

CLUB EXECUTIVES:

Past President	Jack Hawkes	732 2662
President	Leigh Anderson	536 5292
Vice Pres.	Michael Rigby	224 2153
Treasurer	Lorrie Hunt	591 3025
Secretary	John Ridington	946 1545
Competition	John MacGregor	536 4228

Other Officials:

Race Organizer	Robert Follows	926 3338
Social Convener	Pam Wood	581 6170
Club Photographer	Alan Murtagh	253 6153
News Sheet Editor	Michael Rigby	224 2153

MONTHLY MEETINGS: Officers Mess Jericho Det.
4100 W.4th ave Vancouver
Second Tuesday of every month.
7:30 starting time

CLUB ADDRESS: Vintage Racing Club of B.C.
P.O. Box 23393 AMF
Vancouver B.C. V7B 1W1

Dues: \$30/ year single, \$40/ year Family

Advertising rates: Business cards \$5/ issue, Full page \$30/
Half page \$16/

Deadline for all contributions, third Tuesday of every month.

PRESIDENT'S MESSAGE

Those of you who attended our March meeting - and we had the best turnout in a long time - will have detected more than a few nuances concerning the Datsun roadster issue. I learned later that several members were there just to debate that issue. Seems as though we've got ourselves a veritable controversy here, one that has, sadly, the potential of causing harm to the club. I don't think that either the Nissan Corp., which manufactured the Datsun, or those who voted to consider allowing the roadsters to race in vintage races, intended that to happen. I'm sure if you tried to explain the problem to people outside of vintage racing as I did the other day, they'd look at you, furrow their brow, curl one or the other side of their upper lip, turn, shrug, and walk away shaking their head, mumbling something about an elevator not going all the way to the top. No, this is something only we "vintage" people understand. Even Max Wickens, PR Director for Nissan Canada, who has a particular interest in racing, didn't grasp the significance until I explained it in considerable detail. But I think I understand it. Notice the hint of uncertainty in that statement, because it is a complex issue. Just to show you how complex, let me relate a few comments and questions that were addressed to me before and/or after the meeting. As I am relying on my recall, I apologize for any minor inaccuracies.

- "Vintage racing was not intended to be a cheap way to get to race."
- "Our commitment to SCCBC when VRC was formed was that we wouldn't accept low standards and we seem to be doing just that."
- "The new regime is causing a schism in this club because of their liberal application of the rules."
- "If they meet the criteria in our rules there can be no problem with Datsun roadsters."
- "I won't race my expensive car with that junk."
- "I was embarrassed by the appearance of our grid at the last race of the season."
- "Do we want quality or quantity?"
- "The executive should enforce the existing rules, especially regarding '.....presented in a good and workmanlike manner.', because we're looking bad."
- "Datsuns have no pedigree, so they shouldn't qualify even if they were built prior to 1961."
- "We should ban them!"
- "If it's well prepared, what's the problem?"
- "Some believe that if it isn't European it's nothing."
- "If we're too restrictive, only the rich will be able to afford to race with our group."

CONT'D

Those are most of the comments I noted when I arrived home after the meeting, There were one or two others, but not printable.

So, as you can see, it is a complex issue indeed and one that draws out concerns that don't relate directly to the Datsun roadster. The Datsun issue will be resolved one way or another, but what about the subsurface issues? Will they get resolved? Do we need to have a session where we assess the direction in which we are headed? I'd like to hear a response from you in that regard.

In the meantime, I have found that Nissan Canada, which was established in 1965, has no historical data on the roadsters; however, they will use some electronic marvel to transmit my letter (maybe even translate it) to Japan headquarters, asking the several questions which I put to them. At time of writing this message a response has not been received. Hopefully we'll have the information before the April meeting in order that we can conclude this matter.

Many thanks to Sue and Ross Kensler for a splendid Sunday afternoon at their home in Tacoma. A good time was had by all.

