

## vintage racing club

Box 23393, Vancouver, A.M.F.  
British Columbia V7B 1W1

### FIRST RACE OF THE YEAR.....

#### GRID (Alphabetically)

Ian Bain....Mistral Special  
David Birchall...Elva Formula Junior  
Rob Follows....Cooper Norton  
Lorrie Hunt....A.H. Sprite  
Ross Kensler...Shelby Mustang  
John MacGregor...Morgan  
Robin Marshall....Lotus 17  
Michael Rigby....Aston Martin DB4  
Bob Smith....TR 4

Sunday, May 6th, saw the first Vintage race of the season. Leigh Anderson, race co-ordinator had worked hard at getting a grid organized, to compete in the one day event, sanctioned by S.C.C.B.C. Rob Follows and David Birchall requested that the planned twenty minute race be split into two twelve minute events with a five minute breather.

It was a full day, with practice, qualifying time and the two races. The weather was dry and the sky overcast. Four new-comers were on the grid, three new members, Michael Rigby, Bob Smith and John MacGregor, and old-timer Ian Bain. Ross Kensler made it up from Tacoma with his Shelby, which club members might remember from the last Historic Weekend. Faithful racers David Birchall, Rob Follows, Lorrie Hunt and Robin Marshall completed the pack.

The first race got off to a good start with David Birchall leading, followed by Robin Marshall. Ross Kensler was running third in the Shelby and Bob Smith, a 1984 graduate of driver training, was in fourth place. Michael Rigby whose Aston Martin ran roughly in practice, parked on the back straight with an over-heated engine. Rob Follows also dropped out with a bent valve. John MacGregor and Lorrie Hunt had a good chase, and Ian Bain, Bob Smith and Michael Rigby (before he parked) had a scramble. Robin Marshall was running a close second to David Birchall when his engine blew out and he lost his brakes. After spinning on the hairpin, he crossed the finish line and parked on turn one. David Birchall ran a fast smooth race and cruised in a winner.

The second race saw a reduced grid due to various D.N.F. Ross Kensler outridged David Birchall at the start but the cornering ability of the little Elva overcame the heavier car. The TR4 had a steady race, running third, with Lorrie Hunt, Ian Bain and John MacGregor having their own little contest at the back. This was an impressive showing of cars for the first race, and everyone who was there, either driving or as spectators, had a good day.

## MINUTES OF MAY MEETING.....

- Eighteen members attended the May meeting at the Rowing Club.
- A car number register will be started by the club secretary. Members should contact P. Wood at 581-6170 or drop a line to the P.O. box with their desired car number so that it can be registered. A list will be published in the next newsletter with members names and their cars, so let us know.
- The Coastal Swap Meet at Coquitlam Centre on May 26 will see members John Maycock, David Birchall and Alan Murtagh there with tables. They will have club and Historic Weekend promotional material available for the public. Last year this swap meet was very well attended and there was much interesting stuff available.
- Rob Follows is still calling for volunteers for the Historic Weekend, to work as timers, paddock workers and corner workers. Get involved, and enjoy the Weekend even more.
- Alan Murtagh will provide a welding vehicle for the Historic Weekend, and will be available for technical assistance and information.
- Brian Johnston proposed a change of name and logo for the club. He proposed dropping the "B.C." in an effort to attract more Western U.S. members. He also presented various logos for consideration by the members. A vote was taken, with the majority in favour of changing the present design. A discussion followed regarding changing the name of the club and logo. Brian Johnston will prepare alternative logos to be voted on and further discussion will take place regarding change of name. The club would like some input from that vast, silent group of members who do not attend meetings, so some decisions can be made on this important issue.
- Ernie Prisbe, publisher of C.S.R.G. News, advises that all classified ads are published in the newsletter free of charge to members of any vintage club. He invites submissions to C.S.R.G. News, 1336 Richardson Ave. Los Altos, Ca. 94022.
- Grand Prix Schedule -
 

June 3	- Monaco
" 17	- Montreal
" 24	- Detroit
July 8	- Dallas
" 22	- Brands Hatch
Aug. 5	- Hockenheim
" 19	- Austria
" 26	- Zandvoort
Sept 9	- Monza
Oct. 7	- Nurburgring
" 21	- Fuengirola, Spain
- Next Vintage Races.....JUNE 2, 3,...JUNE 23, 24.....
- NEXT CLUB MEETING.....JUNE 12, 7.30.....VANCOUVER ROWING CLUB.....



3.

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### CLASSIFIED.....

