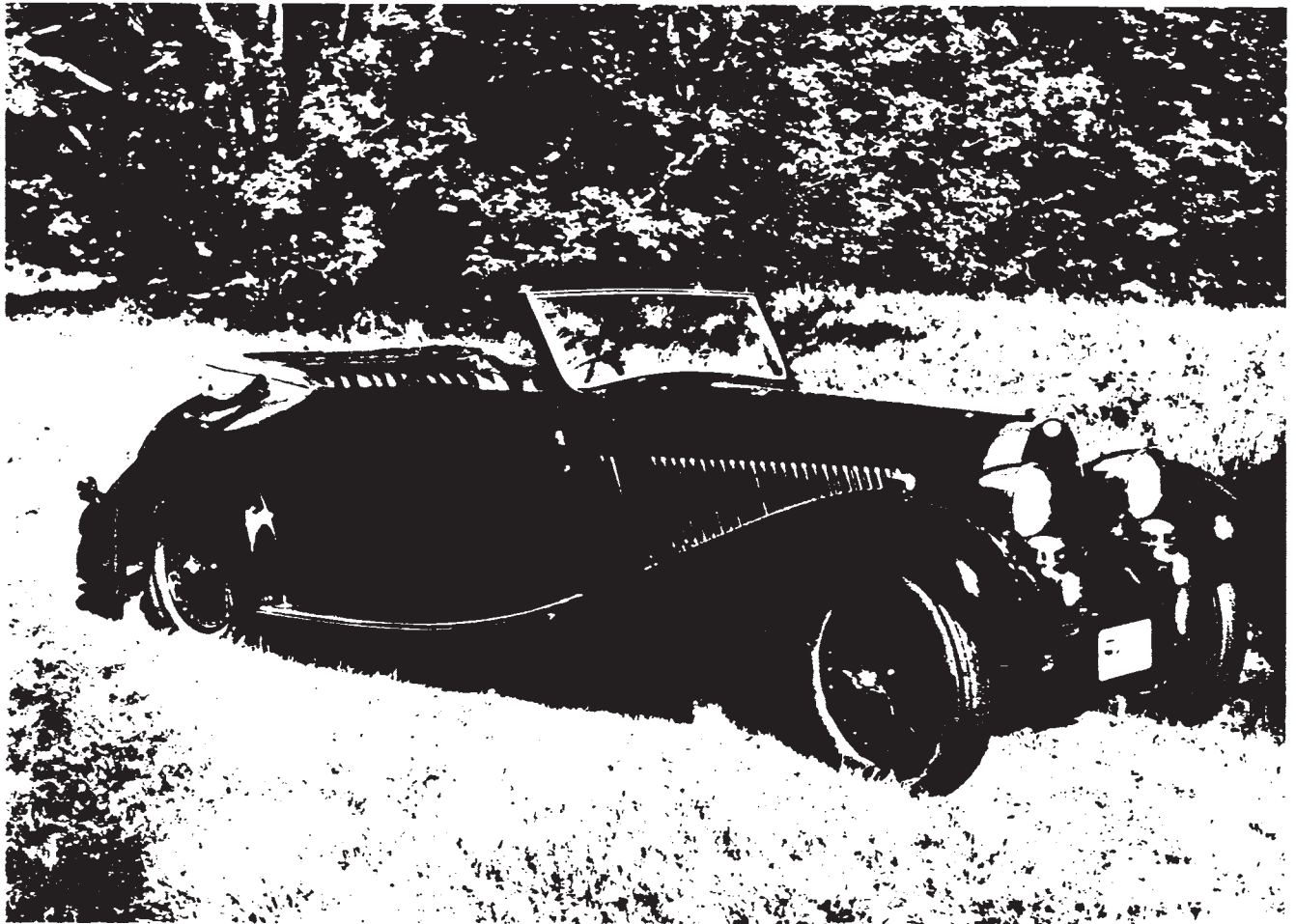


VANTAGE

VINTAGE RACING CLUB of B.C.



sept. 84

POETRY CORNER

We are the Vintage Brotherhood, our cars are very old,
Each thing sits in its proper place and we sit in the cold,
Conducting our machinery behind an aero screen
While little boys cry 'Racer' and the moderns wax obscene.