Heigh 

EXHAUST FUMES.....EDITOR'S COMMENTS

If you do not already know, you will certainly discover as you read this news sheet, that there is quite a controversy over the possible admittance of the Datsun 1600/2000 roadsters to our grids. I have solicited a proposal for the NO side from David Birchall, and in addition John Maycock has sent in a letter outlining his thoughts on the subject. Their comments are printed here without alteration or editing. I happen to hold the point of view that we cannot exclude the cars mentioned above and will outline my reasons below. I hope the membership will not find the issue nor the debate tedious.

There is to my knowledge no racing organization neither vintage nor contemporary which excludes participation on the basis of make or country of origin the exception of course are those race series dedicated to only one marque such as the Honda challenge. It would be difficult to keep any credibility in the racing fraternity if we were to exclude Datsun roadsters without a justification rightly or wrongly stronger than mere dislike for their styling, or whatever.

The two most cited criteria for eligibility in all vintage and historic race clubs I have seen, are age and classification of vehicle. The question of age is determined by the club involved, in Canada VARAC back east stops the clock at 1961 that's it no exceptions. In England the VSCC imposes a 20 year limit on it's participants. In the USA, reading the grid sheets from CSRG news letters I have seen FFords from the late 60's. Our own club rules are an ammelgam of a variety of cut off dates(I suggest you refer to our blue rules flyer) with sports cars and production GT's going up to 1970 in some cases, and providing that the model in question was out of production by 1975. Here again I can see no reason to exclude the Datsuns. Vehicle classification in other parts of the racing world is one area where we as a club are far more lenient, than say, the VSCC, or CSRG. These clubs demand that their grids be made up only of cars which can prove to have a bona fide race history, not for the marque or model in question, but for the very car itself. In the case of the VSCC these rules are applied stringently and the burden of proof lies with the applicant, no specials or replicas are permitted. Fortunately for more than half the members of this club, our rules are far less demanding, indeed I doubt we would be able to put together an adequate field of cars were our rules to be tightened in this direction. The Datsuns cannot be therefore excluded on this basis.

CONT'D

In a very real sense our current problem goes back to our most recent rule change which undertook to permit later examples of eligible cars run in our grids provided they were no newer than 1970. At the same time the membership decided to allow in a few more cars which were introduced to the public after our so called normal vintage cut off date of 31/12/61. Many of the persons who felt strongly that this change would be a good one for the club are now expressing concern over its unforeseen ramifications vis a vis the Datsun. Personally I voted against the proposed changes but as I recall mine was the only dissenting voice on the motion. However as an executive of the club I see it as my duty to uphold the rules as written by the club membership. The Datsun issue is a test of those rules as I see it. A year ago I could not have voted in favour of allowing this car onto our grids, this year I cannot in fairness vote against it. If we are going to allow some production sports cars onto our grids provided they were built no later than 1970 and were out of production by 1975 then we have no right to exclude others for what may be purely personal reasons. We have a set of rules, and these should be applied fairly to every person in the club.

In promotion activities for our various club events I have made presentations to four single-make clubs (Datsun club not visited), on each occasion I was challenged on, and have had to defend the inconsistency of our rules. It would be far easier if the many people outside this club who would like to join could be told that our rules will apply equally to all.

On the question of originality, the membership has shown great tolerance on such matters as low profile tires, appearance and engine displacement, in some cases the membership has overturned the strict rulings of the executives in an attempt to increase our grid numbers. I would have to admit that without doubt the membership has been right, last year, like the look of the grids or not, we had the highest number of race participants ever. Regardless of my original point of view I feel duty bound to apply the membership's interpretation of the rules equally and evenly to every prospective club member and their cars. This year a record number of members have been signed already, we must be doing something right!



Dear Leigh:

Following the meeting last night, I feel compelled to put pen to paper to air my views on the current Datsun issue.

When I moved to B.C. in 1981 and joined the VRC it was acknowledged that VRC's rules were somewhat more liberal than those of VARAC. Thus examples of a 289 Cobra and an ex Monte Carlo Rally Lancia were found on our grids. To a certain extent this upset the purists but everyone conceded the historic value of these cars.

The major change in rules recently voted in allowed a slightly broader field of cars to be eligible and named cars that the Club felt had sufficient historical interest to be included in our grids.

