



VINTAGE RACING AT WESTWOOD JUNE 2 & 3  
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The first I.C.S.C.C. championship race was held at Westwood on June 2 and 3. This was the second Westwood race of the year for the vintage types and Saturday morning found more than the usual number of vintage racers occupying the upper pits, polishing, tightening, tuning, removing excess baggage and auto parts but most of all and best of all greeting one another in a friendly manner, exuding enthusiasm for what was expected to be a great week-end of racing. The other pits were filled with machinery not often seen (at least by this writer) at Westwood so when one wasn't race watching or girl watching (dirty old man) one could always investigate the pits. We were all waiting to hear and savour the most beautiful sound a race fan could experience - a Ferrari engine at 9000+ r.p.m. - but alas, the Ferrari Boxer driver seemed to be on an energy conservation kick and ran the car at speeds requiring low revs.

Back in the vintage pits we cheered each new arrival (vintage only) and soon had a pretty impressive grid, made up of the following in no particular order: David Birchall - Elva F.J. Robin Marshall - Lotus 17, Ross Kensler - Shelby Mustang, Lorrie Hunt - Bug-Eye Sprite, Bill Tinics - Bug-Eye Sprite, John MacGregor - Morgan, Bob Smith - T.R. 4, Michael Rigby - Aston Martin, Adrian Ratcliffe - Miss Piggy of Italy, Leigh Anderson - Austin Healey.

Practice and qualifying were held on Saturday with a practice and a race scheduled for Sunday.

Saturday threatened rain and if you happened to be following Dave Birchall you would have thought it was making good its threat because you certainly needed windshield wipers. Strange, when he moved out of sight, or for you faster folk, when you passed him, it would stop. A screw driver on the hose clamp fixed that. Mind you, Dave tried to fix it the easy way first, with a can of horrible looking radiator sealer that I first thought was caviar. Whatever it was stuck nicely to ones windshield as it flowed out of the loose hose connection. Lorrie was up to his old tricks, trying to lighten the Sprite so he could beat the Big Healey - ran out of gas - had to be towed in - then complained that he was only getting 6 - 7 miles to the gallon! Want a slide rule Lorrie?

Bill Tinics sporting his new racing windshield ( Xmas gift from Liz) and a roll bar, decided it was time to get serious about this racing business and tried to scrounge a video-camera to strap to his roll bar. Don't be surprised to see Bill sporting such an appendage (to his car) next time out. Howard Cossell of the road circuit!

Michael Rigby still having some trouble with his Aston, got in his TR 8 for the novice race and returned some time later looking as though he had either driven Pierre Elliot Trudeau through downtown Vancouver or had come awfully close to the south end of a north bound cow with an intestinal disorder. "Some jerk in a Mazda ran me off the track" said Michael. Follow Dave for awhile and get a car wash, we said.

Sunday at Wetwood. As usual we had first practice and last race which meant a long wait in between. Must do something about that folks! Those of us who drove to the track with our tops down were soon scurrying around to put them on and up. Yes....it rained....all day. If you will pardon the cliché, our spirits were not dampened despite the rain. A \$50.00 entry fee makes you persevere when the only race is after 4p.m. However time does go quickly when you are with fun people.

One of our members certainly made his mark at practice Sunday morning. It (the mark) contained all the colours of the rainbow and followed almost a perfect line around the track. Sleuth Ratcliffe nailed the culprit by following the trail. No names please. It was that pretty black car with the yellow wheels. To add insult to injury, the clerk of the course announced at the meeting that "one of the vintage cars lost half its oil on the track, so be very careful as the track is awfully slippery and therefore dangerous." Those of us who were out there already knew that. No brakes, no steering, no traction. Robin did manage to get his oil line properly secured.

The rain let up by late afternoon but the track was still wet when we fired our engines for the race. Those of us with open cars had aquired some added weight - a little liquid ballast - during the day. Bill and Liz Tinics decided to leave early for Seattle and Michael Rigby decided not to run the ill Aston, so our grid had shrunk somewhat. Nevertheless, out we went, some wearing winter apparel over racing suits. For once I welcomed the heat rising up my right leg from the Healey's firewall bell housing. Adrian and Ross at pre-grid, smiled at the rest of us from inside their cosy sedans. There was little pity expressed in those smiles. The kind of smile you get when you're sitting at a stop light in a broken down old Honda and you lock eyes with the guy next to you who's driving a new Rolls Royce. Anyhow, off we charged, some of us cold and soaked to the skin, trying to grapple with a wet steering wheel and gearshift lever at the same time, wiping spray from our fogged visors. It was hell! (And we loved every minute of it)

Under these circumstances your senses are keen and everything unexpected is exaggerated, sometimes causing over-reaction. A blown engine ? No, the sound of Miss Piggy snapping at your heels through turns two and three. She finally passes, squealing like her namesake in a cloud of smoke. You watch as she desperately tries to maintain contact with the pavement on her charge out of the hairpin. Then the thunder and the tremble of the track as the Kensler Shelby Mustang snorts up the tail of the pride of Italy. What's this? The Black Lotus from White Rock off the track among the rocks. Next lap sees the Elva in the same place keeping it company. Twentyfive percent of the field gave up right there. White TR passes black Healey. Driver of black Healey not too pleased with himself so tries to catch white TR, but can only keep pace for entire race. Morgan and Sprite having fun on their own. On the last lap, the black Healey driver spots the red Bug-Eye in his rear view mirror. Thank goodness for seven lap races!!

