

A publication of the
Vintage Racing Club of
British Columbia

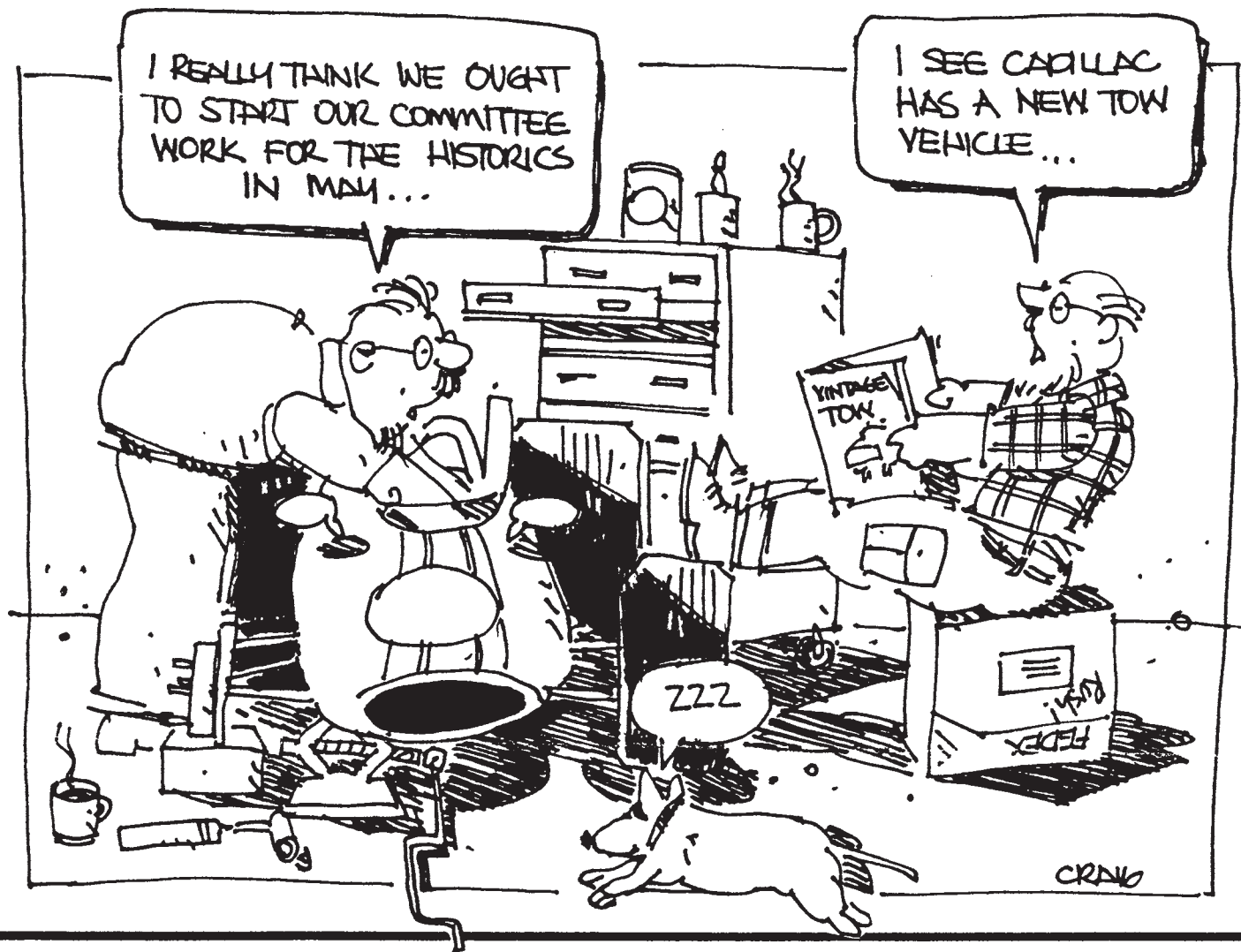
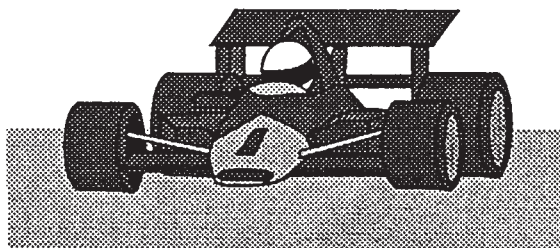
JANUARY 2000

Lots of Questions -
Few Answers Pg 4

Westwood: People and
Happenings Pg 6



VANTAGE



COMING EVENTS: Decision on Updated Eligibility Rules

- FEBRUARY 8 VRCBC ANNUAL GENERAL MEETING - don't miss it
- MARCH 18/19 SCCBC MISSION DRIVER TRAINING
- APRIL 14/15 SOVREN SIR DEFROST KICKOFF and NOVICE PROGRAM
- APRIL 29/30 SCCBC/CACC VINTAGE GRID at MISSION