McLaren M12 Can-Am body, ex-George Eaton.....\$150.00  
Ford 1600 crossflow engine, dry-sumped, 5 port pump, 2 NEW 40 dcoe  
Webbers. \$800.00. Will split  
Pinto engine, 2 litre - balanced and rebuilt, zero running time. \$600.00  
Chrome plated headers for above - new. \$125.00  
MK1 Sprite engine (ex-Robin Marshall Lotus Seven) Polished and balanced  
crank, Cooper S pistons etc. No cyl. head. \$450.00  
Rib case Sprite transmission. \$250.00  
Healey 3000 MK3 distributor. New in box. \$120.00  
BMC Formula Junior engine parts (XSP) Reconditioned head, special dry-sumped  
racing block - cracked but repairable. \$600.00  
Healey 100/4 BNI competition alloy brake drums. \$300.00  
4 Cooper Formula Junior mag wheels, 15", 26" rims, very rare. \$600.00  
Ex-works Lotus Coventry Climax FWA/E engine parts. FWA block bored to  
1220cc. Cylinder head for same, fully gas flowed with 5 bearing racing  
camshaft. Various other parts including adaptor plate, sump etc. \$1000.00  
PHONE: DAVID BIRCHALL...581-4685 (after 6.p.m. 685-1221 (business hours)



### FATHER'S DAY CONCOURS AND BRUNCH...JUNE 17, 1984

at shaughnessy Golf and Country Club, 4300 Southwest  
Marine Drive, Vancouver, B.C.

Clubs involved: Porsche,  
Jaguar  
Classic M.G.  
Alfa Romeo  
Austin Healy  
Lotus

Car entry without brunch.....\$5.00

Brunch cost.....\$15.50 (inclusive Tax, Gratuities & Car Entry)

Children under 8 yrs.....\$10.00

Reservations for brunch before June 10th.

Phone Karl or Karin....874-3648

VISA, Cheque or cash. Concoours side opens at 10.a.m. Starts at 10.30a.m.

Brunch and awards at 1p.m.

I am sure the club was very pleased to see such a turn out for the first event at Westwood this year. Most of those that promised to take part did, which is an excellent effort for those concerned. However, some were plagued by ills which points out in no uncertain manner, the reliability factor. To enjoy our cars, it is paramount that we leave no stone unturned as far as preparation is concerned. We all know this, don't we?

But then we are all guilty in some measure of having doubts about this or that and of course hoping a lot! Westwood is notoriously hard on brakes, and the older cars are not all that marvelous, in this particular aspect. Maybe we spend a trifle too much on making the car go, and not bothering too much with the anchors. More fun is to be had by out-braking someone than ever you dreamed of, even though you don't have a faster car it is immensely satisfying...to say the least!

For competition of any kind, your brakes have to be just that much better than normal. It isn't just enough to shove on a set of linings and etc; One very important thing that sometimes is overlooked is the run out of the drums in relation to the hubs. That is why checking the front wheel bearings for tightness is so very important. The wheel bearing that is just slightly slack will cause that wheel to grab or pull to one side, which to say the least, especially in the wet, .... is dangerous.... not only to yourself, but to other competitors.

One unfortunate wear factor with drum brakes is that when they get down to almost the heads of the rivets, these little chaps, being harder than the linings chew the drum surfaces something awful. For those of you that re-line your own shoes here is a tip I learned many years ago. Inspect the shoes very carefully, for cracks etc; and check the rivet holes to make sure that they have not been torn by the rivets. If they have then have it welded up and drill another, making sure they are all the same distance apart, of course. Buy the linings un-drilled which should be cheaper, and don't buy any brass rivets! What I used was copper tubing... the reason being that copper tubing lets the build-up of asbestos dust fall through the hollow tube, instead of wearing the drum away when the lining gets down. You now mark the holes, by clamping the lining to the shoe and drill through from the underside of the shoe. With the clamps still in place countersink the lining on the wear side about 3/16th of an inch. Cut your copper tubing, making sure first that it is firm enough in the drilled holes, of course, to the depth of the shoe and the lining.

All you need now is two centre punches, one held in the vice and the other to hammer your copper rivets in. You can anneal the rivets by heating them until they give off a slight green flame and drop them in a tin of cold water, which will make them soft and pliant, and you don't have to clobber them so hard in order to spread them. I fully realise, of course that most people will just have their linings bonded....!!!! But there is the satisfaction of knowing that the riveted ones won't break away... ever!



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### THE HISTORY OF V.R.C.....CHAPTER TWO....

