



Vintage Racing Club of British Columbia

Vantage – February 2004

2003 VRCBC Executive

		Phone	Facsimile	e-mail
President	Dave Williams	604.524.4108	273.5624	David@iat-yvr.com
Past President	Mike Tate	604.538.8553	538.8561	mtate@shaw.ca
Vice President	Evan Williams	604.531.4806	531.4806	ewilliams@dwg.com
Race Director	Mike Tate	604.531.8553	538.8561	mtrate@shaw.ca
Secretary	Andrew Taylor	604.534.1983		
Treasurer	Ivan Lessner	604.538.2713	538.4517	a3b66614@telus.net

MONTHLY MEETINGS

Monthly meetings of the Vintage Racing Club of British Columbia are held on the second Tuesday of each month (except December): 7:00 pm for social; business to start at 8:00 pm. Meeting place is Cruisers Pit Stop Diner 21671 Fraser Hwy, 1.5 km east of Langley.

ANNUAL DUES

Single Membership \$50.00; Family Membership \$60.00
The Membership Coordinator, Ivan Lessner, is accepting applications for 2004.

PURPOSE OF THE CLUB

"The purpose of the Club is to restore, race and exchange information concerning vintage sports and racing automobiles. The Club was established in 1976 by a group of Vancouver based friends as a means of sharing with others their enthusiasm for racing and appreciation of the incredible vintage racing machines of bygone days. The Vintage Racing Club supports the philosophy of racing competition that encourages participation, sportsmanship and display of the vehicle in its natural state.....on the track. There are no prizes or trophies, merely the great enjoyment of a well prepared vintage racing machine at speed."

NEWSLETTER

The VANTAGE is made available to all members of the Vintage Racing Club of British Columbia via the Club's Web site.

Cut off date for articles, paid advertisements and Marketplace for the next issue is the 15th. Of the month.

MAILING ADDRESS

16730 Northview Crescent, Surrey, BC V3S 0A8

The 2004 Historic Motor Races will feature



XK 120 Letting it hang out in the 1951 Grouse Mountain Hill Climb – Photo supplied by T Johnston.

ANNUAL GENERAL MEETING FEB 10

Cruisers in Langley, Come early, support your club.

Time once again to thank the executive for their efforts in 2003. Hopefully they are still committed to assisting the club in 2004 and beyond. The VRCBC always looks forward to members stepping up and helping out with the clubs activities. Don't be shy – VOLUNTEER- We're not the Army.



THREE'S A CROWD at the Westwood hairpin, as these drivers found during the last Westwood meet. Rod Hamilton is on the left in his Thomas Motors Spitfire, flanked by Pete Jadot (centre) and Don Bennie, in Datsuns. Photo by Dave Rocksborough-Smith.

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Rivers Edge Vintage Series

This new Mission based series will only be successful if you the racer actively support it. You can almost run this whole series for the cost of running the Pacific Northwest Historic race. This series will give you 6 hours on the track, take up 4 Sundays and one Saturday starting in April finishing in October, will be low keyed with the emphasis on having fun on the track and in the pits.

An important item of note: The final race of the season will be free to participants who have scored points in all of the previous races.

Rivers Edge Vintage Series

DATE	EVENT	SCHEDULE	TRACK
April 4	CACC & WSC#1	Event Schedule	Mission Raceway Park
May 1-2	Historic Motor Races	Event Schedule	Mission Raceway Park
August 15	CACC & WSC#5	Event Schedule	Mission Raceway Park
October 17	CACC & Dash for Cash	Event Schedule	Mission Raceway Park

Revised Dates for **The Vintage Class** – the cut off will now be 1963 for the vintage class.

The Classic race group – this new race group that was approved for the 2004 season by the VRCBC membership will take some time to get up and running, hopefully we will see some of these cars this year beginning to enter our races. This is the first new addition since we allowed the 1970/79 Exhibition group (comprising non-production formula and sport racers) to run at our races. –

Classic Group:

1/1/70 to 31/12/74; for closed wheel documented and replica or reproduction race cars; shall include cars manufactured in 1975 for the 1975 model year of a continuing and unchanged series from 1974; a Historic Group car may be technically upgraded to the 1974 specifications but shall then be designated as a Classic Group car.

