intake system installed. The Mazda power plant delivered 240 horsepower, accompanied by a deafening exhaust note. Burgess finished in second place in the under-two-liter class and sixth place overall. Below is Bill Tempero in a Texas American Teams entered March 85C Chev. This was a converted Indycar, which the series organized hoped would be the foundation for a new generation of Can-Am.





CASC Canadian Tire Pro F2000

The start of the Canadian Tire F2000 race. Paul Tracy is on pole, Richard Spenard on the outside. Spenard won, with Tracy finishing second.





The Honda Michelin Challenge Series

Using showroom stock Honda Civics, this series began in 1975 and had a 17-year run with an estimated 400 racers competing during its tenure. The series was launched by Ralph Luciw, now a member of the Canadian Motorsport Hall of Fame. "I remember this particular race well, it was one of my first in the series; starting way at the back and getting lapped very shortly after by a bunch of door-banging maniacs. Scared me half to death, but I got over it! Vintage racing is much more my style!" *Jeremy Sale.*



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1967 LOTUS ELAN S3 RACER \$45,000

-VIN 45/6696. Lotus Twincam with twin Weber 45 DCOEs and dry sump (Titan 5-port and alloy sump with braided hoses for oil cooler and remote filter and tank). Lumenition ignition with rev limiter. Original Ford close ratio gearbox and 4.1 differential. Roll cage from Tony Thompson Racing (TTR) fabricated by Safety Devices in the UK. Original chassis reinforced 'à la 26R', no rust, no cracks. Rear halfshafts with CV joints and TTR solid billet hub shafts. Adjustable suspension (for camber) both front and rear. TTR front shock absorbers with adjustable perch and adjustable damping, with Eibach springs. Koni rear struts with adjustable perch and adjustable damping, with smaller Hyperco springs to fit wider wheels/tires. Kirkey racing seat (and one original seat for the passenger). One set of original wheels with 'transport' tires, and one set of mags with Hoosier tires. Supertrapp muffler with removable discs for sound control (i.e. 92 db for Calabogie and Tremblant). Five US gallons ATL fuel cell. Lifeline Zero 2000 remote fire extinguisher. Car plated for the road in Ontario; all the racing stuff is bolt-on and could be easily removed for conversion back to road trim; original wire loom still there although not currently used. Wooden dash and windshield are there and original door interior panels and windows are included with the sale. Car is in Ottawa, ON.

Claude Gagné lotusgagne@rogers.com 613-443-0998 (home)

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Price includes 16 foot tandem trailer, with equipment box, winch, electric brakes, spent \$2,000.00 last year for new brakes, bearings, wiring, hubs, etc. For more details please contact me. Dan Di Cesar. Cell/text 514-754-2643 e-mail cesarracingteam@gmail.com



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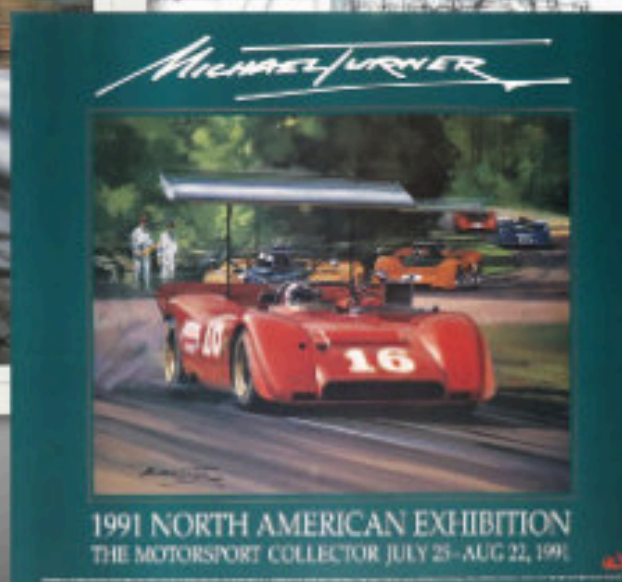
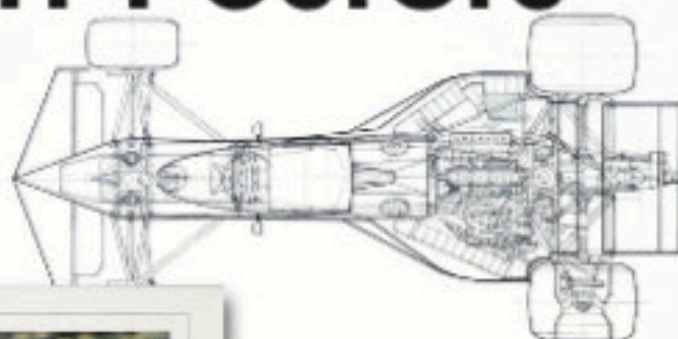
1970 Lotus Elan Roadster Right Hand Drive Parts for Sale!

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