



# VANTAGE

Winter 2013





We are back! We haven't had a Vantage issue for a while, that is what happens when the editor is also the chair of the British Columbia Historic Motor Races.

We had had a good 2013 season with an active REVS series and pretty good BCHMR It rained unfortunately. See details later.



You can contact me at [tomjohnston@shaw.ca](mailto:tomjohnston@shaw.ca) or by phone at 604 922 2722

*In This Issue:*

<i>Geezer Central</i>	2
<i>President's Report</i>	3
<i>BCHMR It rained</i>	4
<i>Mike Tate</i>	6
<i>President Stan's Europe</i>	8
<i>GVMP's Inductees</i>	10
<i>Fairservice on Donald Healey</i>	11
<i>Tom's photo Page</i>	15
<i>The Book</i>	17
<i>Photo Contest</i>	18
<i>About VRCBC</i>	18



## President's Message

That dramatic Jock Hobson photo of Dennis Repel ventilating the engine in his Heavy Chevy Camaro on the Mission front straight is actually from 2012. But it is so cool that Editor Tom decided to put it on the cover of this final 2013 edition of Vantage regardless. After all, one of the things VRCBC members like to do is to commemorate memorable motorsport moments from history; even if in this case the history is only one year old! Thanks to Jock (and Dennis too of course) for this great 'visual'.

Speaking of remembering the past, Janet and I had a chance to see a lot of motorsport history when we visited England in May, unfortunately missing the BCHMR. The highlights were visits to Goodwood, the Brooklands Museum, a big event at the historic Prescott Hill Climb and a visit to Bugatti restoration specialists, Tom Dark Engineering.

Maybe I'm just aging fast but I much prefer this old stuff to modern racing cars. I have been told many times that I have rose-coloured glasses on; that the actual on-track racing today is much closer than it ever was back in the supposed 'golden years'. That is undoubtedly true but for a gearhead like me, those eccentric, unreliable (and unsafe in many cases) old cars, even the very unsuccessful ones, are far more interesting than the high-tech machines of today.

It is these cars with their own distinct personality and idiosyncrasies



**President Stan channels Jenson Button on the Brooklands Banking**

that attract us to Vintage racing. Even though most of the cars Janet and I saw in England were more memorable (and more expensive!) than what we race here, the common bond was obvious to us. We all get a lot of enjoyment from 'messing about' with our old cars.

This has been another successful year. Competitively, we had four REVS races plus one more 'non-championship' race in August. Some VRCBC members went south to race at Seattle, Portland and Spokane, while others tackled the (in)famous hill at Knox Mountain.

We had our usual racing car display and booth at the All British Field Meet and also participated again with the SCCBC and META in the BC Classic & Custom Car Show. We like to think that our efforts make a positive contri-

bution to the promotion of road racing locally.

We continued to hold some monthly meetings at interesting venues; primarily thanks to Wes Stinson's seemingly unlimited Rolodex. And our Kart Enduros have now become a local tradition; so much so that we will have had two by the end of this year.

But of course, our biggest event of all was the 26<sup>th</sup> (but who's counting?) running of the BC Historic Motor Races in May. It was a success in spite of the rain.

In closing, I want to say thank you on behalf of all Club members to our Editor / Publisher / Boss Geezer, Tom Johnston for producing another excellent edition of Vantage.

Stanton Guy, President

# 2013 British Columbia Historic Motor Races

# It Rained



Tony Ioannou

British Columbia  
**HISTORIC MOTOR RACES**

featuring the  
**HAGERTY Formula Festival**  
and the 60<sup>th</sup> Birthday of the  
**CHEVROLET CORVETTE**