Judging from the fields we saw during last year's races, all that we seem to have done is moved members' attention from desirable 50's/early 60's cars to late 60's cars. I seriously question if this is the route the club should be taking.

The original concept of "vintage" racing clubs such as ours is to own, race and above all enjoy, original examples of desirable cars and to experience at competitive speeds the thrill of driving these cars. Our sport has significant differences in participation costs which occur largely in the cost of purchasing, maintaining or preparing the car for racing rather than in per race expenditures.

The sport is far removed from the concept of cheap racing. Cheap racing has a place in motor racing but it should not be confused with vintage racing.

Our efforts to increase grid sizes by widening the field of eligibility do not seem to be bearing the desired fruit. We should be encouraging our members to race their cars in as original condition as possible. Perhaps the biggest advert we have for the club is the cars

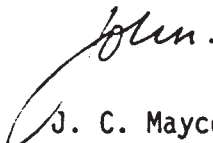
CONT'D

going round the track. I feel we should call a halt to any additions to the list and concentrate on improving the standards and originality of the cars we already have.

The present attitude prevailing in the club has caused a rift amongst the members and will be of very doubtful benefit in the end.

I urge the executive to take a longer term view of the future of the club and not to allow us to be labelled "used car racers."

Yours sincerely,


J. C. Maycock



I have been asked by Michael Rigby to present the case against allowing Datsun roadsters status as Vintage racing cars. The best way I can think of is to go back to the Clubs beginning in November, 1976.

It should be understood that the Club began operation with the consent of the Sports Car Club of B.C. Without that consent the Club would have been a racing club in name only. Along with that consent went a number of stipulations. One specific stipulation was that "Vintage racing should not be considered, nor should it become, a form of cheap racing". This is a very important point. Another important but less easy to define point is the "Spirit of Vintage Racing". When the Club was started there seemed to be little misunderstanding of the meaning of that "Spirit". It seems to have been diluted considerably in the last few years.

Originally the cut-off date for eligible cars was December 1961, the only exceptions being for cars built after that date but deemed historically interesting enough to enhance the Vintage grid. Ray Cooke's Cobra was the first such vehicle accepted. Peter Price's - later Jack Hawkes-Lancia was the second. In the case of the Lancia there was much discussion and grinding of teeth but the car was presented to the executive in beautifully restored condition - a risk Peter had taken-along with documents to prove its ex-works status. It was accepted by the executive for what it was, a valuable addition to the Vintage grid.

In the last couple of years the emphasis has been shifted by the executive away from the cars the Club was formed to promote and preserve, i.e. pre - 1960 sports and sports racing cars and into the 1960's era of mass produced boulevard sports cars of questionable historic interest.

It is interesting to note that the first year that Robert Follows and I really promoted the Westwood Historic Weekend we had the most spectacular grid ever: - a Talbot-Lago grand prix car, an Alfa T33, a Lister-Chevrolet, a Porsche 906, a Cobra 427sc, a Corvette GS, etc etc. But over the years the Americans have come to realise that they will have to put their expensive, spectacular cars against modified 1960's production sports cars. We now see fewer and fewer of the really good cars up here. Is there a message here?

Our image as a Vintage Racing Club has slipped and will slip further if we dilute the grids further by attempting to lure people into thinking they can get cheap racing with cars such as Datsuns roadsters. Racing is not cheap!!

From the point of view of eligibility within the rules, Datsun first marketed the Roadster in 1963, two years after the Vintage cut off date and nearly two years after the introduction of the MGB which it imitates.

Loosening of the eligibility rules over the past couple of years has not increased the size of the grids at all, it has merely lowered the quality of entries. I can see no merit in lowering standards further. We are and always have been, a rather elite car club. There must be some attraction in that or why have we lasted nearly ten years?

CONT'D

In the dictionary "Vintage" is defined as, "Among the best and most characteristic of a period". It would be a sympathetic soul indeed who viewed Datsun roadsters as best and characteristic of any period.