Our cars may make more noise than theirs, they may not go
as fast,
They've no push-button radio, but heavens how they last,
These, then, our loved and trusted friends, of more than
human worth,
For craftsmanship and character, the greatest things
on earth.

The Aston is a gentleman, this no one will deny,
His copious oil is ever cool, his well-cut gears are high,
He shares, with lean Lagonda, that secret of the past,
Of how to wear a cycle wing, and how to make it last.

The Bentley is a jovial chap, his lines are sleek and
pleasant,
He trumpets gaily down the road, a two-ton adolescent,
But when at rest his water pump weeps hot nostalgic
tears,
Remembering the glories of those green and bygone years.

The Talbot's an eccentric type, tied up in metric thread,
You take her body off before you can detach her head,
And if you wish to drop the sump, rear axle first remove,
Oh, how the Talboteers must work if they would gain her love.

Patrician 30/98, all lesser types atop,
No doubt because he's never known just how and when
to stop,
The sane and simple Alvis, with a rabbit on the rad,
The Austin Seven ever making modern motors mad.

The Merc, with outside plumbing like the Corporation
drains,
The Frazer Nash who strews our roads with little bits
of chains,
Old Bullnose and Two-lunger, those maids of work for
all,
The Riley, Leaf and Lambda - their charms shall never
pall,

We are the Vintage brotherhood, our cars are hell to run,
The moderns get the spares they need, but we get all the
fun,
No hydramatic nonsense, no bulbous tin for us —
And if you break a crankshaft you can always take a
bus.

****** SEPTEMBER is upon us. The fall air has a crispness to it; the morning light has a different glow: and the "Phantom of the Paddock" again begins to stir. He's a persistent, mysterious beast, know to rear his multi-headed neck from behind the tire walls or from the depths of decomposing relics of dubious repute, lying festering in the mists. His presence, causes an annual soul searching among the cognisenti — should he be exorcised by the Powers, or allowed to overthrow the hierarchy and reign supreme? He emerges in devious guises, sometimes taking on the appearance of the True Enthusiast; the Real Racer; the Neophyte boy-racer and even the notorious bench-sitting tweed jacketed Expert.

His name, striking fear to the hearts of 'the board, is
ELIGIBILITY.

...and in the fall season, as racing winds down and preparation for the following season forces each enthusiast into a decision seeking/making mode, the questions related invariably emerge:

"Is my 1961 Acadian with racing stripes, really a vintage racing car in its soul? Can my Morris-Minor convertible, with the '58 Corvette engine and knobbly bodywork, really be passed off as a Lister-Corvette? (a what? — aren't they all extinct by now?) Can my recently acquired dune buggy, with old fiberglass body, be persuaded onto the track? It looks very much like an early Carrera-gone-pregnant? Look, I've got this neat old machine that's been behind the garage since before I bought the house, and it's full of neat old stuff, has an aluminum body...well part of it is anyway — and it looks mean like a Sherman tank — and I think it was raced once, probably in the Siberia to Tuktoyaktuk...sure it's got four doors, but someone chopped the top off years ago, and it sure looks vintage — not a single piece is newer than fifteen years old!"

....and that's how it all starts
....again
....and again,
....year after year.

The issue is one of personal tastes, automotive philosophies, aesthetics, history, prejudices and one's own interpretation of the very meaning of "vintage racing" — and, no two members ever share the identical opinion.

Your newly appointed editor, is looking forward to hearing your comments, in the coming months. He's been involved in the ongoing saga since day one, the founding of the club, and has heard and printed a lot of viewpoints. Let's hear yours.