TERRIFIC NEWS: VRCBC 2nd HISTORIC MOTOR RACES at MISSION MAY 27/28
LOOK FOR ENTRY FORM PACKAGE ABOUT MARCH 1
ORGANIZING TEAM MEMBERS NEEDED AND VOLUNTEERS WANTED

1999 Executive

		<u>Phone</u>	<u>Facsimile</u>	<u>e-mail</u>
President	Alan Donaldson	604.737.8053	660.2420	adonald@direct.ca
Past President	Leigh Anderson	604.536.5292	536.5292	leighand@planeteeer.com
Vice President	Julia Slater	604.986.0949	986.1585	aslater@mapleship.com
Secretary	Evan Williams	604.531.4806	536.7949	ewilliams@dwg.com
Treasurer	Gil Stuart	250.722.9492	722.9492	stuartgi@nisa.net
Race Director	Frank Chynoransky	604.823.4536	823.4536	frank_chynoransky@telus.net

Monthly Meetings

Monthly meetings of the Vintage Racing Club of British Columbia are held at the Jericho Garrison Combined Mess, 4050 West 4th Avenue, Vancouver, B.C. on the second Tuesday of each month (except December), at 7:30 pm (1930 hrs).

Annual Dues

Single Membership \$50.00; Family Membership \$60.00
Dues are payable in January to the Treasurer who is accepting applications for 2000.

PURPOSE OF THE CLUB

"The purpose of the Club is to restore, race and exchange information concerning vintage sports and racing automobiles. The Club was established in 1976 by a group of Vancouver based friends as a means of sharing with others their enthusiasm for racing and appreciation of the incredible vintage racing machines of bygone days. The Vintage Racing Club supports the philosophy of racing competition that encourages participation, sportsmanship and display of the vehicle in its natural state.....on the track. There are no prizes or trophies, merely the great enjoyment of a well prepared vintage racing machine at speed."

Newsletter

Editor-for-a-while **Gil Stuart** stuartgi@nisa.net
250.722.9492 1306 Ivor Road, Nanaimo, BC, Canada V9X 1P7

The VANTAGE is sent to all members of the Vintage Racing Club of British Columbia. Complementary copies are also provided to VRCBC supporters and motor sports clubs. Cut off date for articles, paid advertisements and Marketplace for the next issue is February 9, 2000.

MAILING ADDRESS

Vintage Racing Club of British Columbia
c/o Evan Williams, Secretary
16730 Northview Crescent
Surrey, BC V4P 2W1
The post office box on Dunbar Street has been closed.

Disclaimer: Opinions of the Editor and contributors to this newsletter do not necessarily represent the views of the Vintage Racing Club of British Columbia.

THE PRESIDENT'S MESSAGE - Alan Donaldson

In addition to being the Annual General Meeting of the Club, the February 8 meeting will be one of considerable importance to vintage racers during the coming year. Topics will include:

- election of officers for 2000;
- discussion of updated eligibility rules;
- decision on loan to OASC to finish a road racing track near Kelowna;
- appointment of organizing team for the 2nd Historic Motor Races at Mission; and
- possible need for a new meeting place.

VRCBC needs your help. Gil has been carrying the load of 10 with his editorship of the Vantage, Treasurer, involvement in updating eligibility rules, competition..etc etc. Leigh has been phoning about in an effort to find candidates for executive positions this year and has been anything but overwhelmed by the response. We need a "Big Boss" for the HMR - Leigh is involved in another project. Evan will be away...all big shoes to fill.

The events schedule is getting filled in. We are all busy preparing our vintage race cars in cold garages; and, of course, we are even busier with jobs and families but please reflect on ways you can contribute to the club this year. VRCBC needs your help.

As you read this I will be flying to Bucerias Mexico; and at the exact time you are all clamoring for a position on the executive, or a spot on the HMR organizing team, or for the job as editor of Vantage, I will be practising my spanish dos cervezas, por favor....Have a good meeting and see you when I get back.

Editorial - Gil Stuart

Wow!! This newsletter is jammed full of good stuff again. Sorry no photos. Many thanks to Mike Currie, President Alan Donaldson, Past Pres Leigh Anderson, and Race Director Frank Chynoransky for contributions.

Great News!! SCCBC has asked VRCBC to organize vintage races at Mission again and have obtained May 27/28 dates. SCCBC is quite certain the long promised extension of the track to about 2.7 kilometers will be finished in time for this 2nd running of VRCBC's Historic Motor Races. The organizing team for the event is not yet in place.

Look for valuable information and opinions by Leigh Anderson on pages 4/5 in this issue about membership and meeting attendance, about updated eligibility rules, about the need for a new meeting place, about potential financial assistance to Okanagan ASC, and about year 2000 executive nominations.

Welcome to new members John McCoy of Bellingham (Lotus Cortina) and Mark Maskell of Vancouver (Frazer-Nash). These guys are quite excited about exercising their vintage cars at Mission. Mark is talking about "tall tires" and is looking for enough enthusiasts to justify a "tall tires" race group at Mission Historic Motor Races in May. Membership is 55 members now (14 family) and growing again from a low of 45 in 1998. So far, 22 members have renewed for Y2K; thanks folks. Everyone should have received a renewal form in the November VANTAGE so send it in and renew as soon as you can if you haven't already done so.

