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RACE WEEKEND
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The Sports Car Club of British Columbia
Motorsport Emergency Turnworkers Association

SANCTIONED BY:

The Canadian Automobile Sport Clubs



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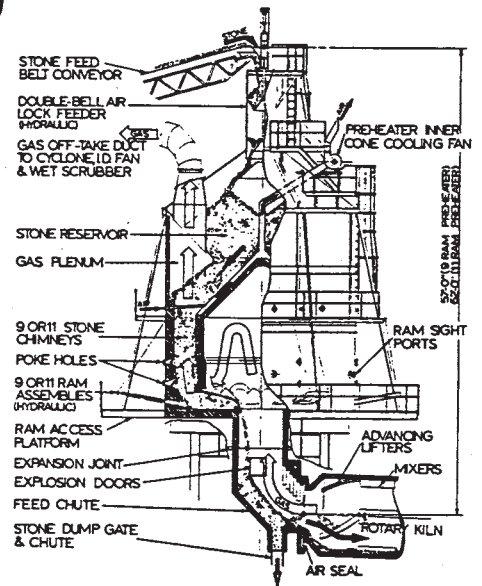
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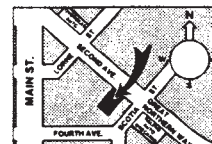
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A Message from the President of the Vintage Racing Club

On behalf of the Vintage Racing Club of British Columbia, I extend a very warm welcome to spectators, competitors and crews to this the fifth Historic Racing Weekend. This event is sponsored by the Club in conjunction with the Deer's Leap Vintage Motorcycle Road Racing Preservation Society. It retains the flavour of club race meets that were so common during the era represented by most of the cars and motorcycles here today. It is the only event of its kind that we know of that combines vintage motorcycle and car racing in one meet.

Those of you who are spectators need to be aware of what vintage racing is all about to fully appreciate this weekend. Vintage racers do not subscribe to the well known axiom of motorsport that "while winning may not be everything, losing is nothing". Many of the cars you see here today represent a labour of love, if not because they were restored by their owners/drivers, then because they are painstakingly maintained in most cases by the very person you see behind the wheel. You do not take an old car, or motorcycle, onto a track and drive it at top speed over a twisting course without knowing that it's safe. So when you see those vehicles on the track, the driver has more on his or her mind than winning. Most drivers know every part of their machines, indeed, have

even made some of them. They become an integral part of the vehicle: testing limits, reacting to each movement as they course together around the winding circuit.

Where then is the challenge? What about the competitive spirit? Vintage racers do in fact possess the same competitive spirit as the other racers - indeed several are experienced racers having already achieved fame. The main difference is that vintage drivers are not slaves to winning the race. To some, the race is won at the back of the pack, or in the middle, wherever the "dicing" takes place. Most vintage racers gain little pleasure out of winning a race if there is no competition.

Although competitive, vintage racers have an unwritten code which states that you are in the wrong game if your desire to win exceeds your respect for the safety of other racers and their vehicles. Vintage racing is not of the fender-bending, hell-bent-for-leather variety.

We invite you to visit the pits and view these cars and motorcycles, the machines that reflect the ingenuity and imagination of their designers and builders who laid the very foundation to our motor racing heritage. Talk to the owners/drivers and share with us in the experience of this weekend.

Finally, our sincere thanks to all those who organized this event on our behalf and to those who are devoting their weekend to its operation, working in the tower, on the corners and in the pits. Your efforts are greatly appreciated.

To the competitors - good luck, and enjoy!

J. Leigh Anderson, *President*

In Retrospect

It's become a habit, this Historic Racing Weekend. From a fairly subdued start in 1981 (less than 30 cars), to last year's nearly 50 cars and more than 50 motorcycles, it has never lost its appeal as an example of "true" Vintage Racing. When was the last time you were able to stand by a grand prix car and chat to the owner/driver? At the 1982 Historic Weekend you could have done just that, before Peter Giddings climbed into his magnificent Talbot-Lago Grand Prix car. Despite his protestations that the car was unsuited to standing starts, unsuited to the track, and anyway, the driver couldn't keep up with the local hot-shots, he rocketed into the lead and tore around the track, lapping at 1 minute 26 seconds, on tires that were older than many of the spectators.

Adrian Ratcliff had previously produced a different sort of spectacle when he provided everyone with an "exploded" view of a Fiat-Abarth engine, just to prove this doesn't only happen to the pros.

Organiser Dr. Robert Follows is not guiltless when it came to providing spectacle either. In 1983 he was cornering his Cooper-Norton to such good effect that at times it seemed that the motorcycle heritage of the engine had taken over the car as he went through the hairpin with the inside wheels 18 inches in the air!

Lest you think it's all "blood and guts" I should point out that Vintage Racing is Gentlemen's Racing; racing for fun, the way we think we remember it. Moss, Fongio, Hawthorn, Hill (x2) - we remember them and, in our Walter Mitty-like way, try to emulate them; even a TR3 feels like a Ferrari sometimes!

A list of cars that have raced at previous Historic Weekends reads like an enthusiast's wish list: several Cobras, both 289 and 427 cubic inches, including Dick Smith's 427 which has been officially timed at Daytona at 198 mph - the fastest any Cobra roadster has ever gone; Bob Patterson's Corvette GS, one of 3 or 4 and the match for a 427 Cobra; Tom Hart's Alfa-Romeo T33 coupe, surely the finest sounding car ever to run at Westwood; Gerry Benson's Lola Coupe, one of two built and the prototype for the epoch making Ford GT40; Fritz Duernberger's Alfa-Romeo GTZ Tubolare, immaculate in the extreme; Dr. John Hunholz's Ferrari 412 Supersport, big, red, 12 cylinders, what more can one say? There are Lotus's of every type, Elvas, Shelby, Lolas, Lancias, Morgans, Aston Martins, even an Effyh. Who's going to be the first to bring a Zust?

Only heaven knows what people and cars will come to the next five Historic Weekends; if they are as much fun as the participants in the first five we have a lot to look forward to.

David Birchall

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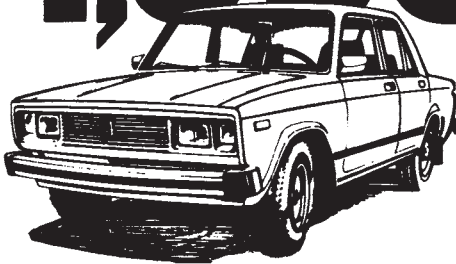
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Dr. Robert Follows' 1928 Aston Martin LM1

Our 1985 Historic Racing Weekend celebrates the 50th Anniversary of the Aston Martin Owners Club. At this event will be a good number of Aston Martins representing the marque during its long existence, from pre-war 1½ litre cars through the DB 2,4,5 and 6 up to the present V8 model. Also present will be competition cars from the 1928 LM 1 to the lightweight DB 2 and stunningly handsome DB3S which was so very successful in the mid 50's.