*YRS·TRLY·

* Some REAL vintage racing machinery, is being prepared for next season:

Rob Follows, has just acquired a magnificent FERRARI 250 GT Lusso; his ancient ASTON MARTIN LM-1, is now being reassembled at the Arnold Emporium in Surrey; His DB-2 ASTON, is on low heat for the moment, awaiting bits, as is his bob-tail COOPER; and, somebody could persuade him to sell his lovely formula three COOPER-NORTON.

Leigh Anderson, has just added an Alfa-Romeo powered ELVA MK-6, with a custom Gerry Bruhl-built enduro body. This is the ex Pat Murphy machine, with its 1961 body, looking like a mixture of Chapparral-McLaren-Can Am.

Robert Taylor's ARNOLD SPECIAL, is about to return to Vancouver from its hibernation in Monterey, and it's rumoured that 'yrs. truly', will again be sliding it off the track.

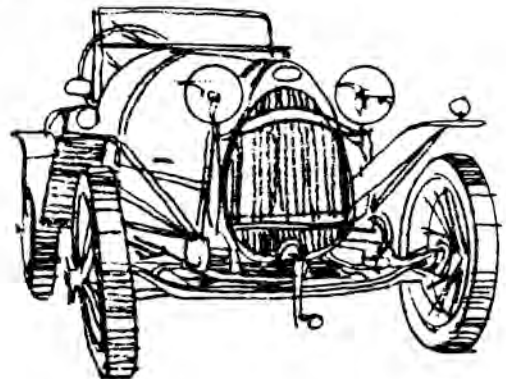
Robin and Renae Marshal, have a pretty little ALFA-ROMEO Spyder, that's getting tiddlied up, and their LOTUS 20 Formula Junior, is lined up for its turn for Marshal Ministrations.

Miles Fenton, should have no excuse to keep the rebuilt engine of his very special MG-ND Magnette avec supercharger, sitting silent either -

Ecurie Johnston, will be very evident in '85, running a Series One JAGUAR E-Type, right-hand-drive coupe, resplendent in regency red, as well as the previously mentioned ARNOLD. The DELAHAYE, has its engine in the works, finally, and will eventually emerge again into the sun, sporting 'Lemans' coachwork. The ROLLS-ROYCE, though never a racing beast, is running beautifully once more, and is now being rebodied with Weyman style open roadster coachwork, and lightweight aluminum clamshell fenders.

I'm positive we will see much more of the pair of MISTRAL SPECIALS that appeared at the vintage extravaganza in June. Ian Bain, a founder of the original Gorilla racing team, is an undauntable soul, and with any luck at all, he will convert his engine to gas instead of steam power, and add some impressive anchors, to let the MISTRAL properly express itself.

I am looking forward to seeing much more of Bill Ferguson's gorgeous BOBSY sports-racer too.



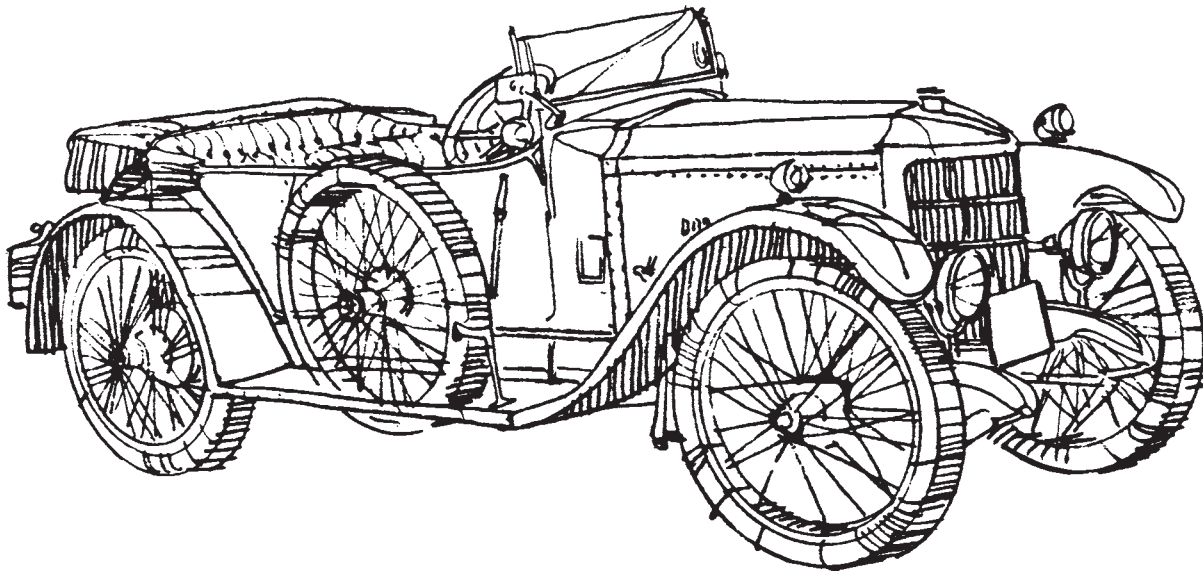
The Mike Rigby ASTON-MARTIN coupe, is getting its requisite dose of engine work, and should be another impressive classic entertainer next season.