We have e-mail addresses for 36 members now. Send yours when you get hooked up.

VINTAGE RACING CLUB OF BC

Report of Regular Meeting of January 11, 2000 - Jericho Garrison Combined Mess

Unfortunately there was no official meeting on January 11 due to lack of quorum so no official minutes. A heavy snow fall hit Vancouver at rush hour tying up traffic and making it very difficult to get to the meeting. Over a dozen dedicated members braved the ice, snow and traffic jams to eventually arrive at the Mess.

Although no official Club business was undertaken, those present enjoyed the opportunity to catch up on recent happenings and plans for the year 2000. Dave Phillips came up from Sedro Woolley (thanks to Mike Currie and Karen Smith) and was presented with Competitor of the Year 1999 Award. Gil Stuart was presented with the John Ridington Memorial 1999 Award.

Mark Maskell (owner of a Fraser-Nash Chain Drive) attended and signed up as a new member.

Everyone present was reminded that the next meeting (February 8) is the Annual General Meeting. Although the Mess has been permanently closed effective December 31, use for the AGM is being arranged and we are discussing possible continued use for meetings with the Mess Manager and the 39 Canadian Brigade Group.

**NOTICE OF ANNUAL GENERAL MEETING
WESTERN VINTAGE AUTOMOBILE RACING CLUB
(aka Vintage Racing Club of British Columbia)****February 8, 2000 at 7:30 pm**

All members of the Vintage Racing Club of British Columbia are urged to attend the year 2000 Annual General Meeting at the Jericho Garrison Combined Mess, 4050 - 4th Avenue West, Vancouver on February 8, 2000 at 7:30 pm. A quorum will be required for this meeting.

The agenda for the meeting will include approval of the minutes of the previous February 9, 1999 AGM; reports by officers including presentation of the Financial Statements for the fiscal year Jan 1 to Dec 31, 1999; and election of officers for the year 2000.

Leigh Anderson, Past President, is the Nominating Committee. He proposes to recommend candidates for each executive position to the membership at the meeting. Members in good standing are eligible for executive positions. Members wishing to be nominated for a position should contact Leigh Anderson prior to the AGM. Further nominations will be accepted at the meeting. Executive positions seeking candidates are:

President; Vice President; Secretary; Treasurer; Race Director

Alan Donaldson, the current President becomes Past President upon election of a new President.

Please put your name forward for one or more of the executive positions. This is your chance to help restore the Vintage Racing Club of British Columbia to being a premier vintage automobile racing club in North America.

LOTS OF QUESTIONS - FEW ANSWERS

by Leigh Anderson, Past President

After several years being in limbo following the closure of our beloved playground on the Westwood plateau, the Vintage Racing Club of BC began to find itself again two years ago when it got back to some vintage racing with the SCCBC at Mission.

Then last year we rediscovered our roots and put on a vintage race weekend that by all accounts was very successful. As a long time member of the Club who made it a personal mission to get us back to vintage racing in BC, I was thrilled to see the enthusiasm and support by our members at the Historic Motor Races, some of whom have not been directly involved in VRCBC affairs for a long time. But can we sustain this momentum? Can we harness the enthusiasm and build on what we have achieved?

It all depends upon you the membership.

As Alan will be in Mexico on Feb. 8th, I will be chairing the meetings, so will not be able to speak my mind. Let me take this opportunity to make a few observations, comments, and suggestions, thrown in with the odd opinion.

Membership and Meeting Attendance

Shortly before and immediately following the Historic Motor Races, there was a slight increase in membership and in attendance at our monthly meetings. However, we also lost some long time members who brought important experience and insight to the Club. Frankly, I thought these people would renew their memberships following the HMR, but they did not. Net membership increased by about 13%. Attendance at meetings during the last 3 months of the year has been dismal. Yet we were dealing with some very important issues that in the past have generated considerable interest and debate.

Eligibility Rules

Gil Stuart, with assistance from Frank Chynoransky, has developed and published, a revised set of eligibility rules. They have done a great job and having personally put together the first version of the "blue folder", I have a very good appreciation of the amount of work that is entailed in such an undertaking. The existing eligibility rules contained in the "blue folder" undoubtedly need updating, and I congratulate Gil for taking the initiative and for the work he and Frank have done. I am miffed, however, at the apparent limited interest that these rule changes have generated among members, particularly those who race. Have you read them? Do you agree with them?

These rules are coming forward at the February meeting for approval. If they are approved they will become effective for the year 2000. They will affect you, and they will affect me.

These rules are well intended and quite appropriate for clubs that have a large active membership. We, on the other hand have a small membership with a small number of active members. Are you familiar with the SCCA and FIA rules with which we would be required to comply? Will you be able to meet those rules? Who will comprise the Eligibility Committee that will have to ensure that all cars comply with the rules? Are you aware of the hard feelings that have been generated within SOVREN these past several months since they have been trying to enforce a similar set of rules? Think about it.