- **If prepared to SCCA requirements.** 1974 SCCA General Competition Rules apply (or actual prior year if desired; or, if a documented race car, returned to at least 1974 specifications if raced beyond 1974):
 - SCCA Production Category classes A to H. Make and model must have been classified by SCCA in 1974 or prior years and meet SCCA Production Car Specifications except changes and modifications permitted by the 1974 (or prior year) SCCA GCR's Appendix A and the current VRCBC Guide to Eligibility;
 - SCCA Sedan Category classes A to D based on engine size; if under 2000cc, make and model must have been recognized by FIA Appendix J GROUP 1 or 2; and, if over 2000cc, must have been recognized by SCCA.
- **If prepared to FIA requirements.** 1974 FIA Appendix J applies (or actual prior year if desired or, if a documented race car, returned to at least 1974 specifications if raced beyond 1974):
 - must meet specifications contained in FIA Recognition Papers for the specific participating make and model except changes and modifications permitted by 1974 FIA regulations and the current VRCBC Guide to Eligibility;
 - FIA GROUP 1 - Series Production Touring Cars
 - FIA GROUP 2 - Touring Cars
 - FIA GROUP 3 – Grand Touring Cars
 - FIA Special Sports Cars per FIA Appendix C

NOTES: In 1974 and prior years, SCCA classified Production Category cars were generally FIA GROUP 3 Grand Touring Cars.

Some potential drivers would be the Alberta Vintage group. Larry and Kelly Hampton – two Dodge Challengers, Richard Childs 74 BMW, Robert Longmore 240Z, Bill Carroll MGB, Paul Scott 1972 Mustang, Frank Winterlik 914 6 (from Vancouver).

EDITORIAL NOTES

I have volunteered to do a few more Vantages for 2004 so as to let the members have a monthly update on the happenings at VRCBC. I will not be doing this forever so if anyone wants to try their hand in putting together a monthly newsletter let your executive know. It's especially required before our big race weekend and certainly to address new additions to our race weekends like the new REVS series and the Classic Class. If you have anything you would like published in Vantage send it to me at roberthayes98@hotmail.com

A thought for the HMR Committee :

I have polled the local Canadian Motorsport Historians group for names and pictures of early B.C. Jaguar racers. You see one of the early pictures in this email. I guess that the most important of the early Jag racers was Jim Rattenbury who raced an XK120 then the only D Type here in the Pacific Northwest. I met Jim at the CMHG luncheon last year and he still gets around a bit. Maybe we could invite him out as Grand Marshal on Sunday , it would be great if we could Get a D Type to show up as a pace car (if it wouldn't race) I believe there are a couple in Seattle.

Other Jaguar racers who should be contacted and invited if they are still available (isn't that a nice way to word it) Rod Neville (raced an alloy bodied XK 120) and E type racers Bill Hawryluk, Stu Hollenary, John Razelle, and a Mr Gallar.

I may try and put together a B C racing Jaguar pictorial and history that could be used as a pit display (maybe with the Jag Club display) but would need some help from one of our members with excellent computer skills and printers to bring out the best in the pictures- email me to volunteer you skills and printer.

PLEASE note that the Club Membership fees are due, you can not vote at the AGM in February unless you pay your dues, so bring a cheque or cash with you, or mail it to VRCBC C/O Ivan Lessner

1164 Lee St

White Rock, Canada

V4B 4P4

\$50 single \$60 Family and for those members using US \$40 & \$50.