Another member of the notorious Gorilla etc., is harbouring the remnants of a pretty BUCKLER sports-racer that I have not seen in years either. He is building up a nice JAGUAR XK-150 to park alongside his restored TRIUMPH TR-3.

It would be nice too, to get the Nicholson 300 SL back on the track, against the Mackin LT-1 JAG 120, and the Hunholtz ALLARD J2X.

Doug Lupton, and Peter Horne, are busily restoring a '38 MG-TA, cycle wing and supercharger equipped, for next season.

It looks too, as though the Maycock LOTUS 19 should be a regular starter next season.



Dave Birchall's spanish Hacienda in North Delta, is sheltering some special exotica also. He is up to his neck in parts in piles of 'the early 1920's, with years of dirt-track racing under its sump — when it comes to the essence of vintage racing, nobody can fault Dave's purist approach. His lovely ELVA Formula Junior, is for sale, to provide essential funding for the 'ancient one' as well as his LOTUS 23, which has just received its new bodyshell from England. He still has a basement full of dry-sump BMC and Ford engine bits, wheels and tires, and — a CanAm McLaren bodyshell. Interested parties should stop procrastinating, and empty Dave's basement.

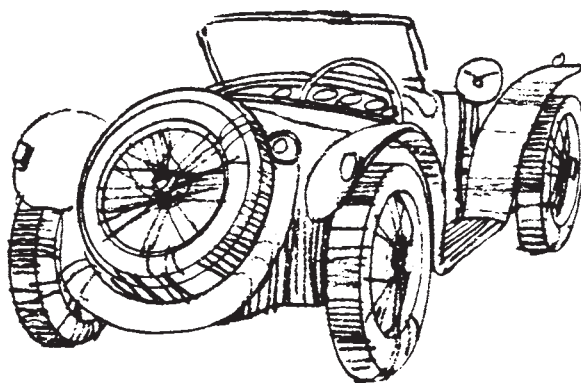
The Ratcliff "Miss Piggy" ALFA-ROMEO, I'm assuming, will be ready and strong as ever, to do battle with 'vous et moi' next season—sure do miss her. Adrian also has nearly the world's largest collection of tiny Italian toys—the likes of FIAT ABARTHS.

cont..

John Hunholtz, has just completed his AUSTIN HEALEY 100-4, and should be highly visible next season. Perhaps he can get his pretty OSCA going again soon.

Phil Esworthy has a special machine for sale — half the lead-feet in the club have loved/hated this beast for years. It's the ex-Innes Ireland LOTUS-ELITE, of team Lotus variety — and one impressive performer. Can be obtained with trailer, engines, parts, the works, very reasonably.

The ex-Fenton JP Formula 3 car, is now in the hands of one Rob Mellart, a keen enthusiast, who will be campaigning the machine next season too.



NEWS ITEM:

Vintage racing club members, win accolades at Pebble Beach Concourse d'Elegance.