I hate to be negative, but I doubt that our Club will be able to sustain an effective and functional eligibility committee and the other administrative aspects of these rules. It is a tough, thankless job. We have had little success with eligibility committees in the past even when we had a larger more enthusiastic membership. I would love to be proven wrong and see three members step forward at our February meeting and volunteer for the eligibility committee.

(continued on page 5)

(continued from page 4)

If you have not read these proposed rules, I urge you to do so. I think they are well intended and generally good rules, but I do not think our Club is ready for the administrative burden at this time. That does not mean that the baby should be thrown out with the bath water. There is some good stuff in there.

Meeting Place

The location of our monthly meetings has always generated a lot of discussion. The Mess has been ideal for most members. It has also provided an economical and suitable place to hold our Awards Banquet. But all good things seem to come to an end. Such is the case with our use of the Mess. Details may well appear elsewhere in the Vantage. A decision will have to be made at our February meeting as to where we will meet in the future. A suitable place will have a bearing on membership and meeting attendance, in other words, the substance of our Club. Be sure your views are heard.

Okanagan Motorsports Park

This is scheduled to be on the February meeting agenda. The business plan appeared in the November Vantage, so you have all had a chance to read it. This subject has generated a lot of debate and there will undoubtedly be more. Have you read the proposal? Do you have a position on the matter?

Some of our members believe that we should support the proposal as we desperately need another motorsport facility in BC and as we are a BC wide Club, we should get involved. Some believe that it is too far away (40 min. east of downtown Kelowna) and VRCBC would not likely receive any benefit. Others do not believe that we should get involved in any track development. Among those who support doing something to help, some support a cash donation while others support a loan which could be as high as \$10,000. (Do we have the money to risk?) CACC and SCCBC are supporting OASC at different levels.

Given the location of Mission Raceway Park, I am not personally confident that this facility will be there for the long term. It is very close to a residential area and I think it is only a matter of time before there is a public outcry. Let's face it, Mission is more of a bedroom municipality than it used to be, and residents will soon not give a damn about any economic benefit (real or perceived) that is generated by the track. They will just want peace and quiet with emphasis on the quiet. Yes, there may well be other opportunities for track development in the area, but they are not yet real. This OASC proposal has an excellent chance of becoming reality. Sure, we may not use the track a lot, and yes, it is a long drive, but it has also taken me up to 5 hours to get to SIR in the past two years too, with a lot of damned frustration thrown in. So I say, let's support motorsport in this Province, even if it is only a ~~\$10,000~~ ¹⁰⁰⁰ loan—
with interest.

2000 Executive

As Past President, one of my jobs is to be a one person nominating committee. I suspect this will be my final act as Past President, as I will be out of a job come February 8th. At time of writing I have one position to fill, but otherwise have a fine executive lined up for Y2K. We will have some new blood and I am pretty excited about it. Remember, my role is mainly to ensure that we have at least one person running for each executive position. Nominations from the floor are entirely appropriate and indeed encouraged. Come to the AGM and give your outgoing executive the appreciation they deserve and support the new, who have made an important commitment to your Club.

It's going to be another busy and exciting year for the VRCBC. Let's share the load. We need more than 10% of the membership carrying the workload or we're going to soon suffer burn-out. Are you on board?

Leigh

Westwood, People and Happenings -
third of a series by Mike Currie

The October and November issues of VANTAGE contained the first two in a series of vignettes by Mike Currie about people and happenings from Westwood days as he remembers them. More tidbits follow below.

Bob Tullius - As the proprietor and chief driver for Group 44 Bob Tullius was (and is) very well known. After Group 44 had won just about all the SCCA National Championships available to them, they decided to enter a Jaguar XK-12 in SCCA Trans-Am racing. Turning up at Westwood for the Trans-Am race (in, I believe, 1976), Tullius is credited with the question "Nice bicycle path. Where's the race track?" Group 44 had a beautiful Jaguar. It was the first time any of us had seen a production-based car that was so professionally prepared.

Tullius was a strange duck in many ways. Upon arrival at Westwood, his first question was how to find Wreck Beach. Someone had told him Wreck Beach, near Vancouver, was a nudist beach and he was determined to go there and see this for himself.

NASCAR Drivers - Sometime in the mid-seventies, the Winston West NASCAR folks showed up to race at Westwood. Now, at that time, there was a certain amount of antipathy between the road racing crowd and the stock car folks.

On Friday, there was an open practice to allow the Stock Car drivers to get familiar with the circuit. Many local road racers turned up to comment on the performance of the oval boys. At that time, the lap record for a really good A Sedan was around one minute twelve seconds (probably John Hall). Suggestions on anticipated lap times ranged from around one minute twenty-five to maybe one minute seventeen seconds. A chap named Ray Elder driving a Dodge Charger with a 427 c.i. engine put all that to rest by doing laps in the one minute thirteen second range in fairly short order. When asked how he managed to get the behemoth stopped for the Hairpin, he replied with words to the effect that he used the gears and the enormous compression in the 427, along with the brakes. Another chap named Jimmy Insolo backed that up in a Chevrolet Chevelle (I think). The bulk of the Stock Car guys put on a very competitive race. Only a few couldn't come to grips with right turns.