2004 SOVREN RACING SCHEDULE

DATE	EVENT	SCHEDULE	TRACK
April 16-17	Defrost Kickoff (Friday & Saturday *)	Event Schedule	Pacific Raceways
May 15-16	Spring Sprints *	Event Schedule	Pacific Raceways
July 2-3-4	Pacific Northwest Histories*	Event Schedule	Pacific Raceways
July 9-10-11	Portland Historic Races *	Event Schedule	Portland International Raceway
July 31-Aug 1	NW SCCA Regional-SOVREN Point Score*	Event Schedule	Bremerton
Sept 4-5-6	Columbia River Classic Road Race*	Event Schedule	Portland International Raceway
Sept 25-26	Fall Finale with Enduro*	Event Schedule	Pacific Raceways
Oct 9-10	Maryhill Loops Hill Climb*	Event Schedule	Maryhill Loops Road, Washington

(more to follow) * Count as points races in SOVREN overall season championship

For more information about SOVREN, contact:

Judy Buckingham, SOVREN
 PO Box 527
 Mercer Island, WA 98040
 206-232-4644
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SCCA NORTHWEST REGION SCHEDULE

April 4 Bremerton
 17/18 Portland
 24/25 Bremerton (Sovren)
 May 14/15/16 Portland
 30/31 Seattle
 June 11/13 Portland
 July 2-4 Portland
 July 31/Aug 1 Bremerton (Sovren)

Aug 14/15	Portland
Aug 21/22	Seattle
Sept 11/ 12	Portland
Oct 9/10	Portland

Western Canadian Motorsport Association Schedule

(Calgary – includes a Vintage grid)

May 30, July 4, Vintage on the Prairie weekend July 31/Aug 1, and Sept 5.

Other great Vintage weekends worth attending:

Sears Point Wine Festival June 5/6 Featuring – Jaguar
Mosport June 25-27 – 25th Varac Festival featuring Canadian built race cars (T. Johnston hopes to attend with one of his Sports racers)
Mont-Tremblant July 2-4 – Les Sommet des legends – featuring Historic F1 cars
Laguna Seca Monterey Pre- Historics Aug 6/8
Laguna Seca Monterey Historics Aug 13-15 Featuring - Ferrari

Other Vintage races on the West Coast that may attract your interest:

HMSA:

Laguna Seca Mar 20/21
Portland Historics July 9/10
Reno Sept 25/26
Thunderhill Oct 16/17
Laguna Seca Nov 22/23

CSRG :

Sears Point Feb 28
Sears Point Mar 26
Thunderhill May 7
Sears Point Oct 9
Thunderhill Oct 30/31

Historic Moment in Time

The Rare Datsun 2000 Lightweight



Pacific Northwest racer Jack Scoville wins Daytona in a Datsun 2000

Datsun 2000 was the final in a series of roadsters produced by Nissan starting in the fall of 1962. They originally had a 1500 cc motor which increased to 1600cc in 1965, it was in direct competition with the MGB & Triumph sports cars . With the advent of the faster TR 6 and MGC , Datsun offered the 2000cc roadsters in 1967 with 135 hp, later It was available with dual solex carbs producing 150hp.

By 1967 Datsun was actively helping out the local racers , mainly sponsoring Bob Sharp's racing team on the east coast and the Datsun Racing team of Duane Feuerhelm on the west coast. The Datsun 1600 of Bob Sharp did win its class at the National Championship in 1967 but overall they did not attain the championships that were hoped for in 1967 and 1968. In 1969 Peter Brock (of Carroll Shelby's Cobra race team) took over as the west coast racing team where they became famous as BRE over the next 5 years.

In 1967 the 2000 roaster was placed in C/production, where it was competitive but didn't win any national Championships. In 1969 it was dropped to D/production where it

dominated the class for the next 4 yrs. In 1969 the Roadsters took 1st thru 8th with only the factory Triumph in 3rd. In 1970 they took 4 out of the top 5 places plus the Canadian Championship. In 1971 and 1972 they took the championship as well as 5 of the top ten places. They continued to be competitive right thru the mid 80's last winning in 1984. The other development for 1969 was the production of a number of lightweight Datsun 2000. These cars are hard to document but used thinner gauge metal fenders, hoods, and trunks, as well as some other parts(they weighed about 1650lbs). Only about 10 of these cars were produced, 5 cars were shipped to Bob Sharp racing as salt damaged cars, BRE got 2 cars, Nissan Competition Director Dick Roberts raced one, Portland's Jack Scoville attained one (he won the 1969 SCCA Championship runoffs against the factory backed cars). These lightweight roadsters would win the championship for 4 years in a row.