Brian Pollack's Type 57 Bugatti, fresh from the perfectionist hands of Surrey's Ed Arnold, has been awarded first place in the Pre-war European category, and Richard Adatto's newly restored Type 135 Delahaye, has proven victorious in the Post-war European division.

CONGRATULATIONS...are roundly extended to these gentlemen and their support teams in their restoration efforts of REAL vintage machinery.

NEWS ITEM:

S.I.R. - The September '23 vintage race at Seattle International Raceway — yes...Paul Newman was there! He packed it in on lap 5 of the Trans-Am main event, with an overheated engine in the Datsun 300ZX. As an aside, the Trans-Am was a tremendous race, setting new class lap records all over the place, and a well driven victory was picked up by Greg Pickett, in a Mercury Capri, followed by Tom Gloy in a sister car, with a 944 Porsche third, a Corvette fourth, and a Camaro in fifth — after that who can keep count? — Oh yeah — a Porsche finished last.

...However, the vintage race boasted the largest grid of the day, with something like 27 entrants. I've got most of them listed here, though I missed the names of a few drivers, whom I have not met, since I returned from 'the big smoke' in Toronto...

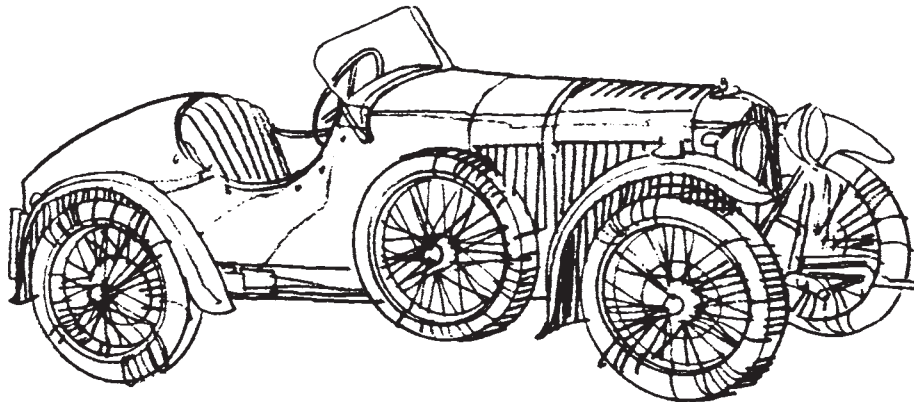
Present were: Seattle's John and Betty Hunholz, driving their incredible 335 S FERRARI of Phil Hill/Argentine GP fame, not to mention Collins-Clemintaski/Mille Miglia — the car suffered from a weak clutch. Betty drove the J2X ALLARD consistently through to the finish, looking every bit the enthusiast she is; Robin Marshall, had his pretty, and of course black LOTUS 17 going well, but held back somewhat, due to diminishing oil pressure; Dave Birchall's flawless ELVA formula Junior; Rob Follow's COOPER-NORTON Formula Three; Syd Baker's absolutely concourse PORSCHE 904 from Bellevue Washington; Dr. Richard Buckingham, was present with his very nice LANCIA Aurelia, looking for all the world like a restored Pan-Americas racer; Richard Adatto, also from Seattle area, and, the organizer of the vintage segment of the Trans-Am weekend, was present with the well known and hard-driven LANCIA coupe, previously of Jack Hawke's stables. Richard, as mentioned elsewhere in this publication, won top class awards at Pebble Beach in his beautiful '47 DELAHAYE 135M with Guillore Coupe coachwork. This car has a history of consistent efforts in the Monte Carlo rallies, back when the earth was cooling.

Present also, were John McGregor with his MORGAN + 4, and Robert Smith complete with his white TR-4. An epic duel ensued between a BRG MG-B and John's MORGAN, with a desperate dash to a near photo-finish. (The MG got it by a bonnet's length).

— MG-B you ask? — Yes, there were 2 of them, not to mention a too-new MUSTANG Boss 302 that died a meatballed death midst its own cloud of blue smoke after lap one. Two other earlier and quite appropriate MUSTANG 350 GT's were racing well, one white, the other blue.