**May 25 & 26, 2013**  
at  
**Mission Raceway Park**  
Rain or Shine on track by 9

- Invitational Formula Ford Race for the Westwood Trophy
- Pre-1991 sedans, sports and racing cars competing
- Invitational Formula Vee race for Abbottford Trophy
- Art displays, vendors and concessions
- Displays of interesting cars all weekend with on track parades Saturday and Sunday
- Adults \$15.00 or \$40.00 per Carded up to five
- Children under 12 Free

bchmr.ca



Jim Moody



Jim Moody



Jim Moody



Jim Moody



Brent Martin



Brent Martin



Brent Martin



Brent Martin



Marshall Autry



Brent Martin

(Below) Formula Ford Drivers



Brent Martin



## Comparisons are odious! Mike Tate et Tate

Who was the better general . . . Rommel or Hannibal? Who do you think was the stronger person Samson or Arnie Schwarzenegger? Would Bach have played the piano better than Glen Gould? Was Juan Manuel Fangio a better driver than Michael Schumacher? They were all products of their time and worked with the knowledge and equipment then available! How would the 'Pampas Bull' Froilan Gonzalez have driven a modern F1 race car? Well he just couldn't have even fitted into one! *Discussion over!* But then . . . if he could have been



Clark at 1962 Monaco

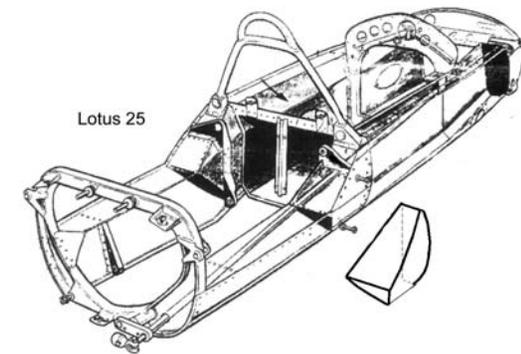
Ted Langton Adams

fitted in then watch your arse because he would take no prisoners!

So when it comes to my hero of the sixties Jim Clark I will brook no comparisons but I would like to go back in time to reason as to why I feel he was one of the finest drivers of all time. He wasn't the best *all the time at every race* but damn nearly. However, there was a time when he was unbeatable and a car that he was unbeatable in. They year was 1963 and the car the Formula One Lotus 25R4. That year he won no less than seven of the ten Grand Prix for Lotus which broke the record of the amazing Alberto Ascari in his Ferrari. There were other players in this success story, Colin Chapman the oft times obdurate design genius and owner of Lotus, mechanics Alan McCall, Bob Dance, and Bob Sparshott and perhaps girlfriend Sally Stokes should not be forgotten.

They called Jim 'The Flying Scot' and fly he did, he also took up aircraft flying as a means of transportation when he subsequently lived as a tax exile in Paris with journalist 'Jabby' Crombac. When Stirling Moss crashed heavily on Easter Monday 1962 at Goodwood in a space frame Lotus 24 sustaining severe injuries and ending his brilliant career the Lotus 25 was designed and almost ready to be built. He was still in a coma when it was

rolled out at Zandvoort for the 1962 Dutch Grand Prix.



Luckily for Chapman Jim Clark was there to carry the Lotus torch to the future in the revolutionary monocoque Lotus 25. It was the start of a new era. I often wondered how Moss would have taken to the 25, I'm sure it would have been an unbeatable combination and if Clark had been his team mate at Lotus, what then? Graham Hill was also there at Lotus; so much world class talent from the British Isles!

The reason that I think Jimmy Clark was the finest driver of the immediate post Moss period is that he was very smooth and economical in his movements at the wheel, once he did four G.P.s on one set of tires! They sure don't do that these days even in club racing sometimes! He was broadly experienced in many different race and rally cars from his first race in Ian



Ted Langton Adams

### First Appearance of the Lotus 25 - Dutch Grand Prix 1962

Scott Watson's DKW, through Lotus Cortinas, Ford Galaxies, C Type Jaguars, Aston Martins, Sunbeam Talbots and Alpines, Porsches, Formula One Lotus race cars and of course that winning Lotus Indy Car too!

They say that he was not a driver/mechanic and could be a problem when testing race cars because he was so skilled that he just 'drove around' the problems and faults that might have been inherent in any car leaving mechanics to guess what might have to be done to fine tune suspension and so on to get the race car to perform at its maximum potential. He trusted his

mechanics to do the job right and they usually did.