Lionel Martin was the founding father of Aston Martin, the "Aston" part being taken from one of their early hill climb successes at Aston Clinton. The first Aston Martin was built up in 1913, but it was not until after the Great War that cars were sold to the public. This was a very high quality 1½ litre side valve machine. These were made in small numbers and a great proportion were used in competition. Many of these cars were given names such as "the Hybrid", "Coal Scuttle", "Nigger" and "Bunny" - the last named taking many long distance records in 1922 and generally competing successfully in a way unbefitting a mere 1½ litre car. 1923 saw the production of 3 or 4 very advanced twin cam cars to race at the Strasbourg Grand Prix.

The first cash crunch came in 1925 and the firm passed ultimately into the hands of A.C. Bertelli - a genuine Welshman born in Italy, or an Italian brought up in Wales. Continuing with the philosophy that racing was the best form of advertising, he made his first assault on the 24 hour race at Le Mans in 1928 with LM 1 and LM 2. It wasn't until 1932 that the Le Mans cars placed well and the following year won the Rudge Whitworth Biennial Cup. The beautifully proportioned 1½ litre cars were possessed of such evocative names as "International", "Le Mans" and "Ulster", reflecting their successes. The company management changed again in 1934, and in 1936 the rather less exciting 2 litre cars were produced.

The Aston Martin Owners Club was founded in 1935 by Mortimer Morris Goodall and S.C.H. (Sammy) Davis in order to gather together the fortunate few who were able to own these excellent cars.

The end of the Second World War saw Aston Martin at another low and they were fortunate to be bought by David Brown of tractor fame, who was to embark on an even more successful racing program over the next 15 years. He also purchased the remains of the Lagonda company and used the W.O. Bently designed twin-cam six to provide the power for all the Astons built until 1969. First the lightweight competition DB 2 coupes and then the DB 3 and the DB 3S sports racers gained the factory many successes, but it was not until 1959 with a newly designed engine that the DB R1 won Le Mans and the World Sports Car Championship. It was on this high point that the factory retired from racing and started to concentrate on the road cars - the very elegant and very fast DB 4 and even faster DB 4GT, followed by the more civilised and refined DB 5 and the genuine 4 seater DB 6. The DB R4 front engined Grand Prix car was campaigned in 1960 but by then was no match for the rear engined Lotus and Cooper cars. Several special Project cars were built to compete at Le Mans in the Sixties with great panache but without notable success.

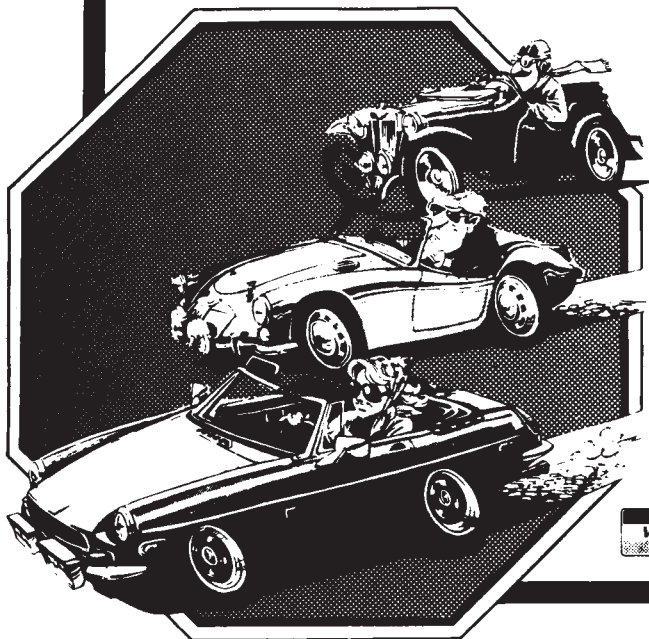
1969 saw the unveiling of the brand new DBS, but the 6 cylinder engine was soon replaced by an all-alloy 4 cam V8 which still powers all the current Aston Martin and Lagonda automobiles. These cars have now become luxurious, beautifully built, heavy high performance cars and have come a long way from the early competition-based sports cars. However, the owners change little and the Aston Martin Owners Club goes from strength to strength as the largest worldwide one make car club with the members sharing the same delight in their machines from whatever era they may hail.

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History of Vintage Motorcycle Racing at Westwood

As with Vintage Automobile Racing here and elsewhere, growth in "old bike" racing has been steady. Motorcycles were first added to the Historic Weekend in 1982 - 17 motorcycles, two races - then in 1983 there were 28 machines competing in scratch and handicap events, and in 1984 there were 54 bikes contesting scratch races, handicaps, and a Formula Libre Run What Ya Bring event.

Over the years we have looked to Colin Hancock's Bultaco motorcycles to be steady contestants in the 250, 350 and Vintage Superbike classes. Dave and John Wildman have also competed very successfully in a number of classes: last year Dave took the 250 and 500 scratch races, and the Senior Handicap event. Denis Mitchell has won handicap races in two out of the three years and placed second by a bike's length in the other.

The 1984 Formula Libre event saw three father-son combinations on the starting grid: Dave and John Wildman, Denis and Richard Mitchell, and Jack and Vincent Shaw.

This year impressive speeds have been displayed in the early meets by John Westphelan of Seattle, who threatens to continue the tradition established by Dave Strecker and Norm Traver of ensuring some trophies find a home south of the border.

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The Motorcycle Events

SCRATCH RACES:

The motorcycles are divided into classes based on age and engine capacity. The classes normally featured on the Historic Weekend are Classic Vintage (machines up to 1967) in 250cc, 350cc, 500cc and Unlimited capacities, and Vintage Superbike (high-performance machines built from 1968 to 1972). The machines are assigned positions on the starting grid based on practice lap times, with the faster machines given the favoured positions. Each heat is seven laps, and the classes featured in each heat depend on the entry. The scratch races are organised and run exactly as contemporary motorcycle races.

HANDICAP RACES:

One of the traditional requirements for Vintage racing is a fair and equitable way of allowing machines from different periods and with different performance capa-

bilities to race together with everyone having some chance of winning. Handicapping can be accomplished in a number of ways (500cc riders have to carry pails of sand while racing against 250's, etc.), but the most satisfactory seems to be a time adjustment based on past performance - up to and including Sunday morning. Competitors are flagged away from the starting line in one's and two's, slowest first, with a time differential calculated to have everyone arrive simultaneously at the finish line seven laps later.

FORMULA LIBRE:

This race is also known as the Invitational Grand Prix, the Trophy Dash, Free-for-all, etc. The motorcycles are gridded by best lap time, regardless of class. The race is seven laps, and there are two champions: the first racer to the finish, and the On Whom the Gods Have Smiled winner, drawn by lot from the list of finishers.