Bill Ferguson's diminutive BOBSY-sports racer went beautifully, as did Leigh Anderson's newly acquired ELVA-MK VI. There was a polished aluminum STANGUELLINI Formula Junior, whose driver, unfortunately I missed noting, and a lovely yellow LOTUS ELITE, doing battle with the BOBSY, and Robert Smith's TRIUMPH. Pete Lovely, had a brief but impressive battle in his silver FERRARI 275, with Robin's LOTUS 17, retiring after spinning impressively a couple of times, caused by the FERRARI's spilling oil. — Too bad,— it was a great match. Another David-and-Goliath venture was undertaken by Bill Cammarano, from Tacoma, in his twin-cam LOTUS 7, attempting to catch the flawless and fast WEBSTER Can-Am racer, oldsmobile powered, and resplendent in highly polished aluminum sports-racer bodywork driven by Tom Armstrong of Bellevue, Washington. Tab Campbell, was the unfortunate recipient of a stray connecting rod, causing his competition prepared and mean looking JAGUAR XK-E coupe to retire in a spinning spectacular manner, midst much lost oil and smoke — a dicy moment for all concerned. The only (luckily) damage being sustained was the JAG's engine, and Tab's nervous system. Both repairable. Also present, and again I missed the drivers' names, were a beautiful pair - thats right folks - not one but two incredibly concourse and beautifully detailed NARDI sports-racers. The tiniest prettiest machines 'yrs. truly' has seen in years, and they performed flawlessly as well. Conspicuous by their absence, were any ALFA-ROMEOS and HEALEYS of any description.

The race finished with the WEBSTER first, followed by the LOTUS 7, then the Carrera 904 PORSCHE, closely followed by the ELVA Formula Junior, with everyone else piling in close behind.



SCRATCH RACE - GROUP CJULY 8, 1984

CAR	DRIVER	HOME	MAKE	POSIT.	LAPS	FAST LAP	FAST TIME
69	Bill Morton	San Carlo	Lotus X1	1	10	6	1:22 .12
18	Walt Matthewson	Redwood City	Lotus 18	2	10	6	1:22 .58
65	Tom Thineskn	Sunnyvale	Lola	3	10	3	1:23 .95
3	Dave Birchall	Delta, B.C.	Elva	4	10	10	1:22 .80
41	Dean Watts	Pleasanton	Porsche	5	10	10	1:25 .34
193	Bob Byrd	San Gabriel, CA.	Elva MK V1	6	10	9	1:25 .30
17	Terry Matheny	Springfield	Scepter	7	10	10	1:27 .68
89	Fred McNabb	Portland, OR.	Lotus X1	8	9	3	1:31 .10
26	Bill Chizar	San Francisco CA.	Ferrari	9DNF	6	3	1:31 .61

SCRATCH RACE - GROUP AJULY 8, 1984

CAR	DRIVER	HOME	MAKE	POST.	LAPS	FAST LAP	FAST TIME
69	Judy Morton	San Carlos CA.	Lotus X1	1	7	4	1:29 .57
65	Tish Thinesen	Sunnyvale, CA.	Lola MK1	2	7	5	1:31 .12
442	Robert Smith	Delta, B.C.	TR 4	3	7	2	1:38 .33
61	Bill Tinics	Edmunds, WA.	A-H Sprite	4	7	5	1:39 .37
4	Dane Isselhard	Walnut, CA.	Healey	5	7	7	1:40 .83
77	Lorrie Hunt	Delta, B.C.	A-H Sprite	6	7	5	1:44 .03
8	Leigh Anderson	Surrey, B.C.	Healey	7	7	2	1:44 .13
10	Don Baldocchi	San Francisco, CA.	Crossley	8	7	4	1:43 .56
112	Robert Hugo	Rochester, WA.	M.G.A.	9	7	6	1:49 .06
21	Claudio Valierte	Vancouver, B.C.	Abarth Zagato	10	7	4	1:47 .48
25	Jack Hawkes	Vancouver, B.C.	Lancia	11	6	5	1:50 .73
125	Tom Meehan	Seattle, WA.	Lancia	12	6	5	1:49 .72
71	John McGregor	White Rock, B. C.	Morgan +4	13	6	2	1:51 .23
401	Ian Bain	Vancouver, B.C.	Mistral Special	14	6	2	1:52 .88