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The first season of the VRC I, in my usual over-organized fashion, failed to have a car even nearly ready so I was part of the pit crew on John Swann's Healy 3000. A black beast that had been prepared for 'D' production racing in California and was fast indeed. Many of the entrants at that time had full pit crews. John had the backing of the Austin-Healey Club, Brian Johnston had the 'Gorilla Racing Team' (the brothers Bain) and others had their friends and families. The tradition was established that VRC was for fun - no over-serious racers need apply.

Two people stand out as very influential at the beginning of the VRC. Brian Johnston as editor kept a flow of enthusiasm pouring from the pages of "Vantage" while at the same time racing, in equally enthusiastic style either the Arnold Special or anything that Peter Price would loan for the weekend.

Peter Price with his shop "Sports and Vintage Cars", provided the focal point for the club. Where else other than in a museum, could you expect to see a Cad-Allard, various A C Aces, one of only three Triumph TRS'ever produced, several Ferraris and assorted Specials all cheek by fender and available to club members? The club met in the upstairs room at Peter's shop for some four years and although not everyone agreed with Peter's method of doing business, his influence on VRC was strong indeed.

Peter was responsible for many of the cars that appeared on VRC grids over the years. These include : The Ex-Innes Ireland Lotus Elite. This car had its original Coventry Climax engine blown up, and was fitted with a Ford 1300. It was 'T-boned' in turn two at Westwood by a bug-eye Sprite fitted with a Chevy V8! Peter rebuilt the wreck and it was raced over several years by himself, Brian Johnston and Adrian Ratcliffe; the engine getting progressively larger over the years but the car going no faster. It is now owned by Phil Esworthy and is for sale. I have the remains of the original Coventry Climax (Advt.)

The 'Bratwurst Special'. This car holds the honour of appearing in vintage ranks, changing hands rapidly and frequently and disappearing without ever appearing on the track. It was so named because of the sausage-like shape of its body caused by all four body sections being taken from the same mold. (It was a formula junior single seater)

Jaguar XK120 LTI. Peter never owned this car but he raced it very successfully on behalf of the owner, Bill Mackin. LTI is a very special XK120. It comprises an Elektron body without conventional hood or trunk,



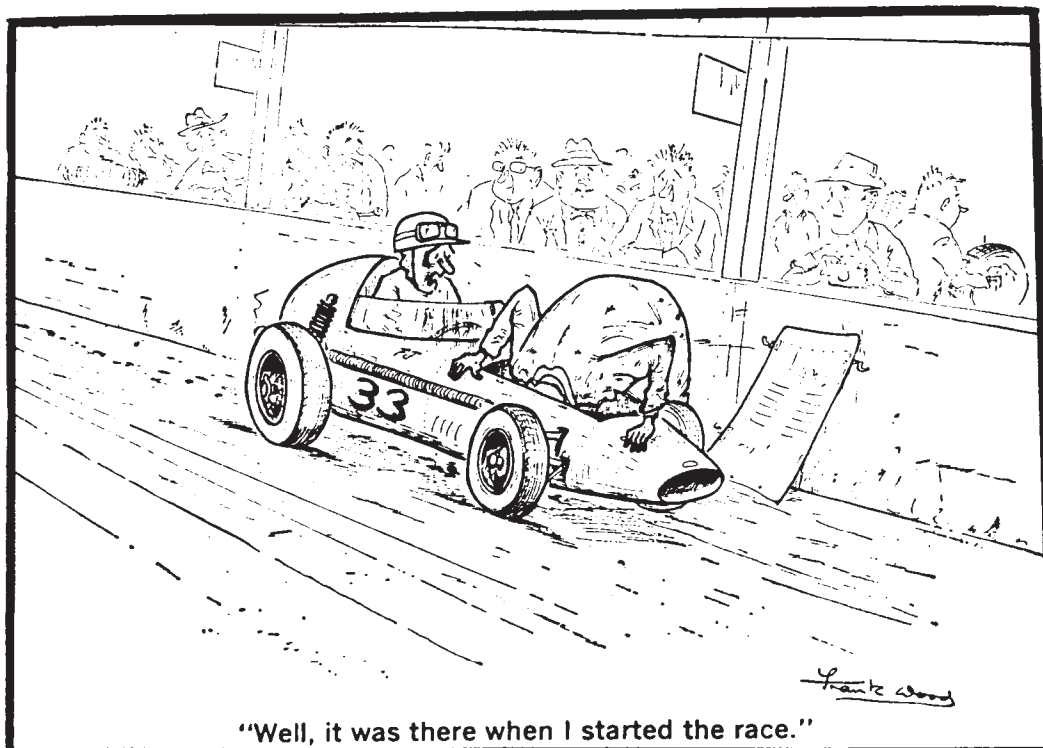
mounted on a lightened XK120 chassis. Three of these bodies were originally built by Jaguar Cars when William Lyons thought they would not have the 'C' type ready for the 1951 LeMans 24 hour race. This car eventually aquired a wet sump 'D' type engine and four wheel disc brakes. By 1960 it was the fastest XK120 in the world. Phil Hill raced the sister car in California. Bill Mackin aquired LTI in 1968 from an advertisement in Road and Track. Peter raced the car in events at Westwood, Portland and Laguna Seca. At the latter track he was involved in the 'GreatMercedes-BenzCoverUp and FaceSaver'. (Say it all in one word for the right effect)