The last Lightweight roadster came to Vancouver for the 1969 Shell Trans Canada rally, unfortunately the rally was cancelled and it was purchased by Peter Mitchell who won the Canadian road racing championship in 1970. This car raced locally for a number of years at Westwood till it became uncompetitive. In the early 80's Alan Murtagh restored the car to better than new and campaigned it in Vintage races here in the Pacific North West.



Peter Mitchell 1970 Canadian Championship winning Datsun lightweight 2000

By 1970 the Roadster was discontinued as the new 240Z was here, John Morton raced his D production BRE 2000 Roadster in C production at the beginning of the year so that when the Championship race was held in the fall he could run the new 240Z in C/production . He won the championship in the new 240Z that year due to the points garnered by the roadster. But the Factory had no more use for the discontinued Roadsters, focusing on the 240Z and the 510 which they raced successfully in the Trans Am series with BRE, winning the 1971 and 1972 championships.

BRE ROADSTER SPECIFICATIONS

Engine	1986cc, SOHC U20 engine (0.040 overbore). Compression ratio 12.8:1 (up from 9.5:1). Series 77 main bearings and rods. Crankshaft and con rods lightened, shot peened and balanced with pistons. Head and intake manifold ported, polished and cc'd. Valves lightened, reshaped and polished. BRE aluminum flywheel.
Pistons	Venolia forged domed.
Camshaft	BRE 02, adjustable timing, (manufactured by Iskenderian to BRE spec.) Oil spray bar fitted, lubricating the cam followers.
Exhaust	Custom built 1 1/2" diameter equal length headers, dumping into 3" collector, exiting ahead of the drivers' side rear wheel.
Output	1969 figures (BRE) - Hitachi/SU: 175-180hp - Mikuni/Solex: 185-195hp
Redline	8,000rpm
Other engine features	Datsun competition 7 qt oil pan, BRE remote oil unit, filter in right fender. Stewart-Warner oil cooler - early oil cooler position was behind the grille, this moved to behind the right headlight opening. This was later moved to below the front apron following the design of the COOL SPOOK™. Datsun competition low drag alternator.
Electrics	Lightweight British aircraft battery
Cooling system	Competition 3" wide radiator
Clutch	200mm metallic/asbestos clutch disk, matched to heavy duty pressure plate. BRE also used a lightweight plastic clutch scatter-shield known as the "Sugar Daddy".
Transmission	Datsun close ratio 5 Speed
Differential	Detroit Locker - 5.13 or 4.62 LSD
Brakes: Front	Stock calipers - Ferodo DS11 pads
Brakes: Rear	Stock 13/16" pistons - Datsun Competition 'Green Stuff' linings
Springs: Front	BRE Yellows
Springs: Rear	BRE Squirrellies, a Mac Tilton design (BRE crew member), manufactured by Hollywood Spring & Coil. (BRE offered these to other Datsun Roadster race teams on the West Coast).
Shocks	Front: Koni adjustable, BRE part No. 2351460 Rear: Koni adjustable, BRE part No. 2351461
Swaybar: Front	BRE 1" non-adjustable
Swaybar: Rear	None
Wheels	Four spoke American Racing 'Le Mans' wheels, designed by Pete Brock - Frank Monise's car featured split rim Cragar wheels in early 1969, and for a short spell ran American Racing 'Libre' wheels.
Bodywork	BRE SPOOK™ - the original SPOOK™ was not a bolt on item - fenders and the front apron had to be extended before fitment - early SPOOK™ cooled the brakes only - later COOL SPOOK™ incorporated an oil cooler air duct.
Interior	Custom made dash, Stewart-Warner dials, custom made windshield (also made available for sale to other race drivers). Full cage built into the tub and incorporating roll bar.
Other	Spark plug holder in the engine compartment, external fuel gauge positioned in the fuel filler opening.