SCRATCH RACE - GROUP BJULY 8, 1984

CAR	DRIVER	HOME	MAKE	POST.	LAPS	FAST LAP	FAST TIME
32	Laurie Fraser	Richmond, B.C.	Alfa GTA	1	7	4	1:29 .64
107	F. Duernberger	N. Van. B.C.	Alfa Giulietta	2	7	2	1:32 .24
44	J. Motylewski	Vancouver, B.C.	Lotus 7	3	7	7	1:33 .26
99	Al Santos	Palo Alto	Bougeault FJ	4	7	7	1:35 .78
9	Peeter Hunt	White Rock, B.C.	Daimler	5	7	7	1:36 .99
55	G. Newell	San Francisco, CA.	Aston Martin	6	7	4	1:38 .08
14	Bill Damm	Vancouver, B. C.	Alfa Guilietta	7	7	4	1:37 .26
1	Karl Schon	Vancouver, B.C.	Porsche 356	8	7	7	1:38 .85
68	Hans Sipma	Vancouver, B.C.	Alfa	9	7	5	1:38 .97
52	J. Morton	Surrey, B.C.	Lotus Elite	10	7	5	1:42 .20
67	A. Ratcliffe	Vancouver, B.C.	Alfa Sprint	11	4DNF	4	1:30 .40
73	Tom Griffiths	Campbell, C.A.	Lotus X1	12	2DNF	1	1:48 .42

HANDICAP - GROUP AJULY 8, 1984

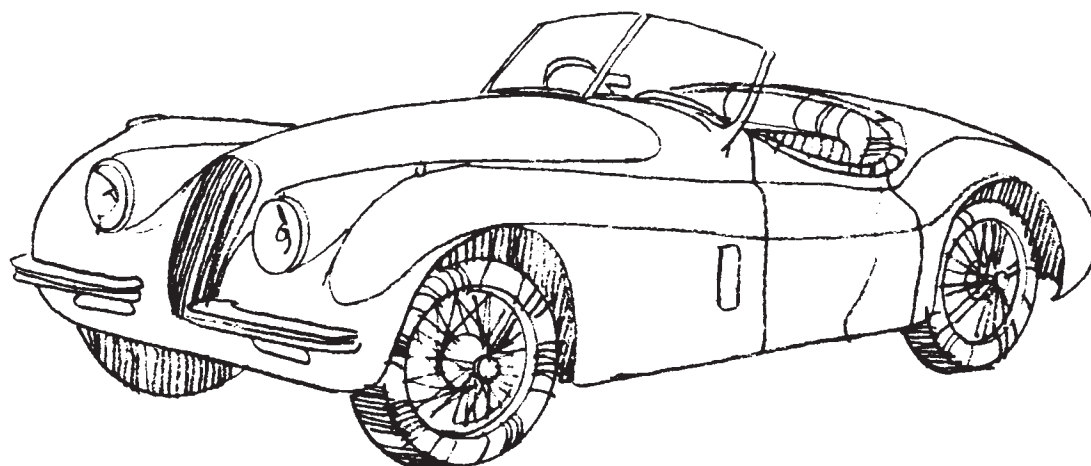
CAR	DRIVER	HOME	MAKE	POST.	LAPS	FAST LAP	FAST TIME
21	Claudio Valierte	Vancouver, B.C.	Abarth Zagato	1	7		
71	John McGregor	White Rock, B.C.	Morgan +4	2	7		
112	Robert Hugo	Rochester, WA.	M.G.A.	3	7		
125	Tom Meehan	Seattle, WA.	Lancia	4	7		
442	Robert Smith	Delta, B.C.	TR 4	5	7		
69	Judy Morton	San Carlos, CA.	Lotus X1	6	7		
401	Ian Bain	Vancouver, B.C.	Mistral	7	7		
61	Bill Tinics	Edmunds, WA.	A-H Sprite	8	7		
77	Lorrie Hunt	Delta, B.C.	A-H Sprite	9	7		
4	David Isselhard	Walnut, CA.	A-H BN 1	10	7		
10	Don Baldocchi	San Francisco, CA.	Nardi Crossley	11	7		
8	Leigh Anderson	Surrey, B.C.	A-H 100/6	12	7		
25	Jack Hawkes	Vancouver, B.C.	Lancia Zagato	13	7		
65	Tish Thinesen	Sunnyvale, CA.	Lola	14	DNF 4		

