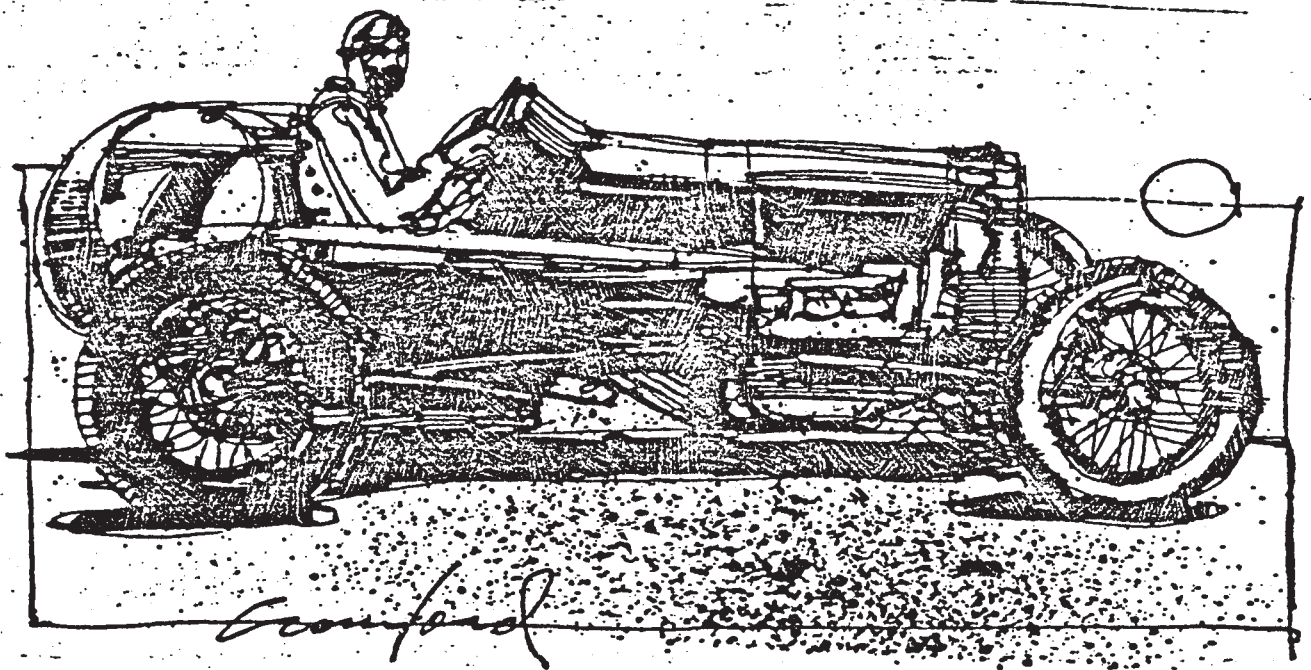


VANTAGE

vintage racing club of british columbia



MESSAGE FROM THE PRESIDENT

As this is the first bulletin published in 1985 and my first written message to you, I should like to extend greetings and best wishes for the coming year.

The wave of enthusiasm that began last year in our club is quickly approaching its crest and I am sure that we all want to be there when it breaks. The interest in vintage auto racing in North America continues to grow and this is exemplified by the growing number of related publications, the amount of space devoted to the subject in established publications, the increasing number of vintage events, participants and spectators. It is growing because of enthusiasm, and because the growth will create more enthusiasm we should all encourage both if we want to get more enjoyment out of our hobby/interest/sport.