“The Sun Also Rises.”
An open letter to the membership of the VRCBC.

29th January 2004

Surrey. B.C.

Dear Fellow Members of the VRCBC,

It's almost February now and after some four years plus on the Executive of our club variously as PR person, Chairman of the HMR, Race Director, MC and host of the Annual Gala, HMR broadcaster, President and Past-President my era of influence and persuasion is coming to an end. This doesn't mean to say that I won't be a hard working ordinary member of the club, but it assuages an intention to spend more time concentrating on my new advertising and printing business in Surrey. So if any of you need any, dare I say it, brilliant advertising, communications or printing you know where to come; thus the commercial endeth. My swan song has also been the great pleasure of producing another poster, “The Year of the Cat” for Ian Wood the Chairman of the HMR which I hope you will all enjoy and may be able to raise us some money for that all important race meeting and the REVS Series.

The REVS Series, a *love child* and great concept of Gunter Pichler and Evan Williams, will be a wonderful addition to our annual motor racing activities and the magnificent cup so generously provided by Ian Wood and his great company I.W.E. will be a much sought after trophy by club members. I must admit I wish I still had a race car as I would give it my whole hearted involvement and support as a driver and I seriously ask you to do the same. After all, it is homegrown Canadian racing at par! It may seem a lot of hard work to go out for qualifying practice and a race, but those additional vintage racing weekends will solidify the “engine room” of the club, namely the drivers, mechanics and paddock family participants and make us a more cohesive group of people. I have experienced and enjoyed many personal and business relationships that were forged in places like Portland, Seattle and Mission through the VECBC. This fact is perhaps the single most important thing I have gained from the club other than good advice on how to respect my fellow racers on the track and stay alive at speed.

And so to the glorious extension of our club to 1974 with our new “Classic Class” of motor racing vehicles. For me this is the end of four years of commitment and gentle persuasion to bring the club forward in time. At first in a strident manner and latterly in a gentler and perhaps more intelligent way. Evan Williams, Ian Wood, Hugh Archer, Ivan Lessner and our President Dave Williams, may not always agree with each other about our extended direction, but as members of your Executive they do agree on one thing; the membership has spoken and they will work hard to carry out the wishes of the membership. On the Executive, no matter what our glamorous titles may be, we are here *to serve the membership* even though at times we may attempt to persuade them, which is only the right thing to do, nothing more. When the membership speaks we must listen and carry their ideas forward with vigor, I know your Executive will continue to do this as they care more than anything about ‘your’ club. As we wrestle with matters of homologation, mechanical correctness and the vagaries of racing bodywork, please be patient and tolerant with each other as “Rome wasn't built in a day”. You can easily

destroy many years of good work by ill chosen words in the bar, at Cruiser's or simply in your own homes with colleagues and friends. Of course, you will always be entitled to your opinions whatever *your* ideal cut off date might be, but please be generous in your words and let us not malign what our membership has shown its intentions to be.

Heavens to Betsy it's only four short years and although much happened in the racing scene during that period we will endeavour not marginalize race cars and we will look at any thing possible to make sure that similar racing lines, apexes and performances are all mollified for safe and enjoyable racing. Remember winning is not the purpose but rather the pleasure and thrill of participation.

The Classic Class and the REVS Series, in fact the club as a whole, needs your continued support because you have to be, with your history, knowledge, care and experience the *core group* of what I feel will be a much larger club in the future with a greater influence in motor racing in British Columbia as the love of old racing automobiles continues to grow. If you continue to be involved you will prevent your clubs unbridled growth and you will control and preserve the very nature of the club you gave birth to. I have already received, as have other members of the Executive, much interest in our Classic Series of racing cars. In fact, one town in the interior of BC is even considering fielding a team; now wouldn't that be fun? If this became common practice, not only would we have individual competition, but also regional competition too. In Europe years ago this was very common. Team Georges Marquet would represent Belgium, Ecurrie Ecosse, Scotland and so on.