The Formula Libre event gives racers an opportunity to compete against machines that normally would run in different classes, and is usually the most popular (noisy) event.

1985

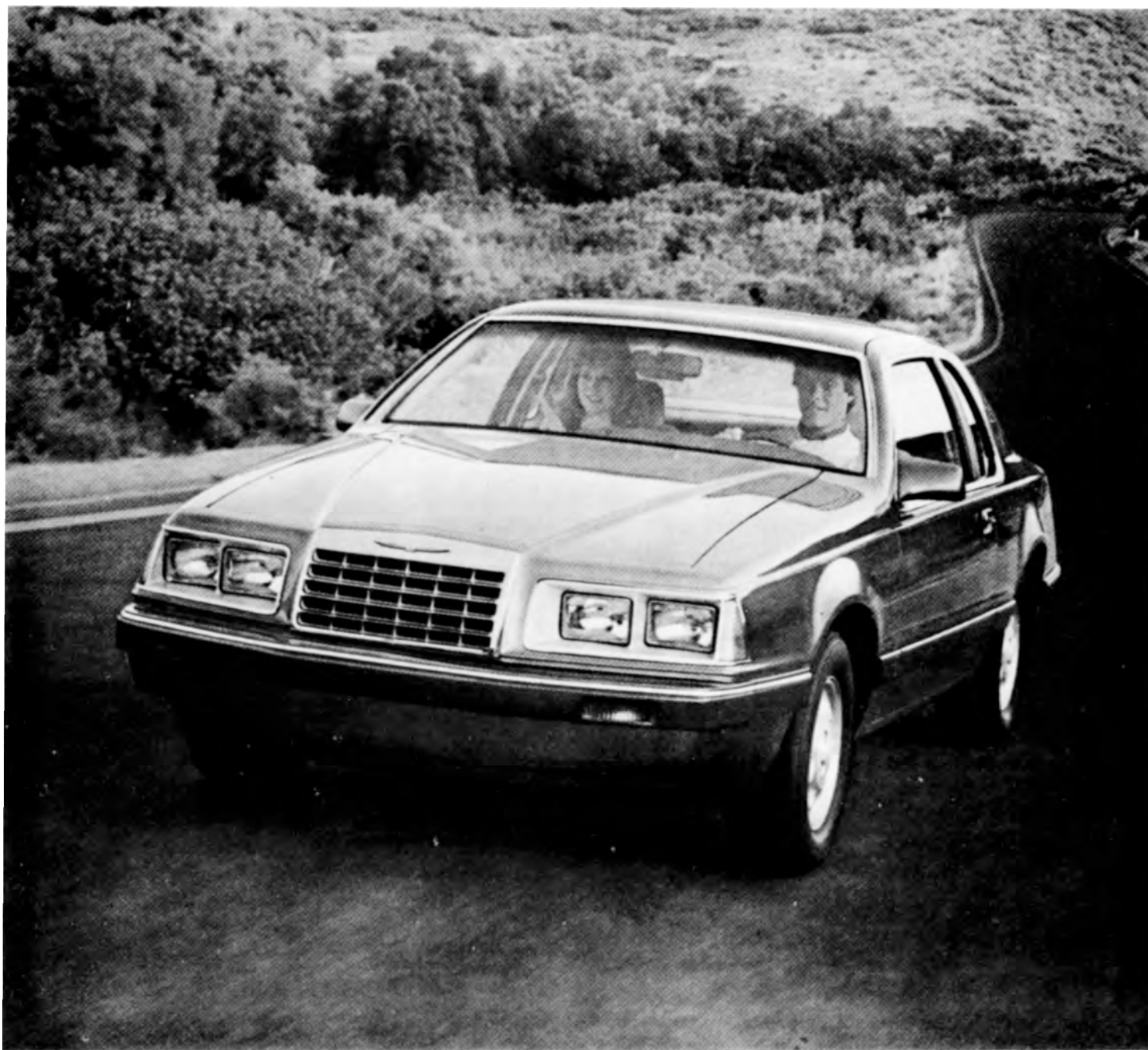
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vintage racing club

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HISTORIC RACING WEEKEND SCHEDULE

SATURDAY, JULY 13th, 1985

- 7:30 a.m. — Registration, Gate, Tech. open
- 8:30 a.m. — Track orientation
- 9:30 a.m. — Open practice, all motorcycles
Alternating practice, half hour sessions
for racing cars and motorcycles
- 12:00 noon — LUNCH BREAK *
- 1:30 p.m. — Drivers Meeting at Marquee, cars
- 2:00 p.m. — 7 Lap motorcycle scratch race, Lightweight (250cc)
- 2:20 p.m. — 7 Lap scratch race - Group A cars
- 2:40 p.m. — 7 Lap motorcycle scratch race, Junior (350cc), Unlimited (500cc+)
- 3:00 p.m. — 7 Lap scratch race - Group B cars
- 3:20 p.m. — 7 Lap motorcycle scratch race, Senior (500cc)
- 3:40 p.m. — 7 Lap scratch race - Group C cars
- 4:00 p.m. — 7 Lap motorcycle scratch race, F750, 500 GP
- 4:30 p.m. — Team relay race, cars

SUNDAY, JULY 14th, 1985

- 9:00 a.m. — Open practice racing cars
- 9:30 a.m. — Open practice motorcycles
- 10:00 a.m. — Open practice racing cars
- 10:30 a.m. — Open practice motorcycles
- 11:00 a.m. — LUNCH BREAK *
- 12:30 p.m. — Drivers' meeting, cars
- 12:45 p.m. — 7 Lap handicap race - Junior motorcycles
- 1:05 p.m. — 7 Lap handicap race - Group A cars
- 1:25 p.m. — 7 Lap handicap race - Senior motorcycles
- 1:45 p.m. — 7 Lap handicap race - Group B cars
- 2:05 p.m. — 7 Lap handicap race - Open motorcycles
- 2:25 p.m. — 7 Lap handicap race - Group C cars
- 2:45 p.m. — Invitational Gran Prix, motorcycles
- 3:15 p.m. — Team relay race, cars
- 4:30 p.m. — AWARDS

* Aston Martin Parade to celebrate the 50th anniversary of the Aston Martin Owners Club, other car clubs will follow. Sunday only: The Battle of the Twits and vintage motorcycle parade.