There was a gentleman named Bill Arnick, who turned up for one of the Group Seven races at Westwood and won. His background was Stock Car racing but he could certainly handle a McLaren Mk II around Westwood.

Turn 3 - Dennis Howlett and I spent a couple of years marshalling at Turn 3. We had all kinds of memorable experiences.

One day we are standing there minding our own business when Dr. Ernie Ledgerwood slides off the course and parks his car just about where we had been standing. We, being young, nimble, athletic, and scared shitless, did standing back flips into the bushes.

We often recall Mike Eyerly in a Porsche 904 going through Turn 3 in the torrential rain, turning the steering wheel from lock to lock without changing the attitude of the car.

During one of the Shell 4000 race events (they were held either before or at the end of the rally depending on which end of Canada the rally started), we had an English racing driver named Roger Clark doing all sorts of things while sliding through the corner. This chap's car control was exceptional. He would have the Cortina in a great big slide and he'd be watching us getting goggle-eyed and excited while he motored happily along sideways. He kept this up for most of a half hour race and never ceased to be amused at our alarm.

(continued on page 7)

Another thing that happened during the Shell 4000 race events was the removal of the door handles on a Comet Caliente during the race. It seems that Bob McLean and Paul Cooke (currently Vice-President of ASN Canada FIA) decided to pass the Comet up the front straight, one on each side. Now you know and I know there never was much room on the front straight at Westwood. The three cars managed to go three abreast up the straight. After the race, the Comet was found to be missing the door handles.

Once it rained so hard at the start of one of the Player's Pacific Group Seven races that qualifying was done by drawing numbers from a hat. Pierre Phillips had a Lotus 23 with a Porsche engine and was about mid-pack. The cars got about half way up towards Deer's Leap when Pierre's car suddenly hydroplaned right off the track and into the bushes on the right hand (inside) of the circuit. And that was the pace lap!

About the mid sixties, the world discovered aerodynamic devices for racing cars. Ludwich Heimrath and Eppie Weitzes discovered them at Westwood. Both were driving Cooper Ford V-8 powered sports racing cars. Weitzes got to the top of Deer's Leap when the car took off and flew off the track to the left and into the alder trees below the circuit. When it finally stopped, there wasn't much left of the car except the steering wheel, roll bar, engine and Weitzes, who was able to walk away. The next day, Heimrath's car appeared with canards on the front and a spoiler at the rear.

One day, in a fit of enthusiasm, some member decided to try driving Westwood in the reverse direction. I believe one of the participants was a chap named Mike Balf. Mr. Balf discovered that there was a big rock at the top of Turn 3 when he hit the sucker as he slid off the track in his Lotus.

More to come in February 2000 VANTAGE.

Your turn – You vintage racers out there probably have similar tales to tell. Write them down and send them to the Editor, VANTAGE and to Ron Curties, SCCBC Club Historian, #1901, 200 Newport Drive, Port Moody, BC V3H 5B7 (604.469.2000).

Miscellaneous Club News: by Gil Stuart

VRCBC members Mike Tate, Robin and Margot Bee, and Gil Stuart attended the SOVREN Annual Awards Banquet on January 15. About 150 laid back racers, organizers and track workers had drinks and a very fine dinner in the posh atrium of the Seattle Design Center. Although there were awards aplenty and many raffle prizes, VRCBC came away with full tummies only. Thanks to SOVREN for inviting VRCBC to participate.

SOVREN's 2000 "Car Eligibility and Rules Regarding Competition" have been issued (see pages 10/11). Of the many proposed rule changes voted on by drivers, only two changes to the 1999 Rules have been made:

1. "Production based cars built prior to 12/31/69 must adhere to our existing rules and not be permitted to race in the Exhibition class."
2. "Ignition is free as long as the triggering is done from inside the distributor housing.....etc."

Regardless, SOVREN intends to enforce its rules in the 2000 competition year. The latest scuttlebutt seems to indicate a transition time will be allowed on some requirements for those participants who have honestly represented their race cars and are making significant efforts towards authenticity.

CACC Race Licence applications for 2000 should be available soon. We anticipate the Vintage Race Licence fee will be the same as 1999 at \$30.00. Contact is Roberta Currie, #142 – 32550 MacLure Road, Abbotsford, BC V2T 4N3 604.854.8320 currie@vxl.imaq.net although VRCBC plans to distribute application and medical forms to all of its drivers as soon as the forms become available.

CACC is proposing to change its medical exam requirements to every two years for racers less than sixty (60) years of age.