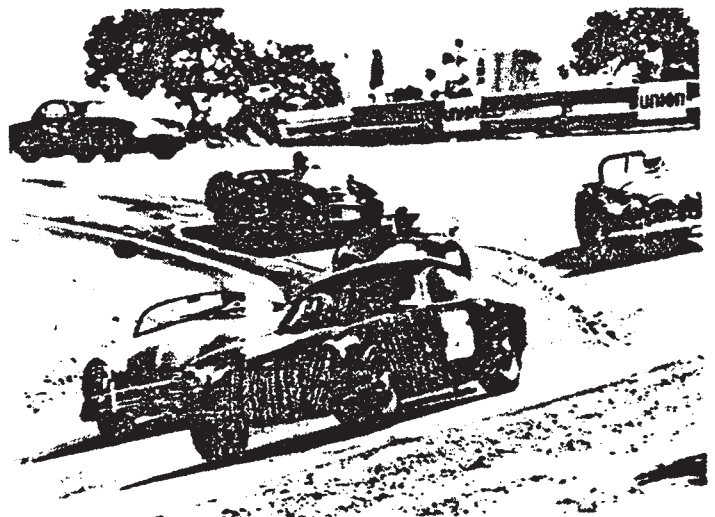
I would be remiss if I did not comment on the enthusiasm of this year's Executive. Those of you who attended our January meeting - and we had an excellent turn out - were, no doubt, as impressed as I was after having had two Executive meetings during the three weeks approaching Christmas. I am certainly looking forward to working with these people during 1985. In the process I shall likely benefit considerably as I have much to learn about most things pertaining to vintage cars and racing.

The constitution of our club requires that the President reside over all meetings of the club and of the Executive, and as Chief Executive Officer, supervise the other officers in the execution of their duties. It is my intention, and this is the philosophy of your Executive, to involve the membership in decision making as much as possible. The constitution gives all encompassing powers to the Executive but we believe that if we are to have a healthy club, you the membership, must be well informed and determine the club's direction. This will probably mean that the business portion of our meetings will be longer than

previously, but we are also well aware of the importance of fellowship; therefore, we shall ensure that there is an opportunity for that at our meetings and of course, with Pam Wood as our Social Convener, at other times as well.

Our January meeting was a long one, but the length was not an example of things to come. The format of the meeting and the manner in which it was conducted could be viewed as an example of things to come - with a little more polish, of course. I fully expect that some members will welcome our approach while others would prefer something different. It is not my intention to try to please all of the people all of the time. Constructive criticism will be welcomed, however.

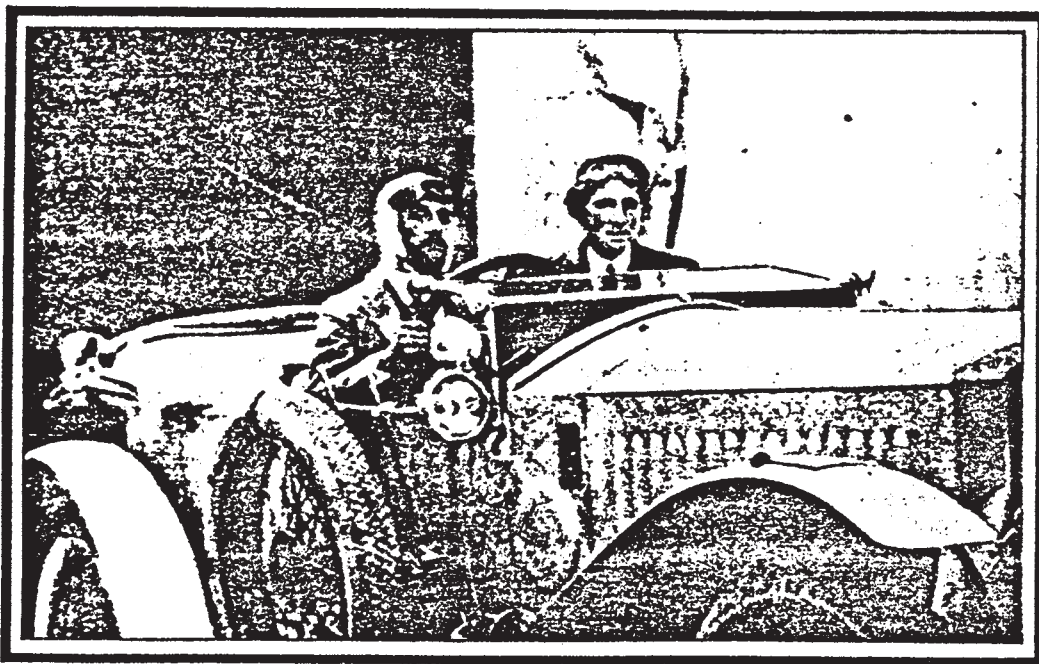
Our competition rules, including those governing the eligibility of vehicles continue to be at the forefront of current issues in the club. In my view they should continue to nag us and be at the forefront until we adopt something that works. Not something we simply think we can live with, but something that works! It should matter little whether these rules have "always been a problem". Vintage racing is growing, we've all learned a great deal, surely we can put some of that knowledge and experience to work and be more sophisticated and organized than we were even last year at this time.