VINTAGE RACING MOTORCYCLE ENTRIES

Period 1 — Classic Vintage to 250cc

2	1966	HONDA STREET SCRAMBLER	160	JACK DUBERLY	VANCOUVER, B.C.
4	1969	SUZUKI T-125 Production Racer	125	STUART DAVIDSON	ROBERTS CREEK, B.C.
15	1967	DUCATI MK 3	250	MIKE RIVELLI	PORTLAND, OR.
28	1967	DUCATI MK 3	250	IAN WATSON	VANCOUVER, B.C.
32	1967	DUCATI F 3 - Production Racer	250	MARK NORRIS	VANCOUVER, B.C.
37	1967	SUZUKI T-20	250	TONY WALKER	VICTORIA, B.C.
42	1967	BULTACO METRELLA	250	KIRK HOGLE	SEATTLE, WA
47	1967	DUCATI MK 3	250	TONY RIVELLI	PORTLAND, OR
54	1966	BULTACO METRELLA	250	ERIC VOLKSTERF	SEATTLE, WA.
72	1963	DUCATI MK 1	250	SIMON CAMERON	WEST VANCOUVER, B.C.
73	1967	SUZUKI T-20 Race Modified	250	DAVE SMITH	VANCOUVER, B.C.
85	1966	DUCATI F-2 Production Racer	250	RON TITENSOR	BELLINGHAM, WA.
89	1966	HARLEY DAVIDSON Prod. Racer	250	ANDY SMITH	MAPLE RIDGE, B.C.
102	1962	PARILLA GRAN SPORT	250	DAVE STRECKER	SEATTLE, WA,
132	1967	DUCATI MK 3	250	DAVE WHITE	SEATTLE, WA,
166	1967	SUZUKI T-20- Race modified	250	WAYNE INGRAM	NORTH VANCOUVER, B.C.
192	1961	HONDA CB 92-R-BENLY	125	ANGELA SELLEY	SEATTLE, WA.
207	1969	BULTACO METRELLA-Race Mod.	250	COLIN HANCOCK	COQUITLAM, B.C.
219	1965	VACHON T.T. HONDA	160	CARL RADER	SEATTLE, WA.
284	1961	DUCATI F3 Production Racer	250	RON TITENSOR	BELLINGHAM, WA.

Period 1 — Classic Vintage 251cc — 350cc

24	1967	YAMAHA TDIC Production Racer	350	TONY REICHER	TERRACE, B.C.
30	1973	DUCATI	350	BILL CHRISTIAN	WHITEROCK, B.C.
38	1948	VELOCETTE MAC	350	ED GILKISON	LAKE BAY, WA.
40	1966	HONDA SUPER HAWK	305	BOB GRAEFF	REDMOND, WA.
45	1965	HONDA Race Modified	350	VIC BOSSON	VICTORIA, B.C.
49	1947	VELOCETTE KSS	350	JOHN RAY	SEATTLE, WA.
55	1973	HARLEY DAVIDSON SPRINT	350	CHRISTOPHER WOODSON	OLYMPIA, WA.
177	1966	HONDA SUPER HAWK	305	CORY RILEY	REDMOND, WA.
208	1969	BULTACO Race Modified	350	COLIN HANCOCK	COQUITLAM, B.C.
666	1967	HARLEY DAVIDSON SPRINT	350	DAMIEN GREGORY	SEATTLE, WA.

Period 1 — Classic Vintage 351cc — 500cc

7	1953	BSA GOLDSTAR	500	IAN WATSON	VANCOUVER, B.C.
10	1959	NORTON MANX Racer SS	500	PETE KELLOND	CLOVERDALE, B.C.
12	1957	BSA GOLDSTAR	500	STEVE HARDING	WHITEROCK, B.C.
17	1972	TRIUMPH DAYTONA	500	DONN HUBBLE	DELTA, B.C.
20	1965	VELOCETTE- Race Modified	500	BOB STRODE	WOODENVILLE, WA.
29	1967	VELOCETTE- Race Modified	500	COREY PADULA	MISSION, B.C.
35	1969	DUCATI Race Modified ED	450	MARK NORRIS	VANCOUVER, B.C.
41	1956	BSA GOLDSTAR CLUBMANS	500	SWISS NIEDERBERGER	VICTORIA, B.C.
44	1971	TRIUMPH DAYTONA-Race Mod.	500	GORDON RICE	SEATTLE, WA.
46	1956	BSA GOLDSTAR	500	STEVE GIBLIN	SEATTLE, WA.
48	1969	DUCATI-RACE MODIFIED	450	BILL NOBLE	SEATTLE, WA.
53	1953	NORTON MANX Prod. Racer (LS)	500	MURREY NEIBLE	IOCO, B.C.
56	1956	BSA GOLDSTAR	500	DAN SMITH	VANCOUVER, B.C.
58	1957	NORTON MANX Prod. Racer(SS)	500	DAVE WILDMAN	COQUITLAM, B.C.
59	1962	BULTACO METRELLA-Race Mod.	360	HARRY MUCKALT	LADNER, B.C.
68	1961	VELOCETTE MSS	500	MICHAEL SEARS	TACOMA, WA.
69	1958	BSA GOLDSTAR CLUBMANS	500	ANDY SMITH	MAPLE RIDGE, B.C.
71	1953	MATCHLESS G-45 Prod. Racer	500	DENNIS MITCHELL	RICHMOND, B.C.
77	1948	ARIEL KH TWIN	500	ROBERT WATSON	ALDERGROVE, B.C.
133	1971	BSA B-50- Race Modified	500	JOHN RAY	SEATTLE, WA.
135	1956	BSA GOLDSTAR	500	TIM MAREK	OREGON CITY, OR.
157	1948	NORTON MANX Prod. Racer(LS)	500	JOHN McDUGALL	VANCOUVER, B.C.
171	1956	MATCHLESS G-50 Prod. Racer	500	RICHARD MITCHELL	RICHMOND, B.C.
211	1961	AJS	500	ALAN JOHNSON	CALGARY, ALTA.
500	1951	TRIUMPH SPEED TWIN	500	LEN FLATRAY	SUMNER, WA.
957	1955	BSA GOLDSTAR	500	BILL LASBY	RICHMOND, B.C.

VINTAGE RACING MOTORCYCLE ENTRIES

Period 1 — Classic Vintage — Unlimited

5	1961	BSA-A10- Race Modified 3D	650	MARTIN DOERFLER	PORTLAND , OR.
26	1972	TRIUMPH BONNEVILLE	650	VINCENT SHAW	VANCOUVER, B.C.
27	1956	NORVIN AMAZONKER	1500	TIM CAMERON	WEST VANCOUVER, B.C.
33	1951	VINCENT RAPIDE	1000	JACK SHAW	VANCOUVER, B.C.
36	1967	NORTON ATLAS-Race mod.	750	RANDY JAMISON	SEATTLE, WA.
57	1961	NORTON ATLAS-Race mod.	750	JOHN McDUGALL	VANCOUVER, B.C.
63	1963	NORTON ATLAS-Race mod.	750	LARRY COWLING	MILWAUKIE, OR.
120	1958	TRITON	650	JIM KNOWLES	WEST VANCOUVER, B. C.
156	1965	NORTON ATLAS-Race Mod.	750	CARL RADER	SEATTLE, WA.