Jim Clark was really a farmer at heart and seemed happiest there away from the bustle and bull shit of the Formula One scene, he was also more relaxed in the off season Tasman Series in New Zealand. I lived not far from his farm at Chirrside, Berwickshire and I saw him race at Charterhall on the Scottish Borders and he made a lasting impression on me right from the get go. I first raced at Charterhall in a Lotus Super 7 and consequent to watching Clark I felt I was on hallowed ground there! From

his first race at Crimond, where he came last, to his very last at Hockenheim he was by far the best in his brief era at the top and remember he was racing against the very best, Surtees, Amon, Hill, Spence, Scott-Brown, Brabham, Rindt, Taylor, Stacey, Rodriguez, Gregory, Hill, Gurney and so many more. To be the best of that bunch is to be the best in the world, championship or no championship!

Writer and Parisian room mate Jabby Crombac puts it best about his untimely demise . . . *"Unfortunately, we forget the part which luck has to play. Jim Clark didn't run out of skill . . . he ran out of luck!"*

Twenty-five wins from seventy-two starts, twenty-seven fastest laps and thirty-three pole positions! . . . Jim you were my pick of the crop and always will be.



# President Stan's European Motor Sport Adventure



Goodwood Rental D type Jaguar



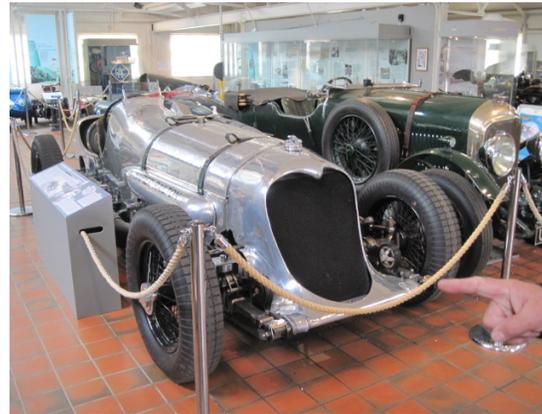
A Sample of the Brooklands Collection



Brooklands Hawker Hurricane



After a Hot Lap in Goodwood Land Rover



John Cobb's Napier Railton Special



Tourist Photo of Brooklands Banking

Stan and Janet booked a long-planned family vacation to Europe for May back when we all assumed that this year's BCHMR would again be held in mid-summer. When the date was finally set, it was too late to change. Here are a few photos of what they were up to while we raced in the rain. Stan has promised more to come later.

Interesting motor sport stops were Brooklands and Goodwood racing circuits, Bugatti Owners Club Prescott Hill Climb and a visit to Tom Dark Engineering the Bugatti specialists.



Chris and Tom Dark - new Bugatti Wheels



1928 Austin 7 based Hill Climb Special



1903 13.7 litre Panhard et Levassor



The Exploded McLaren at Brooklands



1920s Bugatti T 35 Awaits Freshening



1924 Bugatti T 13 Esses at Prescott



Tom Dark's 1947 Bugatti T 73R



1935 Bugatti T 157SC Electron Roadster



1927 Bugatti T 35 at Prescott

# GVMPS induct Four Historic Road Racers

The Greater Vancouver Motorsport Pioneers Society (GVMPS) is a group of motorsport enthusiasts representing all facets of the sport

The purpose of GVMPS is to honour early motorsport participants who were active in the early days of the sport. Since the beginning, the Society has honoured over 200 pioneer, in many different motorsport disciplines; everything from hot rods to rallying to motorcycling and more.

This year at the Society's annual induction ceremony, four historic road racers were honoured.

**Gerry Fortier:** an early member of the Royal City Sports Car Club and who raced a Morgan and MG at Westwood and other area tracks.

**Charly Godecke:** A Porsche expert who was a fixture at Westwood for many years and who went on to a pro racing career.

**Tommy Hamilton:** A road racer and oval racer was best know for his successful campaigning of the Brown Brothers Shelby 350GT Mustang said to be the winningest example ever.