HANDICAP - GROUP BJULY 8, 1984

CAR	DRIVER	HOME	MAKE	POSIT.	LAPS
73	Tom Griffiths	Campbell, CA.	Lotus X1	1	7
55	G. Newell	San Francisco, CA.	Aston Martin	2	7
52	J. Morton	Surrey, B.C.	Lotus Elite	3	7
14	Bill Damm	Vancouver, B.C.	Alfa	4	6
9	Peeter Hunt	Surrey, B.C.	Daimler	5	6
1	Karl Schon	Vancouver, B.C.	Porsche	6	6
68	Hans Sipma	Vancouver, B.C.	Alfa	7	6
44	J. Motylewshi	Vancouver, B.C.	Lotus 7	8	6
32	Laurie Fraser	Richmond, B.C.	Alfa	9	6
117	Fritz Duernberger	N. Van. B.C.	Alfa	10	6
99	Al Santos	Palo Alta, CA.	Bougeault	11	6

HANDICAP - GROUP CJULY 8, 1984

CAR	DRIVER	HOME	MAKE	POSIT.	LAPS
69	Bill Morton	San Carlos, CA.	Lotus X1	1	10
41	Dean Watts	Pleasanton, CA.	Porsche	2	10
18	W. Matthewson	Redwood, CA.	Lotus 18	3	10
26	Bill Chizar	San Francisco, CA.	Ferrari	4	10
193	Bob Byrd	San Gabriel, CA.	Elva	5DNF	7
555	Robin Marshall	White Rock, B.C.	Lotus 17	6DNF	5



YOUR LAST CHANCE - for '84 racing season:

The October 6th and 7th Silver Jubilee
ENDURANCE RACE WEEKEND — WESTWOOD

The event is organized and sanctioned by the SCCBC - entries close September 26/84.

Entry Fee : \$40.00 (cdn) or \$30.00 (us)

Late Entry: \$50.00 (cdn) or \$40.00 (us)

Pit Pass : \$ 5.00 (cdn) or \$ 4.00 (us)

- payable to the SCCBC, and sent to:

Registrar: Fran Pelletier
403 - 110 East Keith Rd.
North Vancouver, B.C.
V7L 1T9 (604) 985-9485

Partial Schedule: - Sat. October 6th - 7:30 - 13:00
registration and technical inspection
- 10:30 - 10:50 - vintage practice
- 13:30 - 13:50 - vintage practice
- Sun. October 7th - 7:30 - 9:30
registration and technical inspection
- 9:00 - 9:15 - vintage practice
- 10:30 - 10:55 - vintage race
- 13:00 - 20:00 - 7 hr. endurance race

For further information, call Leigh Anderson (604) 536-5292

**This is the last race of the year, let's show the SCCBC that we appreciate their track, and show up in large numbers in support.

... GET YOUR ENTRIES IN NOW!!!

vintage racing club

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

VRC

The Vintage Racing Club, is meeting as usual, the second Tuesday of each month, at the Vancouver Rowing Club, and cordially invites you, your guests, friends, or any interested parties to attend. The next meeting is October 9, 1984. We look forward to seeing you.