What happened was this: The 1978 Laguna Seca Historic Races were a tribute to Mercedes-Benz and a shipful of 300 SL Gullwings turned up to race. One of these was a rare lightweight model, and for the start of the the driver was switched, from the lady owner to Paul O'Shea, many time SCCA national champ. Peter did not know of the driver change. At the start of the race, Peter, O'Shea and a hot-shot driver in a Corvette left the rest of the grid standing. They fought for position on every corner - no Formula Ford race was more keenly contested. LTI gained a hefty dent in the right front fender when the Corvette driver firmly shut the door coming into turn nine. Meanwhile, a Mercedes-Benz film crew was in a helicopter piloted by a maniac, filming every move of the first three cars. It was a fantastic race, the Corvette won, Peter was second and the 300SL third, but not if you see the Mercedes-Benz film. MB it seems could handle being beaten by the much larger engined Corvette, but not by their old rival Jaguar - the last lap and a half are edited out of the film and O'Shea is attributed with second place. Shame on you, Mercedes-Benz!

Throughout 1978-79 the race wins in VRC events were almost equally divided between Ray Cooke's Cobra or if that failed, as it occasionally did, LTI was close behind. Even closer behind LTI would be John Swann in the Healey and Bill Spohn in his incredibly quick MGA.

MORE HISTORY TO FOLLOW IN LATER ISSUES.....

David Birchall



"Well, it was there when I started the race."

### Presidents Message.

Well in spite of C.A.S.C. who threatened to withdraw ~~saction~~, on the question of useing union or non-union ambulance services, the first event this year went ahead ~~disregarding~~ obstacles that ~~were scattered~~ in the path of S.C.C.B.C.s ever growing problem of not only lack of funds, but lack of help at the track. This latter problem seems to be quite insoluble, this along with the monumental one of vandalism. Just before Xmas all the copper wire on the track was ripped out, even going to the trouble of hacking their way through the roof of the generator shack, to cut of the main feed at the generator. I need not expand on just what this all meant in extra work and costs to S.C.C.B.C. Couple this with one other big problem of the tearing down of the main gate, this is done by people that consider the track theirs and not S.C.C.B.C. the gate has been torn down every month by people with large 4X4,s.

For months volunteers have stayed up at the track entrance in the cold the rain and snow, sometimes until two or three in the morning in order to catch someone, to no avail. Which is soul destroying to say the least. The R.C.M.P. are asked continually to keep an eye open, but then someone is probably keeping an eye on them too! The club thought that they had the problem solved when this new sets of gates were built, they found they were not successful at pushing the gates down so they poured a mixture of sand and gravel into the brand new lock, so that the club couldnt unlock it.

Most clubs that are allowed to use the track by the good offices of S.C.C.B.C. are not aware of the dreadful problems that asail that club, one reason is maybe that they have troubles of their own, but most of those clubs want to use the track forgetting that the club are hard pressed every year to get the track in running order on time. Most people are aware of the making of the track or at least they should be if they arent, as it was built by the original members them selves, by sheer enthusiam and dammed hard work, as well as money.

Todays members somehow fall short of the enthusiasm of the stalwart founding members who did most of the work.

You may well ask what has this all to do with the V.R.C. .... if you reflect on the future for a minute you will soon be aware that we only have one track between Mosport and the Pacific Ocean..! That is Westwood and if all those people who love racing some how do not get more involved in bringing pressure to bear on the Government then not only will the Govt. lose the economic benefits that the track affords, but we will be left stranded, as it will take forever to find a site for another track.

Nor will we be compensated for the loss of the track by the Govt. or anyone else. The vast amounts of money and hard work that has been poured into Westwood would be all for nought ! We must not let this happen!

WRITE YOUR M.L.A.

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