**Wray Nixon:** another Westwood fixture as a driver and car builder. Known for his national championships.



**Gerry Fortier and his MGA**



**Charly Godecke and his Porsche 911S**



**Tommy Hamilton and his Shelby GT 350**



**Wray Nixon and his famous 777 Mini**



## Robin Fairservice - DONALD HEALEY BEFORE THE AUSTIN HEALEY

Donald Healey's name will always be associated with the Austin Healey series of sports cars that he developed in conjunction with the Austin car company.

Donald Mitchell Healey was born in the coastal village of Perranporth in north east Cornwall, England, in 1898. This was in a tin mining area which caused Perranporth to be a fairly wealthy community at that time. Donald studied engineering and after leaving school he joined the Sopwith Aviation Company in Kingston upon Thames, Surrey, as one of its first apprentices and probably also worked in the Sopwith sheds at the nearby Brooklands aerodrome and racing circuit. After WW1 started, he volunteered for the Royal Flying Corps (RFC) and earned his wings as a pilot in 1916. During the war, he served on anti-Zeppelin patrols and also as a flying instructor. Shot down by British anti-aircraft fire on one of the first night bomber missions of the war, he was invalided out of the RFC at the age of 18 and joined the Aircraft Inspection Department until the end of the war. However by the time that this war ended Donald had learned to drive and became very interested in cars. The tin mining was in decline, there was little work available for young men, and Perranporth was becoming dependent upon the holiday trade.



1951 Nash Healey

His father had built a house and garage, so he set Donald up with an automobile repair business in Perranporth, and Donald began participating in motorsports with small cars like Ariels and Triumphs. He gradually worked up to the powerful Invicta, in which he won the prestigious Monte Carlo Rally in 1931. In 1933 Healey then joined the Riley company to assist in preparing their rally cars, but later that year moved on to Triumph where he became their

Experimental Engineer with the task of sorting out the new Gloria range of cars. He was then promoted to Technical Director and was responsible for the straight eight Dolomite models. Triumph was sold by their bank to another company and Donald joined Humber where he was mainly involved with their armoured cars.

Towards the end of the WWII, Donald started to think about producing a sports car and found some like-minded friends to assist him. Steel



**Healey Silverstone**

was in short supply and needed special permits to acquire, but aluminum was plentiful, so this was used to manufacture many parts, including the body panelling. He decided to use the Riley 2.5 litre engine to power his new car, and Victor Riley agreed to supply him with an engine, rear axle and other parts. This engine was distinguished by the use of twin high mounted camshafts which operated

the valves via short rockers. This engine had been developed from the 1.5 litre engine that had been the basis for the pre-war ERA racing cars. The chassis was made from folded steel, the length being governed by the maximum length that their supplier, Westland Aeroparts could form.

After the war, Healey had formed the Donald Healey Motor Company

with his Engineer son Geoffrey who had served for the later part of the war with the military engineers and wasn't able to work full time for his father until late in 1949. The new company was based in Warwick in a building made available by the Benford Company who made concrete mixers. After building a prototype and undertaking an extensive development program, commencing in 1946 they began producing a Healey Elliot, a two door sports sedan and the Westland a four seater sports car, both using the same chassis with the 2.5-litre Riley engine.

The sedan was tested on an Italian autostrada attaining a top speed of 104.56 mph which made it Britain's fastest car at that time. Another test on the Jabbeke to Aeltre motorway in Belgium the sedan recorded a speed of 110.65 mph, and *The Motor* magazine claimed that it was the fastest Production car in the world! These cars were produced until 1950. In 1949 they brought out the two seater D type Healey Silverstone, a sleek, cycle fendered roadster based upon the four seater chassis with its headlamps behind the vertical-bar grille. The spare tire was mounted horizontally at the rear and acted as the rear bumper. This was designed to sell for under £1000 so that it would not be charged double sales tax.

About 105 Silverstones were built together with about 680 of the other Riley and Alvis engine cars.



**D-Type Silverstone**

During this period various modifications were made to chassis, resulting in the variations named A, B, C, D and E types. After 1950, the coachwork design was changed and new aluminum bodies were manufactured, a two door, four seat sedan with coachwork by Tickford, and a drop head coupe version by Abbot. A 3 litre Alvis engined sports convertible was added in 1951.