Vintage Superbike — to 500cc

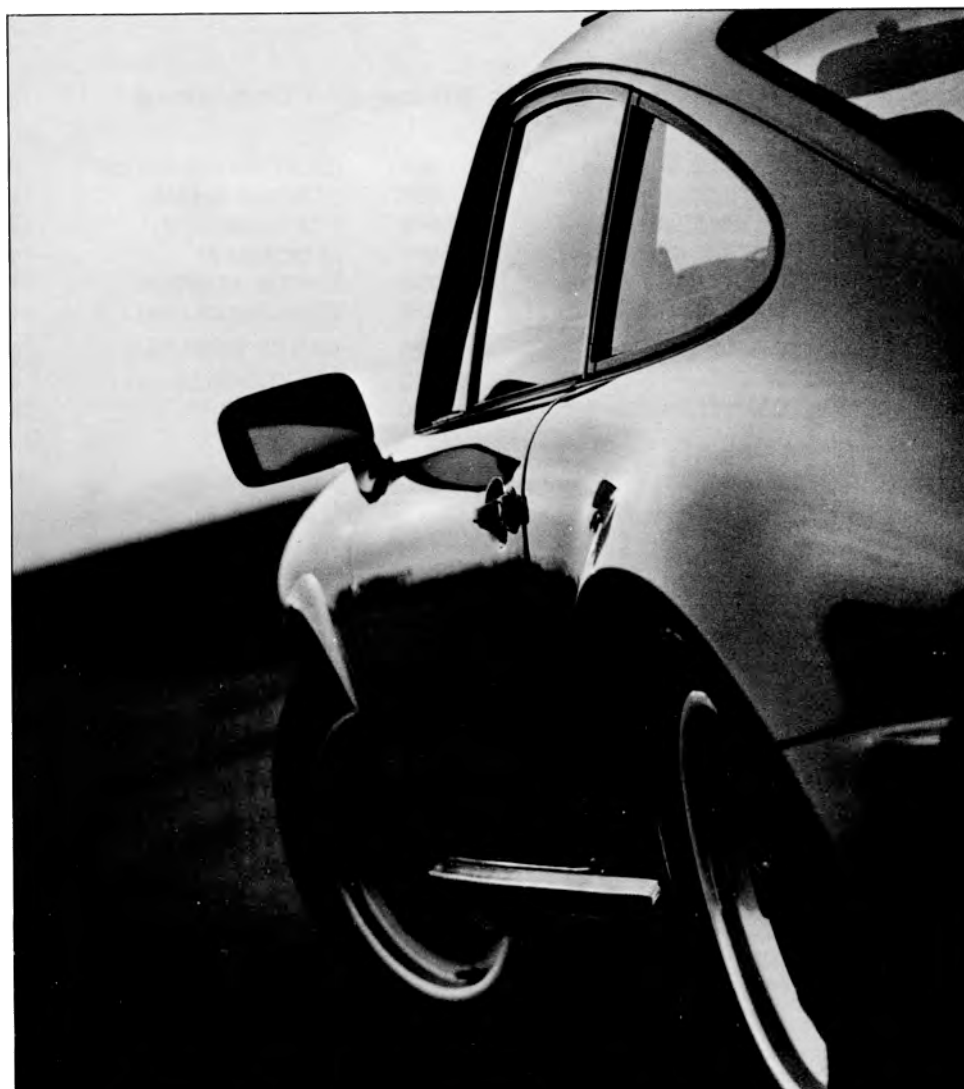
1	1975	AERMACCHI Production Racer	250	DAVE STRECKER	SEATTLE , WA.
(SPECIAL INTEREST CATEGORY-WON THE No. 1 PLATE FOR HARLEY DAVIDSON-1975)					
6	1972	YAMAHA TR3 Production Racer	250	BRIAN RIGGS	RICHMOND, B.C.
9	1969	SUZUKI T-500	500	STEVE DRANE	VICTORIA, B.C.
146	1972	BSA B-50	500	STEVE GIBLIN	SEATTLE, WA.
209	1969	BULTACO TSS Production Racer	360	COLIN HANCOCK	COQUITLAM, B.C.

Vintage Superbike Formula 750

8	1976	SILK	700	PETER GAGAN	WHITEROCK, B.C.
(SPECIAL INTEREST CATEGORY-1-F 3 IN NORTH AMERICA)					
11	1968	CURTIS TRIUMPH	750	ROD YOUNG	BURNABY, B.C.
19	1972	DUCATI	750	DAVE CLEMENT	VICTORIA, B.C.
22	1972	ROB NORTH TRIDENT	750	GEOFF ABBOTT	CALGARY, ALTA.
31	1971	NORTON COMMANDO	750	ALAN DEMET	CALGARY, ALTA.
34	1969	BSA ROCKET III	750	JOHN COLLETT	VANCOUVER, B.C.
50	1971	RICKMAN TRIUMPH	700	KEN RUTLEDGE	VANCOUVER, B.C.
51	1969	RICKMAN TRIUMPH	700	JOHN WILDMAN	COQUITLAM, B.C.
60	1972	ROB NORTH TRIDENT	750	ROD YOUNG	BURNABY, B.C.
66	1972	TRIUMPH TRIDENT	750	JOHN WESTPHALEN	SEATTLE, WA.
98	1971	FACTORY TRIDENT RACER	750	DEAN NEWTON	GRESHAM, OR.
152	1968	NORTON COMMANDO	750	WALTER THOMASON	SAN FRANCISCO, CA.
THIS BIKE IS THE PROTOTYPE COMMANDO PRODUCTION RACER WITH AN EXTENSIVE CALIFORNIA RACE HISTORY.					
155	1969	HONDA FOUR	750	CARL THOMPSON	CALGARY, ALTA.
RACEBIKES No. 58,69,and 89 ARE ON LOAN FROM THE FRED DEELEY MOTORCYCLE MUSEUM' RICHMOND, B.C.					