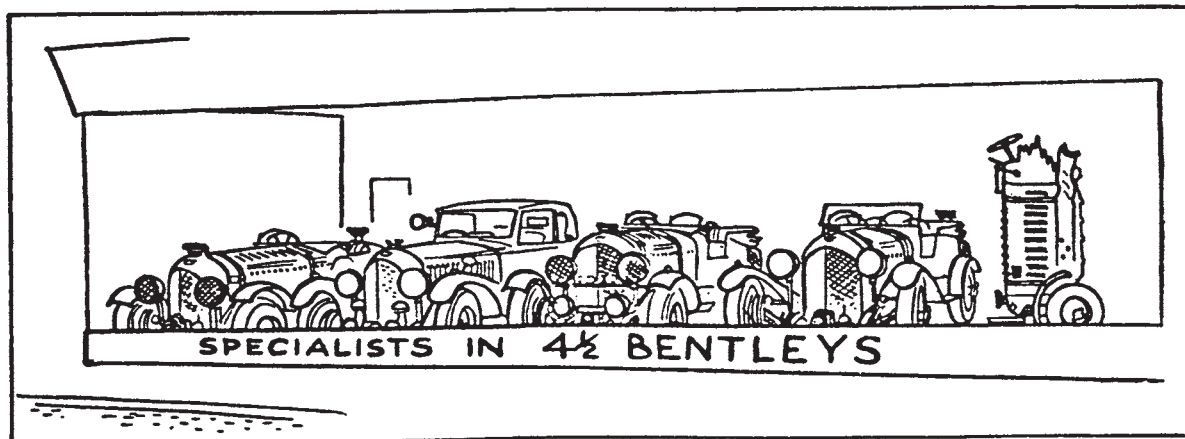
We adopted a set of competition and eligibility rules at our January meeting and that was encouraging; however, I was informed by two members following the meeting that they intend to introduce motions to amend the rules at the next meeting. Fair enough, because the draft document was not available before the meeting and we were pressed for time. We could have tabled the "motion to adopt" until February; however, some members wanted to get something finalized before they began work on their car. It now appears as though the adoption of the rules is little more comfort to some than it would have been had we table consideration until February.