David Birchall



FROM THE RACE DIRECTOR

Racing Schedule "86"

The schedule is now more or less finalized and is listed below with notes:

March 29/30 SCCBC Driver Training Westwood
April 12/13 Conference Race Westwood
(VRC participation if 10 entries - licence required)
May 17 Vintage Racing and Vintage Driver Training Westwood
(Driver training lectures, May 16, evening)
June 21/22 NASCAR Race & Vintage Seattle
July 12/13 Historic - Westwood
July 19/20 Historic - Portland
August 9/10 TACOMA Grand Prix and Vintage - Tacoma
Sept. 22 Vintage Club Race Westwood
Oct. 11/12 Endro & Vintage Westwood

Driver Training 17 May (Evening 16 May)

The Vintage Driver Training is being run in conjunction with the club Vintage Race. Everything is shaping up nicely and there appears to be considerable enthusiasm.

Details and timings were published in the last bulletin. Many members have indicated attendance and have posed a few questions; here are the answers:

- Racing suits are not required,
- Helmets need only be Shell or BSI approved,
- Cars need not be vintage, but must be small and in excellent mechanical condition,
- Roll bars are not required,
- The Friday evening lectures are a requirement for participation in the Saturday Driver training.
- The lectures will be held at SEE BELOW **
- This is not going to be a car wrecker, aggression and speed will be very controlled.

** GUILDFORD PARK SECONDARY SCHOOL
ROOM 100
106 A AVE. & 146th ST.,
SURREY, B.C. 730 AM - 10:30 PM.
MAY 16/86

Points System for "86"

Once again we will have a "Driver of the Year" points system. Last years points were based on entering and finishing positions. This seemed to promote too much of a competitive urge and was somewhat unfair to those with the less speedy race cars.

The 1986 points system is as follows:

- Points awarded for only one entry per event, including vintage driving training,
- 10 points for entering and turning up at the event even if you fail to race,
- One point for each lap completed in competition,
- Equivalent race points will be awarded to those completing vintage driver training,
- Events qualifying for points will be pre-selected by the Race Director.

Racing Numbers

The following have registered new racing numbers with VRC

No. 19 John Maycock
23 Greg Griffiths
61 Robert Bush



Minutes of the Vintage R.C. of B.C. - General Meeting

March 11, 1986 at the Jericho Officers Mess

Guests

Marty McKinnie
Dave Sharp

Jim Brokenshaw
John McNulty

Motion: Minutes of the Feb. 18/86 meeting be adopted as read.
Moved by: Allan Richardson/Bob Smith. Carried.

Motion: That the Financial Statement 1985 be accepted as published in the Newsletter.
Moved by: Lorrie Hunt/Jack Hawkes. Carried.

Notice of Motion re Datsun Roadsters

Leigh read from "Consumer's Guide History of Z-Cars", on Datsuns, provided by John MacGregor.
Considerable discussion ensued from the members.
The consensus was to find out from the Nissan people what the characteristics of these cars was/is.
The secretary to write to Nissan as to what changes were there between the 1500, 1600 and 2000 series, also; initial production date, factory specials and details on specials.

Race Director's Report

CASC minimum helmet, Snell 80, or Snell 85SA, or Bell 85M.

Driver training, evening of May 16 and day of May 17. Lecture held in Room 100 at Guildford Park School, 106A Ave at 146th Street, Surrey, B.C. Cost will be \$50.00/person.

Point System for 1986 - basically the same as last year, with this year a "Driver of the Year" award. See details in your Bulletin.

First race of the year - April 12 & 13, CASC, we will not participate as we need at least 10 entrants and not enough members indicated they would run in it.

Treasurer's Report

Lorrie reported we have \$400.00 in the bank and no debts.

Social Convenor

Ross & Sue Kensler Party - March 16. 13 people said they would go to the Kenslers'. In actual fact 12 Canadians were there.

Historic Weekend - July 12 & 13

Rob reported that we have 10 entries already.
Drivers training on July 11 at the track.
Reception on July 11.
Scratch races on Saturday the 12th.
On both days lunch time will be a parade of marques.
Licensing - Canadian - National "C" or Vintage
 - Americans - their regional license.
Entry fee is \$100.00/Cdn.
Spectators \$10.00 including the program.
Rob needs billets for the Americans and out-of-towners.
Rob also needs various workers - corners, timers, pits, etc.