B.O.T.T — Battle of the Twitts

007	1964	CZ	125	COLIN HANCOCK	COQUITLAM, B.C.
18	1948	FRANCIS BARNET SPORT	125	TOM WHITE	SURREY, B.C.
49	1965	SEARS PUCH	50	RUSSEL BARTON	VANCOUVER, B.C.
73	1947	ROYAL ENFIELD	125	GRAND POOBAH TWIT	TWITSILANO, B.C.
115	1934	FRANCIS BARNET	150	DON ROLLS	RICHMOND, B.C.
11-T-7	1948	HARLEY DAVIDSON CHOPPER	125	RAZOR	VANCOUVER, B.C.
F-B	1953	FRANCIS BARNET FALCON	197	PETER GAGAN AND	
W-Z	1948	SCHWINN WIZZER	150	A BUNCH OF HIS	
Q	1953	N.S.U. QUICKLY	55	SAME FRIENDS FROM	
Z	1949	FUJI FOLDING PARACHUTE BIKE	UNK.	THE CLASSIC CLUB	
X	UNK	SALSBURY SCOOTER	UNK.	RACER X (NEDERLANDS OF SPACE)	
(MANUFACTURED BY ROCKWELL NORTH AMERICA-THE SAME GUYS THAT BUILT THE SPACE SHUTTLE).					
∞	1970	ARIEL THREE	50	DENNIS THE MENACE	SEELLY OAK
99	1951	VESPA	125	SECRET AGENT	NEW WESTMINSTER . B.C.



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VINTAGE SPORTSCAR ENTRIES

NUMBER	DRIVER	YEAR, MAKE, MODEL	HOMETOWN
GROUP A			
1	ROBERT FOLLOWS	'28 ASTON MARTIN LM1	WEST VANCOUVER, B.C.
4	JEFF CLEGG	'59 ALFA ROMEO SPYDER	DELTA, B.C.
7	DAVID SCOTT	'23 BENTLEY 3 LITRE	VICTORIA, B.C.
10	DON BALDOCCHI	'54 NARDI CROSSLEY	SAN FRANCISCO, CA.
13	ALAN MURTAGH	'70 MORGAN 4/4	VANCOUVER, B.C.
17	MICHAEL RIGBY	'63 ASTON MARTIN DB4	VANCOUVER, B.C.
21	CLAUDIO VALIANTE	'68 FIAT 750 ABARTH	VANCOUVER, B.C.
27	MICHAEL WELLAND	'62 TRIUMPH TR3A	NORTH VANCOUVER, B.C.
54	KEN INGHAM	'54 ARNOLD SPECIAL	NORTH VANCOUVER, B.C.
77	LORRIE HUNT	'58 AUSTIN HEALEY SPRITE	DELTA, B.C.
97	LOUIS LAFLIN	'47 MORGAN F-SUPER SPORTS	PHOENIX, ARIZONA
122	THOMAS MEEHAN	'58 ALFA ROMEO SPIDER VELOCE	RENTON, WA
123	GREG RENNORD	'59 ALFA ROMEO GIULIETTA SPRINT	EDMONDS, WA.
381	SUE KENSLE	'66 SHELBY MUSTANG GT 350	TACOMA, WA.
	HANS SIPMA	'58 ALFA ROMEO GIULIETTA SPRINT	VANCOUVER, B.C.
	CARL SCHON	'63 PORSCH 356 CABRIOLET	VANCOUVER, B.C.
	JACK HAWKES	'57 LANCIA FLAVIA ZAGATO	VANCOUVER, B.C.
GROUP B			
2	TOM HART	'54 OSCA	WALNUT CREEK, CA.
9	DAVID LOVE	'58 FERRARI 250 TESTA ROSA	BERKELEY, CA.
17	MICHAEL RIGBY	'61 GINETTA G4	VANCOUVER, B.C.
19	MIKE ESHAIA	'50 ASTON MARTIN DB2	LAKE OSWEGO, OR.
25	JAMIE MORTON	'60 LOTUS ELITE	CALGARY, ALTA.
26	WILLIAM CHIZAR	'57 FERRARI 250 TR	SAN FRANCISCO, CA.
35	VICTOR MUNSEN	'59 GEMINI F. Jr.	SEATTLE, WA.
38	ROSS KENSLE	'66 SHELBY MUSTANG GT 350	TACOMA, WA.
46	ALLEN RICHARDSON	'68 LOTUS EUROPA S1	VANCOUVER, B.C.
55	GEORGE NEWELL	'55 ASTON MARTIN DB3S	ALAMEDA, CA.
56	JEROME CATHEY	'56 AUSTIN HEALEY LEMANS	SEATTLE, WA.
69	PEETER HUNT	'64 DAIMLER SP 250	SURREY, B.C.
71	JOHN MACGREGOR	'61 TRIUMPH TR4	WHITE ROCK, B.C.
125	JAMES JESSUP	'64 SCEPTRE	SEATTLE, WA.
442	ROBERT SMITH	'67 TRIUMPH TR5	DELTA, B.C.
	STEVE EARLE	'51 ASTON MARTIN DB2	SANTA BARBARA, CA.
GROUP C			
8	BRIAN JOHNSON	'62 JAGUAR XKE 3.8	DELTA, B.C.
12	LEIGH ANDERSON	'60 ELVA SPECIAL	SURREY, B.C.
32	LAURIE FRASER	'68 ALFA ROMEO GTA	VANCOUVER, B.C.
41	DEAN WATTS	'60 PORCHE ABARTH	ALAMEDA, CA.
52	WALTER THOMASON	'56 LOTUS XI LEMANS	SAN FRANCISCO, CA.
67	ADRIAN RATCLIFF	'61 ALFA ROMEO 2600 SPRINT	BURNABY, B.C.
86	BRIAN DOAN	'65 SUNBEAM TIGER	BAINBRIDGE Is., WA.
88	BILL FERGUSON	'63 BOBSY	DELTA, B.C.
93	BOB BYRD	'62 ELVA VI	SAN GABRIEL, CA.
111	GRANT HILL	'64 AC COBRA	OKOTOKS, ALTA.
117	FRITZ DUERNBERGER	'65 ALFA ROMEO GIULIA TZ	NORTH VANCOUVER, B.C.
171	RAY COOKE	'63 BRABHAM BT5	MERCER IS., WA.
555	ROBIN MARSHALL	'59 LOTUS 17	WHITE ROCK, B.C.
5	DAVID BIRCHALL	'64 LOTUS ELAN 26R	DELTA, B.C.

Vintage Car Racers and Cars



1957 Ferrari 250 TR, Bill Chizar, San Francisco, California



"I don't know, what went wrong!", Bill Chizar, Owner/Driver



1960 Porsche Carrera Abarth, Dean Watts, Pleasanton, California



*1957 Lotus XI,
Fred McNabb,
Portland, Oregon*



1960 MGA, Robert Hugo, Rochester, Washington



Bill Morton (Lotus XI) chases Walt Mattheweson (Lotus 18) through the Hairpin

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Teresa Duernberger places the sash on George Newell in the Relay Race.



1955 Aston Martin DB3S, George Newell, Alameda, California.



Mike Eshaia, 1950 Aston Martin DB 2, shows a "Moggie" how it's done.