In 1950, during an ocean crossing on the Queen Elizabeth, Healey met George Mason, president of the Nash Kelvinator Corporation, which included

the Nash Motor Company. The conversation naturally turned to cars, and it emerged that Donald Healey was travelling to Detroit to try purchasing new Cadillac overhead valve V8 engines for his sports cars. Mason told him that if Cadillac couldn't supply them, Nash certainly could. It turned out that Cadillac needed all the engines it could produce, so Healey contacted Mason and took him up on his offer. By fitting a big, overhead valve, six cylinder Nash Ambassador engine into the Healey Silverstone chassis, clad in a two-seater roadster body, he created the first Anglo-American hybrid Nash-Healey. This wasn't what Nash envisaged as it did not have enough creature comforts for American taste! The Silverstone body was also not very aerodynamic, and limited the car to about a 100 mph top speed, so a straight forward all enveloping body was developed.

The Nash Healey then made its first appearance at Le Mans in 1950 driven by Tony Rolt and Duncan Hamilton, later to score Jaguar's first victory there. Brakes were a limiting factor, and an accident slowed that car, but it still finished fourth. The Nash-Healey scored some impressive performances in the 24-hour Le Mans race, including finishing third in 1952.

In the 1952 Le Mans race, when only 17 of the 58 starters finished, the Nash Healey entry driven by Leslie Johnson and motoring journalist Tommy Wisdom took third overall behind two factory-entered Mercedes-



**Healey Elliot Saloon**

Benz 300SLs; also first in class, ahead of Chinetti's Ferrari, and second in the Rudge-Whitworth Cup for the best performance over two consecutive years. In the same year, Johnson raced the car in the Mille Miglia, with the Daily Telegraph motoring correspondent Bill McKenzie riding as passenger. They finished a creditable seventh overall to Bracco's winning works team Ferrari, the works Mercedes-Benz 300SLs of Kling and Caracciola, and three works Lancias; they also took fourth in class. The coupe driven by Donald Healey and his son Geoffrey crashed out.

Just over 500 Nash-Healeys' were produced over four years of which 151 were fitted in Italy with Farina designed and manufactured bodies.

In addition to the Le Mans races, between 1947 and 1950 Healeys were entered into the Mille Miglia and Targa Florio races, often finishing first in their class, as well as the Alpine and



1952 Healy Tickford

Monte Carlo Rallies. The Healeys created a good impression with their speed and silence.

At the Earls Court Motor Show in October, 1952, Donald Healey showed a reasonably priced sports car powered by the 2.6-litre (2,660 cc) overhead valve four engine from the Austin A90. This was initially named Healey 100 and it became an opening day sensation.

One very interested visitor was Sir Leonard Lord, head of the Austin Motor Company. A deal was quickly made with Donald Healey, the next day the roadster sported a new badge: Austin-Healey 100. They were to be built at Austin's Longbridge plant near Birmingham, which was a good deal for Healey because his small Warwick plant could only make 20 per week, while Longbridge could build 200. I remember attending this show, and like many other young people drooled over it upon seeing it.

The Austin Healeys are another story which must be very well known to everyone. Although the later Jensen-Healey made a disappointing note to go out on, when Donald Healey died in 1988 he left behind a wonderful legacy in the many popular sports cars bearing his name. His son Geoffrey died in 1994.

SEPTEMBER 19, 1947 THE AUTOCAR 3

*111.87 m.p.h.*

With acknowledgments to "THE MOTOR."

A normal production Healey 2.4-litre Saloon achieved the maximum speed of 111.87 m.p.h. and a mean speed over two ways of 110.8 m.p.h. on the Jabbeke-Aeltre Motorway, Ostend, in July. The car used was a standard model in all respects, the Bore and Stroke with the Compression Ratio of 6.97 to 1 being certified by the R.A.C. Standard Fuel of Octane Value 70/72 degrees, as certified by the Royal Automobile Club de Belgique.

This substantiates the claim that the Healey Saloon is the  
**"FASTEST PRODUCTION CAR IN THE WORLD."**

The following recent awards prove, in addition, the Healey's outstanding appearance, reliability and comfort.