1999 AWARDS BANQUET

- by Alan Donaldson and Evan Williams

A good time was had by all. There were almost 70 people for drinks and dinner at the Jericho Garrison Combined Mess on 27th November 1999. Guests of honor were introduced by Mike Tate in his usual low key way: the Ainscoughs, the Kaernes from SCCBC, and the Buckingham's from SOVREN. Mike Tate's description of Dick Buckingham's Portland experiences (14% in French as required by our new language equality laws) was excellent....perhaps even more comprehensible by those without a working knowledge of our other official language.

Mike Kaerne cheered VRCBC greatly with the announcement that the Mission dates available for 2000 will include our end of May Historic Motor Races. Dick Buckingham brought us up to date on the recent VMC meeting in LA. A revised medical requirement of once every two years is being proposed for vintage drivers less than 60 years of age.

A great selection of door prizes were raffled and, with the able sales effort of Jill and Maureen Williams, \$485 was smoothly extracted from those present. A weekend trip to Whistler, a Stinson Mustang carpet, a lavish Wilkinson book, computer software from Evan Williams, and IWE items were among the prizes. A complete list of prizes and donors follows below:

Whistler weekend	VRCBC	Tool Kit	IWE
Red Golf Shirt	IWE	Healey framed drawing	Craig Ainscough
MG framed drawing	Craig Ainscough	Molson's Shirt	Craig Ainscough
Book	Ted Wilkinson	Mustang Rug	Wes Stinson
Sun glasses	Hugh Archer	Watkins Glen Posters	Alan Donaldson
Computer Equipment	Evan Williams		

Club members (20) who participated in at least 3 vintage races during 1999 were presented awards:

Leigh Anderson, Hugh Archer, Matt Burch (6 races), Greg Campbell (6 races), Marianne Campbell, Frank Chynoranski, David Cohen (6 races), Joe Contreiras, Terry Hollinger, D. Isselhard, Ivan Lessner, Alan McColl, Dave Phillips (7 races), Gunter Pichler, Trevor Smith, Tom Sproule, Mike Stacey (6 races), Gil Stuart (6 races), Evan Williams (7 races incl. Watkins Glen, Mosport, Road America), Doug Yip.

Significant Club trophies were awarded as follows:

Spirit of Canada at Seattle International Raceway to Doug Yip;

Spirit of Canada at Portland International Raceway to Greg Campbell;

Spirit of Canada at Mission Raceway to Mike Stacey. (Alan McColl graciously accepted this trophy from Mike Stacey having won it last year but never having seen it by reason of the President failing to have the Ainscough art work framed);

The Pegasus Award went to David Cohen and the newly roofed Cobra;

Competitor of the Year went to a deserving Dave Phillips; and

The Ridington Memorial Award went to Gil Stuart...ardent competitor, able Treasurer, indispensable VANTAGE editor; and general all around active VRC supporter.

Special Recognition awards for significant contributions to the Historic Motor Races:

Organizers: Leigh Anderson; Julia Slater; Gil Stuart; and Evan Williams

Member volunteers: Trevor Smith; Mike Tate; Dave Williams; Ian Wood

(continued on page 9)

(continued from page 8)

Non-member volunteers: Mark Ashbrook; Laurie Fraser; David Birchall.

Dancing and wine drinking was then begun in earnest. Conversations ranged from how fast we all thought we went last year to the expectations of how much faster we will go next year. And did I hear whispers of tall tires....lovely and lively ladies....all in all a good evening.

STATEMENT OF REVENUES AND EXPENDITURES

YEAR	REVENUES BANQUET	\$	EXPENDITURES BANQUET	\$	EXPENDITURES AWARDS	\$
1997	Total	3089.55	Total	2814.87	Total	955.73
1998	Tickets	1620.00	Disc Jockey	455.00		
	Raffle	455.00	Whistler Chalets	121.85		
			Beverages	174.17		
			Mooses Down Under	1132.43		
	Total	2075.00	Total	1883.45	Total	202.40
Attendance: 54 paid; 8 complementary						
1999	Tickets	1837.50	Invitations mailout	52.33	Mugs (72)	637.61
	Raffle	471.00	Mr. Music	445.00	Plaques (25)	401.79
	Wine sales (3)	30.00	Whistler Chalets	144.75	Engraving (20)	146.50
	Mug sales (5)	50.00	Beverages	331.20	Framing (2)	58.79
			Mooses Down Under	1259.13		
	Total	2388.50	Total	2232.41	Total	1244.69
Attendance: 60 paid; 8 complementary						
Note: 15 plaques and 35 mugs in inventory for future use as a result of the 1999 expenditures for awards						

VRCBC ANNUAL AWARDS BANQUET AND AWARDS

000106a

RACE DIRECTOR REPORT

by Frank Chynoransky

Racing starts in 90 days. Get ready. Start your engine rebuilds now and make them authentic. Eligibility rule changes are here and when things like that happen, they may be expensive if your race car has strayed from being authentic.

Here is something to think about. It seems to me there are a bunch of neglected vintage race cars in basements and garages out there which may be eligible to race with us under the updated rules I hope will be adopted soon. Talk to your racer friends and ex-members and convince them to come to Mission and race with us. I think those cars belong on the track instead of collecting dust in some garage. Let's bring that machinery out and play.