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Bike Racing

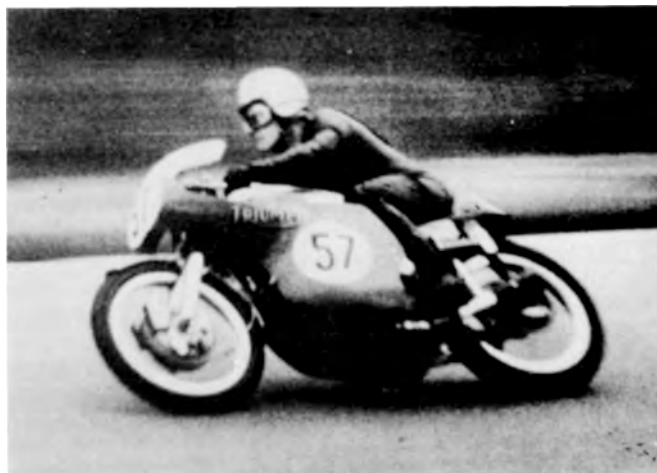
Close competition between modern Vintage Riders. Richard Mitchell No. 171 takes his Matchless G50 around the B.S.A. Goldstar of Ian Watson, No. 7, at the 1984 Historic Weekend.



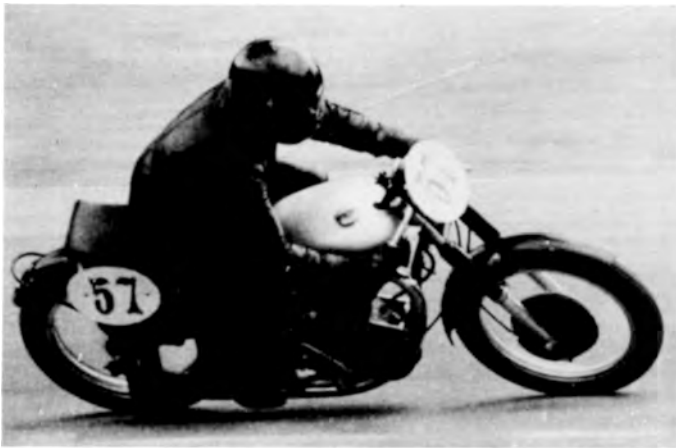
Back in the 1960's, Murray Neible, Manx mounted as usual, rounds the Marshall's Hairpin with an aggressive angle of lean and intense concentration on his face.



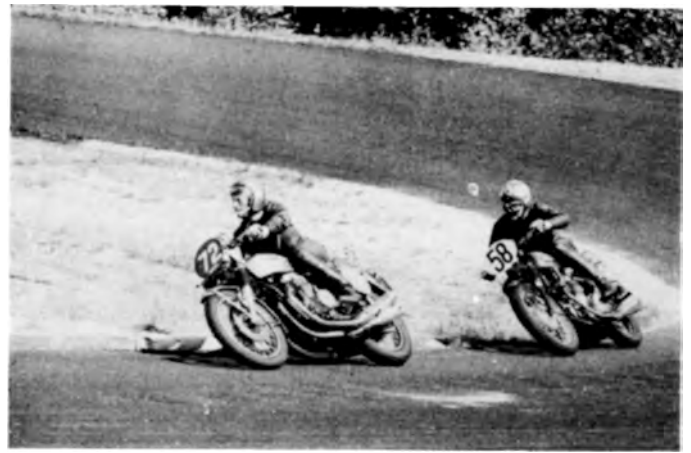
Murray in 1984, still aggressive on his 1953 Norton Manx 500



John McDougall in the mid 1960's at speed on the Pit Straight. This was John's Triumph powered Norton chassis.



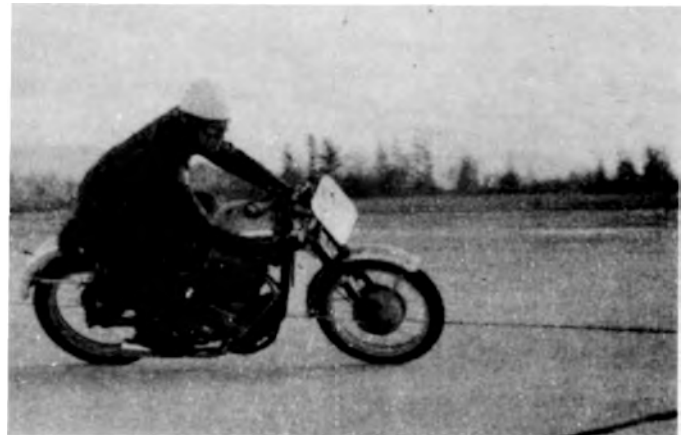
John McDougall at the 1984 Historic Weekend on the plunger framed 1948 Norton Manx 500cc O.H.C. single.



At the Hairpin in 1970, Eric Foulks, No. 72, on the 750cc Honda four leads Dave Wildman on his 750cc production Trident.



Dave Wildman on the 500cc Victory Lap, 1984 Historic Weekend — A Familiar pose.



From the pre Westwood days, David Hagen cornering his 1956 B.S.A. Clubmans Goldstar 500cc at the old Abbotsford Airport circuit, October 23rd, 1956.

Of Bike Racers and Bikes

Several of the vintage bike racers participating in the Fifth Historic Racing Weekend have been competing at Westwood for many years. Three of these racers are often seen at the various vintage races during the year and most especially the Historic Weekends that we have had over the last several years.

Number 53 Murray Neible

A longtime Norton aficionado, Murray started road racing in 1963 on a 500cc Norton Dominator, a fast twin cylinder street bike. In 1964 he purchased a well used 1953 350cc longstroke Norton Manx production racer from the late Russ Moody. He rode this Norton well enough to win the 500cc Canadian Junior Championship that year. For the following season Murray modified the bike to 500cc, raced it successfully and sold it at the season's end. That bike disappeared from sight until a wet day in 1984 when a worker at the Vancouver garbage dump walked into British Motorcycles in Vancouver, and plonked a smelly lump of engine with the word "Norton" on the side onto the parts counter. For ten dollars "British" bought the Manx engine less the head. The magneto worked and now provides spark for the 1953 Goldstar number 7. The magnesium cases

have been cleaned and the rod, bottom end and barrels are now undergoing restoration.

In 1967 Murray raced a 750cc Norton Dunstall twin and also a 250cc six speed Suzuki Hustler. The Hustler was the first model of Japanese bike to threaten the dominance of English motorbikes in North American club racing. Examples of this bike can be seen at today's event. Murray continued racing keenly until 1970, when his business and family required the time that he normally had put into racing. He was able to race periodically since his official retirement, still racing in the occasional production race. At the last Westwood race meeting he placed 10th in a field of over 50 riders in the 600cc production class, the most competitive of the modern classes.