As for the two rock-pickers....Dave glanced at Robin, they locked eyes long enough for Dave to steer the Elva off the track. The car literally left the ground for 25 feet after hitting a large rock, the car sustaining frame and gear damage. Easily fixed says Dave!

And the Winner.....Well deserved by Adrian Ratcliffe in the respected Alfa Romeo 2600 better known as Miss Piggy. And a new feature, Post Race Celebrations, champagne for the winner and beer for everyone else.

It was nice to see the racers supported by family and friends and other club members. It makes for greater fellowship and that is why we are a club. If we can get at least ten cars on the grid at our races (not including Formula Vees) I'm sure interest on the part of organizers, spectators and most important, our own members will grow, and the club will become even stronger.

Leigh Anderson

Race Co-ordinator



THE WINNER !!!



ADRIAN AND HIS PIT CREW

\* NOTE CHAMPAGNE



SUNDAY RACE MEETING

AT WETWOOD

\* NOTE (INADEQUATE)



**VINTAGE  
RACING**

**JULY 7th & 8th, 1984**





**4th HISTORIC  
RACING WEEKEND**

**WESTWOOD  
RACING CIRCUIT**



• VINTAGE CARS • HISTORIC SPORTS CARS  
• SPORTS RACING CARS AND SINGLE-SEATERS

**ADMISSION 6.00 PER PERSON**

#### RACE SCHEDULE

July 6/7/8		Winston National West SIR - Possible SCCA
July 6/7/8	SCCA	Double Regional, PORTLAND
July 7/8	CASC	Vintage, WESTWOOD
July 14/15	SCCA	Vintage, PORTLAND
July 21/22		WESTWOOD 25th Anniversary
July 27/28/29	IMSA/SCCA	Pro Event & Regional, PORTLAND
Aug. 4/5	Conference/CASC	#4 - CASC Series, Joint Sanction, WESTWOOD
Aug. 18/19*	IRDC	joint Sanction SCCA
Aug. 18/19	Conference	IRDC, SIR/SCCA
Aug. 25/26*	CASC/?	#5 - CASC Series, possible SCCA, WESTWOOD
Sept. 1/2	Conference	NWMS, DEER PARK
Sept. 8/9	SCCA	Regional/National, PORTLAND
Sept. 15/16		Super Cutts Westcoast Run Offs SCCA
Sept. 15/16	Conference	CSCC, PORTLAND
Sept. 22/23	SCCA Trans Am	Tentative Date, SIR
Oct. 6/7*	7 Hr. Enduro	WESTWOOD
Oct. 6/7		Shannonville CASC National
Oct. 13/14	PIR Enduro	WESTWOOD





INC. 1951

## SPORTS CAR CLUB OF BRITISH COLUMBIA

P. O. BOX 2125, VANCOUVER, BRITISH COLUMBIA V6B 3T5

Jubilee Weekend Chairman: Bruce Shaughnessy  
3175 Sechelt St. Coq. B.C.  
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### " THE SILVER JUBILEE WEEKEND "

On July 21,22, 1984. The Sports Car Club of British Columbia will commemorate the 25th anniversary of the opening of " Westwood Racing Circuit. " Every effort is being made to assemble grids of cars and drivers who have raced at Westwood during the past 25 years.

Planned events start Monday the 16th with a mall display at Coquitlam Center, ending Friday July 20th. There will be modern race cars, Vintage, Motorcycles, and Karts on display.

Friday night at 8:00, there will be a Wine and Cheese party, hosted by the R.D.C. Location: the Port Moody Recreation Center, 300 Ioco Rd. If you are heading to Port Moody from Coq. Center, Ioco Rd will be on your right as you approach Port Moody. Price; \$ 3.50 per person.

Saturday evening, the Dinner-Dance-Reunion at the Dogwood Building on the P,N.E. grounds in Vancouver. A gala evening I am sure. For more information and ticket RESERVATIONS, call or send checks to Ron Curties ( 604 ) 461-1000 1116 Alderside Rd. Port Moody B.C. V3H 3A6.

The racing will be; A West Coast Atlantic Racing, Formula Atlantic race, A Sedan race of two qualifying heats, with a thirty minute final. A special Formula Vee race, A Formula Ford race, Motorcycle races, Vintage car races, plus Kart races on the circuit and the Sprint track.

At lunch break on Sunday, spectators will be treated to a Sky Dive team landing in the infield, while a group of Ultralights land and take off from the back straight. Admission: \$ 5.00 per person. Children under 12 FREE.

This is your invitation to attend. If you know of anyone we may have missed in our mailing, please contact them or us.

General information: Bruce Shaughnessy at the above adress.

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#### CLASSIFIED ADS.....

1929, original boattailed M.G. Two seater, right hand drive. Red and black. Immaculate  
1957 Morgan twoseater. Right hand drive. Two tone blue. Immaculate  
1962 Lotus Elan S.I. Twin cam,twin Webbers. Right hand drive. Red and gold. Immaculate

Contact Terry's British Cars.....879-1223

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