Not only will we get to see a wider variety of vintage race cars, it will enlarge our membership number somewhat and more members mean growth and prosperity of the club.

I'd like to see all of you at the February 8 meeting because it is an important one. Please make time, come out and vote. Take one evening off from those engine rebuilds; get the grease out from under your fingernails; put your hand up; and make some noise. I look forward to seeing you there.

2000
SOVREN
CAR ELIGIBILITY & RULES REGARDING COMPETITION
(changes for 2000 are in bold print)

The goal and purpose of SOVREN shall be restoration, preservation, and competition with pre-war, vintage, and historic automobiles. This goal and purpose shall embody the "Vintage Spirit" of authenticity and integrity in preparation and good sportsmanship in competition. To this end the society offers the SOVREN Annual Participation Championship. It is open to all SOVREN members in good standing for participation at recognized events. Ten (10) points are awarded for showing up at an event and passing technical inspection. An additional one (1) point is awarded for each lap completed (for one car per event) in the race(s).

SOVREN may elect to modify, delete or promulgate additional rules governing its members, events and activities.

Only those members of SOVREN holding current racing licenses recognized by SOVREN may vote on these rules and any modification thereto.

These rules are intended as a guideline. Any driver or entrant found to be attempting to or deliberately circumventing rules or not acting in the spirit of the SOVREN rules and goals may be excluded from participation in SOVREN events and activities.

VEHICLES: there shall be three categories of vehicles for automotive competition: Pre-war, Vintage, and Historic. At selected events a fourth category- Exhibition- may be added. These shall be defined as follows:

PRE-WAR: Those automobiles produced on or before and in a configuration as raced prior to December 31, 1940. These automobiles must be in as near to original configuration as possible.

VINTAGE: Those automobiles produced after December 31, 1940 and on or before December 31, 1961. These shall include cars that are built beyond this date providing it is of a continuing and unchanged model and conforming to the 1961 automobile specifications. In no case may the automobile have been manufactured after December 31, 1969. These automobiles may be in the configuration as allowed by the FIA or SCCA regulations or in the case of formula racing cars, age, eligibility and configuration shall be as allowed by the Monoposto Register Rules and Regulations governing Formula B, Formula Ford, Formula Junior, and Formula Vee.

HISTORIC: Those automobiles produced after December 31, 1961 but on or before December 31, 1969. These shall include cars that are built in 1970 for the 1970 model year of a continuing and unchanged series and conform to the 1969 FIA or SCCA regulations or in the case of formula racing cars, age, eligibility and configuration shall be as allowed by the Monoposto Register Rules and Regulations governing Formula B, Formula Ford, Formula Junior, and Formula Vee. A vintage automobile may be upgraded to the 1969 regulations but shall then be designated as an historic automobile.

EXHIBITION: Significant purpose built race cars which do not fit into SOVREN classes produced on or before December 31, 1979 may be allowed to run in an Exhibition grid at some SOVREN events. The Competition Chairman may consider later cars, but in all cases he/she shall have sole discretion on a car by car and race by race basis. **Production based cars built prior to 12/31/69 must adhere**

to our existing rules and not be permitted to race in the Exhibition class.

NO REPRODUCTION OR REPLICAS OF ANY SORT OR KIT CARS PRODUCED AFTER DECEMBER 31, 1969 SHALL BE PERMITTED. There shall be no special dispensation of any vehicles except for exhibition type categories at selected events. The burden of proof relating to authenticity of all vehicles, equipment, and modifications shall always rest with the person presenting the vehicle for competition.

The Competition Chairman along with other E-Board appointees to a Competition Committee will divide the cars for competitive events based on their being Pre-war, Vintage, Historic, or Exhibition. However, this committee may move cars from one group to another because of safety issues, to even out group sizes, or to accommodate driver-car speed potential as they see fit.

The following general guidelines are to assist the competitor in preparing the vehicle for competition. Reference must be made to the appropriate FIA or SCCA regulations for particulars. No modifications are permitted except those modifications specifically authorized by the appropriate SCCA or FIA rules.

LOGBOOKS: Each vehicle shall have a logbook which shall be properly maintained and presented at technical inspection for each event and kept with the vehicle at all times.

SEATBELTS: Each vehicle shall have a minimum of a 3" wide nylon web racing type seatbelt with a metal to metal buckle and 2" wide shoulder belts securely mounted to the vehicle. A minimum 5 point harness is required except in those cars which are exempted from installing rollbars. Arm restraints are strongly recommended in all open cars. Either window side arm restraint or window net are strongly recommended in all closed cars.

ROLLBARS: Each vintage and historic vehicle shall be equipped with a padded rollbar appropriate to the size and weight of the vehicle per the current FIA or SCCA regulations for pre-1970 cars. Rollbars must be padded per the 1977 GCR requirements. The padding must be such as to prevent the drivers helmet from impacting the rollbar and must be non resilient.