Murray now races a 1953 500cc Norton Manx. This bike, bought in 1980 as a basket case, was raced in the 1960's by Ben Hercock. It has been restored to perfection but is still raced hard, as can be verified by a crash at the 1982 Historic Weekend. Murray is currently restoring a 1960 350cc Norton Manx and a 1949 998cc Vincent Rapide. He is the owner of Modern Motorcycles in Vancouver.

Number 57 John McDougall

John started racing at Westwood in 1965 on a 1956 Triumph Trophy, a bike with half the horsepower and twice the wobbles of any other bike in its class. Placing the motor in a Norton chassis, making the bike a "Triton", solved the handling problems. The motor was upgraded to provide the required horsepower. In 1966 John was second in the 500cc Canadian Junior Championship, and in this third year attained "expert" classification.

In 1968 John purchased and campaigned the ex-Don Matheson 750cc Norton, an "open" class bike. He also raced a production Norton Commando for British Motorcycles. An example of this production racer is No. 152, owned by Walter Thomason from San Francisco, California. In 1970 John took his open Norton to Daytona for the main North American bike race (200 miles). There, 8 laps from the finish and running 10th overall, he fell off while dicing Buddy Elmore. Buddy was a lap behind and John made a mistake that many of us have made and will make again. Don't race to ten tenths for a small or no gain and risk a big loss. John finished 31st.

After his retirement in 1971 John lost interest in the race track. Japan was producing small displacement production race bikes in 250cc and 350cc displacement categories and these machines started to dominate racing. His interest turned to a Vincent Black Shadow street bike, which he still uses as daily transportation. Fortunately John never sold his old race bikes, but instead dismantled them and filed them under his workbench. When vintage racing started locally, John was able to resurrect his old race bikes from his parts collection. For the 1983 Historic Weekend he restored his ex-Daytona racer. It is a 1961 650cc Norton bored to 750cc, carried in a 1954 wideline Norton featherbed frame. The bike is "as last raced in 1971". This includes the unrestored paint on the tank and fairing, and the scrapes and scars of a well used race bike.

For the 1984 Historic Weekend, John reached under his bench and pulled out parts for the beautiful 1948 "garden gate" 500cc Norton Manx with its scallop seamed gas tank and plunger rear suspension. Unlike the "seven and a half", as John refers to the ex-Daytona bike, this Norton is gloriously restored. It is still driven with a vehemence that belittles both its rarity and the hours spent in its restoration. And what goodies does John have under his bench for future restoration? We know that there are a couple of trick Triumph motors waiting to return to life, but the latest mutterings seem to indicate that a 750cc Norton Commando, like the one he used to race for "British" will be back at the track for 1986.

Number 58 Dave Wildman

Dave Wildman is often referred to as the "Grand Old Man" of motorcycle racing in Vancouver. The emphasis, of course, is on the Grand and not the Old. Dave started racing in 1953 on a 200cc Famous James motorcycle. This bike, if Dave still owned it, would qualify for the Battle of the Twits, Sunday's feature event. Racing back then was done at the Abbotsford Airport, and I suspect the James had trouble getting over the seams in the concrete, or perhaps overcoming the one percent camber for rain runoff. In mid season, Dave graduated to a 500cc Matchless twin for stock racing. Racing categories back then were "stock", "modified" and "racing", a system that might get

us out of some of the classification problems that have beset all vintage racing. If it goes true to form, however, it will only make things worse!

In 1954 Dave bought a 500cc Norton Manx longstroke. He raced it for a while, missed a couple of years racing while trying (successfully) to make a living, and by 1958 owned a new shortstroke Manx. In 1958 Abbotsford Airport was closed to motorbike racing. Either someone had invented the airplane by then or it was discovered that the passengers of commercial flights received much more travelling time for their money, all be it by bus, if let off at Abbotsford rather than Vancouver — a practise that continues to this day. Dave sums up his racing at Abbotsford as "various wins, quite successful".

At the end of the summer in 1959, the Westwood race track opened. Dave, having sold the shortstroke Manx because of a rumour that this would be the last year of operation for the track, competed on the older longstroke model. In 1984 at the Twenty-fifth Anniversary celebration of the Westwood track, Dave competed on a borrowed shortstroke Manx. If I said he had sold the longstroke on a rumour that this would be the last year of operation of the track, I would be hung, drawn and have my timing put 180 degrees out of phase — so I won't.

In the now twenty-six years that Westwood has operated, Dave has ridden every size and every class from 250cc to open. He states, matter of factly, that he never did move onto the Japanese bikes, however. The reason was not a dislike of Japanese bikes — indeed he now sells them and uses one to power his Beagle side car. Instead, it was a matter of chance. In 1973 Dave's Triumph Trident racer was stolen and wrecked. Looking at the opportunities arising from this incident, he decided to build a sidecar outfit, using the engine and other salvageable parts from the wrecked, Triumph. In 1974 Dave commenced racing the homemade kneeler sidecar and gave up two wheel racing. Dave is still campaigning his Beagle sidecar, which was originally powered by a 1000cc Triumph engine derived from the original 750cc street bike.

Dave is now in his thirty-third season of racing, and looks back on hundreds of class wins and various Canadian Championships on two wheels and three. He raced at the Isle of Man three times in the early sixties, campaigning on a Norton Manx, an A.J.S. 7R and a Matchless G-50. This weekend he is racing on a 1957 shortstroke Manx on loan from Fred Deeley Motorcycle Museum. He will be displaying the riding and conduct style that has made him a model of excellence and an example to so many hundreds of aspiring motorbike racers.

Asked to look back he emphasises that the most fun he had racing was aboard his production Trident in the early seventies. There was fierce competition amongst himself, John McDougall (Norton Commando 750) and Eric Foulks on a Honda CB 750cc, the first of the modern four cylinder bikes. Small wonder that for the next year Dave will have his Trident production racer finished and on the track — look out John McDougall!

Ian Watson

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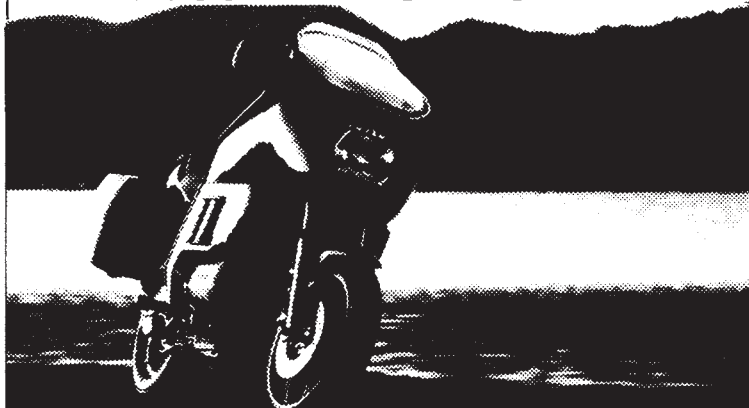
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