Vice President - Drivers School

Michael seriously needs qualified people in the corners. If we do not get enough of these qualified people, no school.

Guest Speaker

Michael introduced Ray Nixon. Ray spoke on the preparation of cars for Vintage racing.
Braking system and Suspension are paramount.

A. Braking

free-up calipers

change brake fluid - twice per season

use silicon only if you have a complete change of everything,
rubbers, pipes, hoses, etc.

pads, must be bedded-in

leave wheel bearing one notch loose to knock back the pads -
for cooling.

B. Suspension

check all pickup points, bushings, tie rods, wheel bearings,
new grease, get alignment done properly by an expert.

Watch bump steer, Ray runs lots of castor.

Watch distributor advance curve, as the older cars were setup
for 100 - 105 octane vs. 85-88 octane in present gas, be sure
the curve is recalibrated.

Compression, Ray suggests a maximum of 10 1/2 to 1.

Oils - change often and regularly

- GL4 - for transmissions

- Diff/Transaxle - hypoid

- synthetics - they work.

Make sure engine

is fresh - do not add mid-season on old engine.

- oil is a coolant, use multi-viscosity a 20/50 or 20/40.

- do not use additives in transmission.

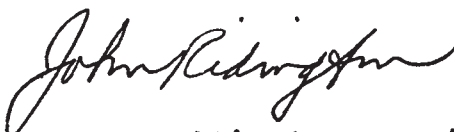
Michael thanked our speaker for a most informative talk.

All British Field Meet - May 3 & 4

At VanDusen Gardens on Saturday, solo event and slalom on
Sunday.

Next Meeting April 8th

Meeting adjourned at 10:08 p.m.



John F. Ridington
Secretary

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You and Your GUDGEON PINS

It pays to maintain your gudgeon pins in tip-top condition, for otherwise your gudgeons may fail to operate smoothly or could become "un-pinned". This can lead to "flasking".

The pins are easily located beside the wet-pinioned flange's journal-piece and should be inspected at regular intervals. Apply a few droplets of proprietary lustralising agent or anticoagulant flux, ensuring it is well bedded in between the splines. Do NOT over-tighten the crux bolt.

Check periodically for signs of seepage where the gaiters rub against the main rostrum on the "up" stroke. Wipe BOTH ends with a swatch of lint-free scrim, then use a strobe and calipered (or nib-ended) targeting tool to check the inner tension. If EITHER the bezel OR variable arm is thwarted or "tram-lining", switch OFF and replace the grommets without delay.



VICE PRESIDENT'S MESSAGE

Thankyou Ross and Sue Kensler ! The Kenslers put on a super spread for VRC members on both sides of the boarder. The event was well attended and most of us honed our racing skills courtousy of the Kensler's F1 computer program. Ross took valuable time out from the total rebuild he is performing on Sue's Shelby to co-host the day, I hope both Shelbys will make it up for our May 17 race/school.

I will be attending the META meeting March 26th, I am hoping to beg enough turn workers to put off their travel plans in order to help us out on the 17th, by the time you read this I will know if our day will be on as scheduled.

Our March meeting was enlivened by a presentation on car preparation given by Ray Nixon. Ray was kind enough to stay on for a drink after giving his talk, his chats with various members were very helpfull indeed. Anyone wanting to get the most from their engine would be well advised to give Ray a call at his shop NIXON AUTOMOTIVE, thank you Ray for a fine presentation.



RESTORING OLD TREASURES OF THE ROAD



BEFORE



AFTER

Unless a motor vehicle is thoroughly rinsed, soaped, rinsed again, leathered off, waxed and "buffed up" at least once or twice a day, "corrosion" can quickly take hold and may mar the "showroom" finish or **lustre**. Where "rust" or extensive "rot" is present, remedial action may be time-consuming but is full of interest and excitement for the d-i-y automotive enthusiast or "crushing bore".

With patience and a little "elbow-grease" there are hours of fun to be had for

(continued pages 2-599).

PICTURES ETC. PINCHED FROM PUNCH