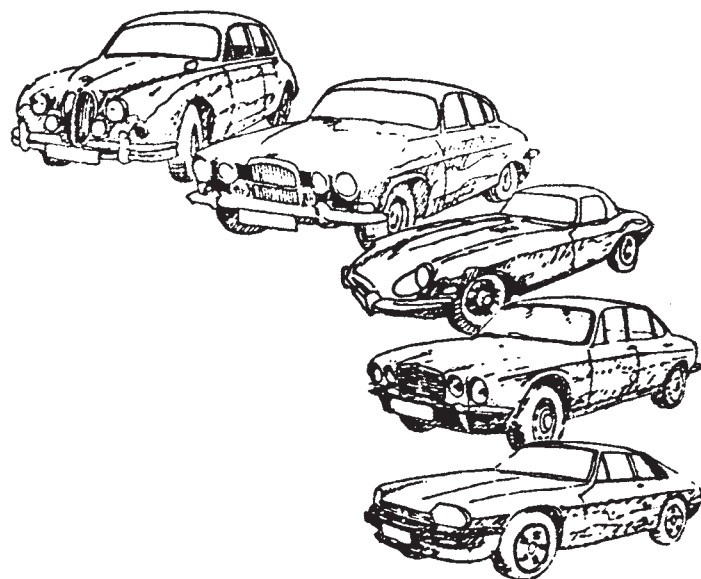
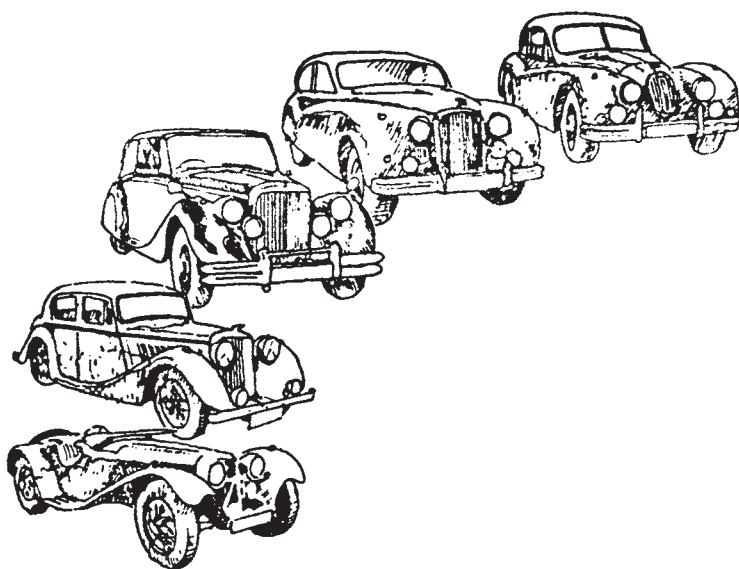
We should not expect that at any meeting of the club any member may introduce a motion to amend the rules and have it voted upon. The only fair way and indeed accepted way of doing this is by providing a notice of motion. As Chairman of the next meeting I will not insist that a notice of motion be required as long as I am informed of the details of any proposed amendments well in advance of the meeting in the event an Executive meeting to consider them is necessary.

We want to publish the rules and prepare them in a brochure for the benefit of all interested parties, so let's make a real effort to lay this to rest for at least 1985, at the next meeting.



Don Carlos de Salamanca in the 40/50 'Silver Ghost' with which he won over 192 miles of mountain roads at 53.99mph





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Leather bowling/race shoes, used one
weekend, size 10. Cost \$36. Yours
for \$12.

NOTE ! !

From the Race Director

Helmets - As of January 1, 1985, a
1980 or later Snell Memorial
Foundation Standard is required.

Your new Executive is a different animal indeed from the auld guard we've become used to. This creature seems very keen to exercise the idealism of true democracy and force us, the lethargy-at-large, to assist them in the decisions that will ultimately govern our collective enjoyment of our chosen sport and fuel our stories to the 'kinder' in our dotage. Admirable indeed. I'm watching with guarded delight. We've acquired nearly a totally new slate. And experience through eons of tube and press-watching of newly slated governments has caused a jaded over-view of my usually hedonistic optimism. If this bunch does what it obviously intends to attempt, we'll all benefit - but remember - they won't be effective without our help, positive criticism, generous support - and probably most importantly - our entries on the grid. So get the lead out. - and for those of you who haven't sent in your dues for '85? - tsk tsk tsk.

Meanwhile...

The Vintage Racing Club, its members being true connoisseurs of quality and properly aged cognacs, has scheduled its Christmas party in approximately vintage spirit. - The longer it waits to properly age (and/or acquire Patina) the better it will turn out to be; the more savoured, the more appreciated. N'est-ce pas?..... so the VCR '85 Annual Christmas bash has all the earmarks of being a celebration to the crocus. - - It's scheduled for March 2, 1985, at 8:00 pm, sited chez yrs trly, in new digs at 1420 View Crescent in sunny (I know, I know, - it's corny) Tsawwassen.

- It's easy to find:- take highway 99 to hwy. 17 (the road to the Victoria ferry), follow 17 to the traffic lights at 56th leading to Tsawwassen, turn left into town on 56th (main drag), proceed past the Pillars Inn, past the lights at 16th, then turn left at the first corner; ie. View Crescent. If you blew that - try the second corner cause View Crescent comes back out to meet you. We're half way around on the view side. I know you'll not recognize the place from yrs trly's

usual abodes. There's not a boat in sight; no unsightly pile of foreign automotive objects - just suburban tranquility and pseudo-respectability.

The format of vantage is going to continue through its ongoing evolution and this issue is no exception. Your Executive are investigating the methods needed to upgrade Vantage, and organize the features therein.

