

SPORTS CAR

ROAD RACING

IN WESTERN CANADA



TOM JOHNSTON

Deane Skoda Special

Dr. Gordon Deane, an Edmonton dentist, built a Canada Class/Formula Junior special in the early 1960s. The car's first race appearance was in 1962, and it continued to race for several years. This was one of the first rear-engined specials to appear in Western Canada. I don't know much about the technical details of the car, except that it had a Skoda motor. One interesting feature was the use of twin side-mounted radiators, well before they became popular with "real" car constructors in the 1970s.

To me the car was somewhat less than beautiful—however, all specials are beautiful in the eyes of their creators.

Im Buch „Road Racing“ von Tom Johnston werden drei tschechoslowakische Fahrzeuge, die an Rundkursrennen in Kanada teilgenommen haben, dokumentiert

Es ist Tudor S 1102 SP, der eben die Sammlung CABRIO GALLERY bereichert hat (Bilder weiter unten)

Skoda 100+, Monoposto, den Dr. Gordon Deane aus Edmonton bewegte

und Dr. Seal's Tatrapiplan/Chevrolet

...es ist aber anzunehmen, dass es noch weitere Umbauten dieser Marken in Kanada gab...



ŠKODA S 1102 SP, British Columbia, Ca



Skoda Special, #30, on the starting grid, I'm in car #4. Davidson, 1964

Tom Johnston collection

Seal Tatra Chevrolet

In the latter years of Abbotsford racing, a young Mike Seal constructed his second special, based on a Tatrapian sedan. Tatrapian was a Czechoslovakian four-door sedan with a rear mounted, air-cooled, boxer two-litre, four-cylinder motor.

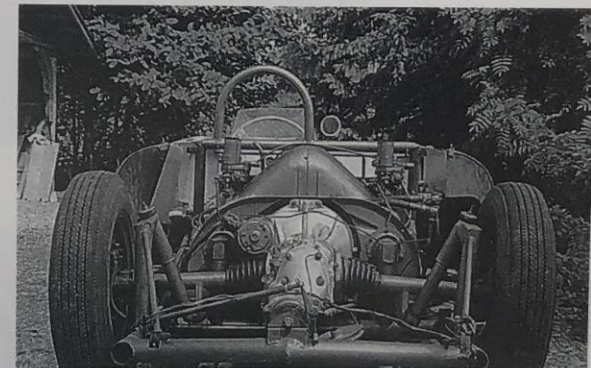
The special was originally a design inspired by the Porsche RS Spyder. The chassis was a ladder type, of large-diameter steel tube. The Tatra swing rear axles and double leaf-spring suspension system were used, as were the Tatra brakes. The Tatra two-litre boxer motor was reversed from its original arrangement (that is, with engine in front of the gearbox, as in the RS). The body was an English Mistral fibreglass unit. The car had serious cooling problems, which were never solved. Eventually the Tatra engine was replaced with a Chevrolet V8 as a solution to the cooling problems. The car was raced fairly extensively and was quite reliable once initial development was completed.

When Dr. Seal went on to postgraduate studies, the car was converted to road use and fitted with a hard top with gull-wing doors.

Eventually it fell into the hands of a collector who decided to race it in vintage events, but first he converted the car to modern disc brakes (the original drum brakes were never all that wonderful). When he turned up for the first race he was told that he would have to return the car to its original, historically correct brakes, so he had to source new old parts and switch it back.



Tatra Chevrolet, Westwood, 1960,
Jeff Mott, driver



The car with original
Tatra engine

*courtesy of
Michael Seal*