Despite all that I hear about generation 'X' being tied to computers and their smaller nuclear sized families, SUV's and reality television I truly believe that in the long term an interest in vintage historic and classic motor racing will continue to grow. For my part I am glad to have served you all and I will continue to be an ordinary active member helping wherever I can, I am pledged to support the new President whomsoever he or she may be. I am currently saving every spare penny as I believe I will be included for a third year in the press corps for Monterey and Pebble Beach, so look out for articles and photographs bearing that famous 'four letter word' that comprises my name. Ferrari here I come!

Over the years some of us have disagreed about this and that, but I hope that by and large we have done it in a manner that allows for us to alter our opinions without loss of face and grow together to the future. This year *the sun will set* on the date of 1969 but remember '*the sun also rises*'. It's all up to you and the care and involvement you give to the VRCBC.

I wish you all a wonderful and safe 2004 vintage motor racing season. See you at the races.

Respectfully yours,

Mike Tate. Past-President. VRCBC.

VINTAGE RACING CLUB of B.C. General Meeting Minutes

January 13th, 2004 at Cruisers Restaurant, Langley.

The meeting was called to order at 20.00 hrs by President Dave Williams.

The minutes of the November meeting were accepted as presented. Proposed by Evan Williams, seconded by Bob Barg. Unanimous.

Race Directors Report. Mike Tate presented the Spirit of Seattle Award to Hugh Archer. Hugh recalled his trials and tribulations at the PNWH event at SIR where a Formula A ripped off the front corner of his FF. With the help of the racing community, Hugh managed to repaired the car and continue racing. A great effort. Mike continued on with a report on the Gala night. Essentially, a fabulous night of music and awards that cost the Club a net zero.

Treasurers Report. Presented by Ivan Lessner. Total Funds in the club's accounts is \$34,561.86. There are no outstanding cheques. Ivan noted that membership fees are now outstanding.

Old Business. Ian Wood is working on HMR. Ian announced that the event will be staged on May 1st and 2nd. This is a departure from previous years where the event had always been on the last weekend in May. Ian related the circumstances of the changed and hoped that it would result in a change in the weather too.

The REVS series planning is going ahead. Dates are April 4th, May 1st and 2nd, August 15th. & October 17th. The principal award will be the I.W.E. cup for overall points leader at seasons end. An important item of note: The final race of the season will be free to participants who have scored points in all of the previous races.

Old Business. The Classic Class has been announced for production based cars from 1970 to 1974. Members who wish to enter in the Classic Class, should write to the Race Director for a confirmation that their car is eligible.

New Business. Ian Wood reported that META is seriously short of members and without them we cannot run races. Ian suggested that the Club fund an advertisement in Western Driver for new META members. Additionally that the Club sponsor coloured jackets for the META members. This was all unanimously approved by the members. Ian agreed to talk to the Yeos regarding this.

Evan noted that new SA2000 helmets are available from Lordco and from Mopac at sub \$200 prices.

Swap & Shop.

Bob Barge has a single axle car trailer for sale 650.00. Lots of Datsun 510 parts also for sale. 1972 Datsun 510 race ready \$3,800.00 Call Bob at 604-942-6685.

Dave Truman is looking for Formula One wheels for a 1963 - 65 Sirocco six stud, 4"BC

John Picard wants Mazda Mag wheels (1979) 13 inch, Cosmic look-a-likes 604-467-1405

Ian Wood wants Hewland FT200 high ratio gears 604-433-4717

Alan Donaldson has all of his safety gear for sale at a reasonable price 604-737-8053

Evan Williams has lots of used 15 inch tires for sale 604-531-4806

Meeting adjourned at 21.45 hrs.

Evan Williams – Vice President (Acting Secretary)