Consequently:- The plysheet shows who the players are; "content" is the secretary's opportunity to show you the club's elected directives; the "President's Report" is obvious enough; "Race Results" will be used to announce upcoming events as well as to show our new-devised handicap system's race results. "Tech" is a section set aside for contributions of a technical nature, which could include historical anecdotes. - we'll be looking to those of you at large to involve yourselves in this section regularly. Yrs trly remains as your Editor's personal soap-box; "Roomerz" emerged as your incentive to diffuse the view from the jaundiced eye of our anonymous investigative reporter; last and often least, comes "Marketplace", an area historically devoted to selling Dave Birchall's surplus automobilia. Other advertisers are to be encouraged, and the price is right. You will also be approached, as well as the market generally, to provide some low-cost paid advertisements to help defray the costs of progress. The methods and pursuant costs of postage is also under review, as that one factor represents over one-third the cost of publication annually. Envelopes, though nicely protective, are costly - so we're attempting a run without and are anticipating your response. You may receive your issue with an American postage stamp on it. Yup - it's apparently both faster and less expensive to use Uncle Sam's homing pigeons. Canada's it seems are all sequestered around Canada Post's gateway facility in Mississauga, up to their bippies in snow.

Your Executive has hopefully solved the dirth of photos plaguing your Editor, by appointing Alan Murtagh as club photographer. I understand he'll even be given film for his Brownie-Hawkeye, and with any luck, we'll soon have pictures of your very own smiling visages gracing our pages regularly. Again - screening costs for photos cost money, so think about placing your business card ad - \$25.00 will give you a chance to invade our privacy once a month for a whole year! It's tax deductible, and might even increase your gross sales - try it. (Such an effort will assist you in getting into the annual race programme, as you'll be a 'preferred' advertiser with ad copy already in hand).

'YRS TRLY'

Yrs trly has damn little to report:

- A) mainly 'cause I've been gone to palm tree land amidst the rent-a-tercels; (and the most exotic stuff was either a Ferrari 308 GT, available complete with condo, for about the same price per day as the basic working stiff's dole for a week, or; a tacky metallic Phaeton Excalibur complete with synthetic exhausts, volkswagen corner markers and the hide-of-the-nauga upholstery).
- B) 'cause, as usual we outcasts receive no mail from anybody with anything reportable; only reems of stupid-valu bargains; Joe's fix-a-rex and shoe shine; and the neighbour's new secretarial service flier with 'croissants-to-go' for orders received from folks with valid chargex numbers.
- C) 'cause I haven't found time to call all you out there in vacuum-land whose phone numbers I have; or, haven't ferretted out the locales of all you who've moved, changed domestic situations, gone incognito, been transferred to Tierra-Del-Fuelo, or are otherwise more difficult to find than I am, or are v.v. tight lipped.

- D) 'cause you're too lethargic this time of year to lift your feet from the hearth, drop your meershaum pipes; don slippers and stagger with your decanter of Remy-Martin to the blower and breathe heavily into my ear, your innermost secrets. Consequently: I've B 'G' Ral to roomerize upon.

However, our newly elected Executive has a flair for writing, so they've sung their hearts out. This issue is one of the fattest ever for this time of year, and their efforts are apprecited. I didn't have to invent a thing this month and that's great.

ROOMERZ:

The ex-ray Cobra has found a new home among the cognisenti? The ex-team Lotus, Innes Ireland elite from Ecurie - Esworthy is going and/or is gone to Seattle to another worthy among us? A huge transporter with British livery will cater XVEC resplendent canopy, an effort from 'over-'ome? Burns bog is the site for the envisioned motor-ultra-sport facility amidst the seagulls and large orange G.T.'s of the Vancouver Sanitation Department? One tall Australian extracted individual with agile (though affectionate) fingers has a mid engined extravaganza putting out a few more ERGS than the power of all of Hannibal's multitudes of elephants that experienced alpine-pass urgings, and intends to upset some track records (ie. fastest lap, most pinches, broadest grin, et al). Miss Dilly is hesitating 'midst the crocusses and mushrooms are growing inside her boot?



Lotus 18 — this is Ireland at Goodwood — was on the way