**APPEARANCE**—Concours d'Elegance at Ostend: Won Grand Prix d'Honneur. Won Coupe of the Royal Automobile Club de Belgique (Class closed cars between 2 and 3 Litres).

**RELIABILITY**—French International Alpine Reliability Trial: Won outright 3-Litre Class Prize.

**COMFORT**—French International Alpine Rally: Won 3-Litre Class Prize for the most comfortable Open Car.

CHASSIS (EX WORKS) £950  
 IMMEDIATE DELIVERY

SALOON £1,500 ROADSTER £1,500  
(Plus Purchase Tax) (Plus Purchase Tax)

**HEALEY**  
 2 · 4 L I T R E

DONALD HEALEY MOTOR CO. LTD., WARWICK, ENG.

A 3

**Tom's Photo Page****Canadian Motor  
Sport History**

In 1962, Peter Ryan was the darling of Canadian Road racing fans. Ryan had won the 1961 Canadian Grand Prix (for sports cars) at Mosport and had finished ninth in the 1961 US Grand Prix at Watkins Glen, both times in Lotus Cars. On the strength of these and other performances, Colin Chapman arranged for Ryan to drive

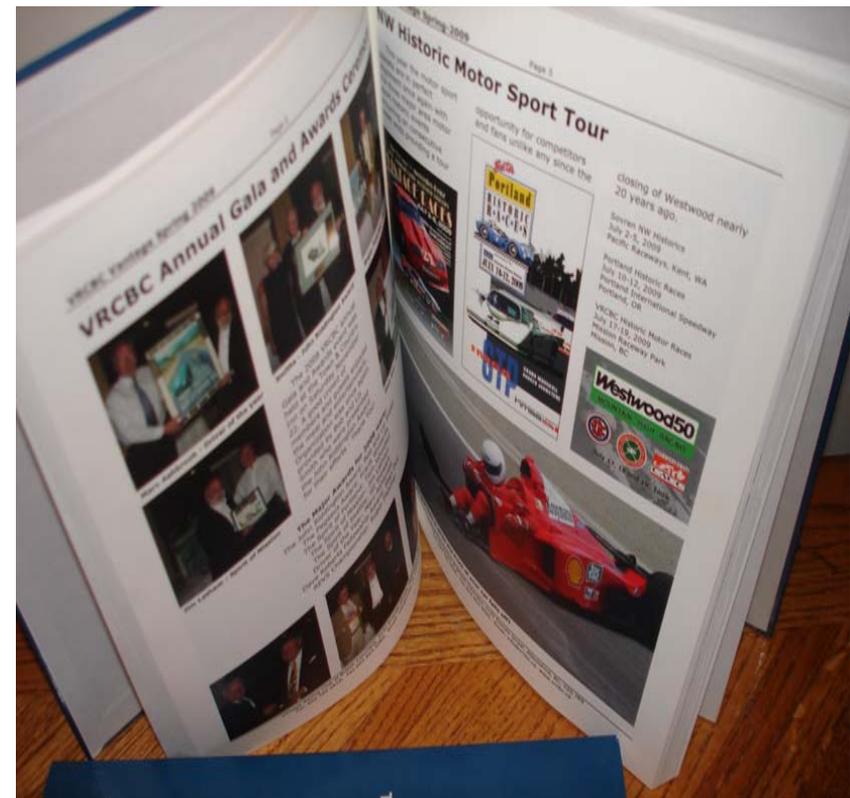
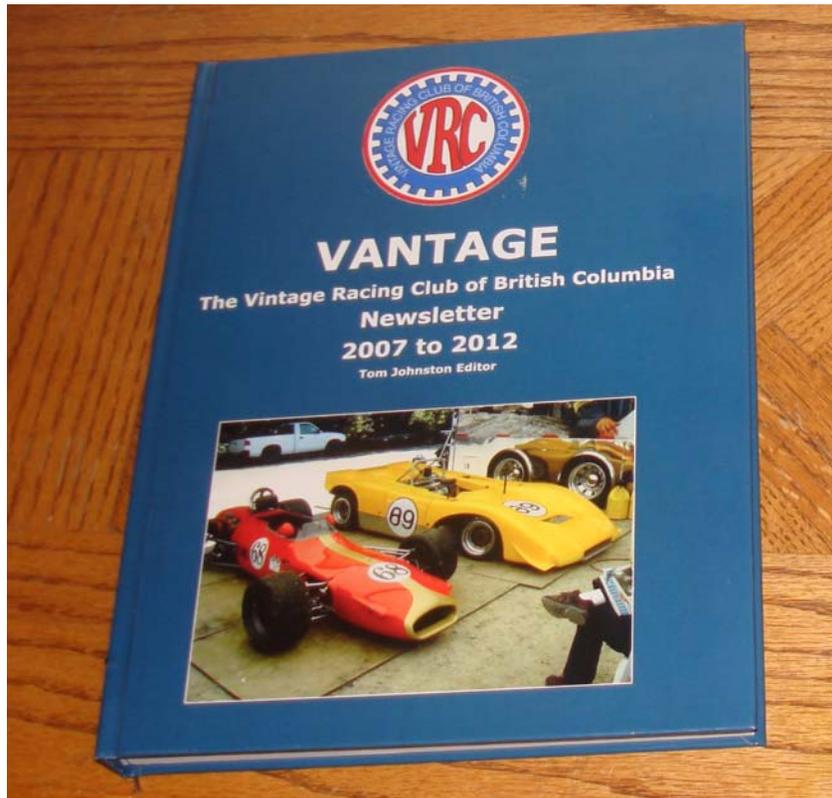
Formula Junior and sports cars for the semi-works Lotus team; Ian Walker Racing. Seen here in a Ted Langton-Adams photo is (from left) Ryan, Ian Walker and Australian driver Paul Hawkins at the 1000km of Nurburgring in 1962.

Tragically, Ryan died in a Formula Junior race at Reims only a few weeks later.





**Club Racing Edmonton International Speedway 1968** *(Jim Land collection)*



VRCBC has lots of goodie for sale Go to the club website and click on Pit Shop. The most interesting item of all (in the editors opinion) is this lovely book which is a compilation of many years of the club Vantage newsletter.

How to buy your copy:

Go to the internet publisher's web site:

[www.lulu.com](http://www.lulu.com)

Click the **Buy** tab

Type Vantage in the Search box and click **Go**

The two different versions of the book will appear in the search results:

**'Vantage'** – The hard cover, all colour version – cost: \$75.28

**'Vantage B&W'** – The soft cover, black & white version – cost: \$15.94

Click the **Add to Basket** button for the version you want to buy and the Shopping Basket page will appear  
Ensure you have the correct quantity and then click the **Continue to Checkout** button

You can then select your preferred shipping and payment options in the same way as with other online purchases

## About the Vintage Racing Club of BC

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.

### Photo Contest - what is this (are they)?



Last issue's photo was of the Hallibrand Shrike Indy car that appeared at Westwood in 1967 to be driven for a few demonstration laps by Indy 500 winner Roger Ward. No winner on this one

## VRCBC Club Officials and contact details for the rest of 2013

### Position

President:  
Past President:  
Vice President:  
Race Director:  
Secretary:  
Treasurer:  
Membership:  
BCHMR Chair:  
Webmaster:  
Vantage Editor:

### Name

Stanton Guy  
Jim Latham  
Dennis Repel  
Phil Roney  
Tedd McHenry  
Gayle Baird  
Ian Northey  
Tom Johnston  
Stan Guy (interim)  
Tom Johnston

### Telephone

604 980 7750  
604 853 5065  
604 980 8953  
604 525 4401  
604 724 2230  
604 925 2432  
604 853 8622  
604 922 2722  
604 980 7750  
604 922 2722

### e-mail

stanton.guy@gmail.com  
lathamconsult@telus.net  
racer81@shaw.ca  
pronie@telus.net  
tedd@mchenry.ca  
gaylebaird@telus.net  
northeys@telus.net  
tomjohnston@shaw.ca  
Stanton.guy@gmail.com  
tomjohnston@shaw.ca