Prewar and, under certain circumstances, pre 1960 Grand Prix and World Championship automobiles may participate without rollbars only with the specific written permission of the Competition Chairman.

MIRRORS: Each vehicle shall have at least one securely mounted rear view mirror of at least 8 square inches capable of providing visual coverage of the course sufficient to ensure adequate warning of an overtaking vehicle.

FIRE EXTINGUISHER: Each vehicle shall have a dry chemical or Halon fire extinguisher of at least 2 lbs. capacity securely mounted in the cockpit within easy reach of the driver. An onboard Halon type fire system of at least 2 1/2 lbs. capacity is strongly recommended in place of the fire extinguisher.

ELECTRICAL CUTOFF SWITCH: Cut off switches are required for Sports Racing and Formula cars and strongly recommended for

Production cars. If one is installed it shall have a clearly visible marking.

BODYWORK: No modifications from original will be allowed. Cars prepared to FIA specification will only be allowed to use flares, spoilers, or air dams as described in the original FIA homologation document for their particular automobile. Paint schemes must be appropriate to the original period. Contemporary commercial advertising is not permitted. Historically authentic markings, including advertising, are permitted and encouraged. Headlights, bumpers, and certain interior trim may be removed for certain historic vehicles so long as it is done in conformance with the appropriate FIA or SCCA regulations and results in a neat and finished appearance. "Gutted" interior shall not be permitted. Glass headlights, turn signals, taillights, markers, etc. shall be taped.

RECONSTRUCTION: All parts that are remanufactured or reproduced must conform with and be appropriate to the model of vehicle, and shall be constructed of the original type of materials. The original fender openings and contours shall be retained in the "as raced" conformation.

WHEELS: Each vehicle shall be equipped with wheels of the appropriate width, diameter, offset, and appearance for either the vintage or historic periods described in the appropriate FIA or SCCA regulations.

TIRES: Tires must approximately as closely as possible the original size(s) per the appropriate FIA or SCCA regulations for the vehicle. Vintage vehicles shall use a minimum 70 series tire with full width tread (no asymmetrical tread pattern as of January 1, 1993) and Historic vehicles shall use a minimum 60 series tire. All tires shall have a molded tread pattern with a minimum depth of 1/16th inch. Slicks will be allowed only where originally used on certain Exhibition category vehicles (FIA, Can Am, Formula, etc.). but not in the regular Pre-war, Vintage or Historic categories. Racing recaps and vintage racing tires are allowed. Radial tires which are within 10% of the original tire size but not less than 60 series may be used. Should larger tire sizes than original be allowed per the appropriate regulations, all other modifications to the suspension required to safely handle the additional loading must also be in place.

ENGINE: Each entrant shall certify that the engine in place for competition is of the correct displacement. The engine shall be of the original type as fitted to the chassis series or as allowed per the appropriate FIA or SCCA regulations and should be the original year if possible. No engine shall have a greater displacement than originally fitted or allowed per the appropriate FIA or SCCA regulation (maximum overbore allowance, from stock, of 1.2 mm or .0472 in.). In the vintage spirit of authenticity, integrity and good sportsmanship, entrants will assume the responsibility for keeping their engines as period correct as possible. Should a car currently racing with SOVREN have an engine that was legal per the 1998 rule, the owner shall have until the start of the 2000 season to bring the engine into compliance with this rule. All cars new to SOVREN shall be fitted with engines which comply with this rule starting with the 1999 racing season.

IGNITION: Ignition is free as long as triggering is done from inside the distributor housing, the cap and rotor distribute the spark, and the distributor is the original type as came with the car or as allowed by our rules.

Electric RPM limiters are free. This does not supersede Monoposto rules.

SUSPENSION: All steering and suspension components shall be checked and properly fitted with no excessive wear or play. No additions or modifications to the suspension shall be permitted unless shown in appropriate FIA or SCCA regulations.

BRAKES: Disc brakes are permitted only when it can be shown that they were an option per the appropriate FIA or SCCA regulations. Brakes must be of the original size and type for the vehicle and shown in appropriate FIA or SCCA regulations.

MODIFICATIONS: All modifications from the original not otherwise permitted by these rules will be declared upon the membership or entry application and are subject to the approval of the Competition Chairman.

GENERAL: The following general items are covered in greater detail in the current FIA or SCCA regulations.

- a. Catch tanks, securely fastened, and a minimum of one (1) quart capacity each are required for both engine oil and radiator water overflow (if used).
- b. Each carburetor shall be equipped with a return spring in addition to the single linkage return spring or internal spring.
- c. Fuel cells are strongly recommended.
- d. A firewall shall be provided between the cockpit, engine, and fuel tank. Selected Formula cars are exempted.
- e. Undertrays shall have drain holes.
- f. Wheels shall be securely mounted and free of cracks or faults. Spokes on wire wheels must be properly tensioned and none may be missing. Bolt-on Rudge Whitworth spline adapters are not permitted.
- g. Suspension and steering shall have no excessive play or wear. It is strongly recommended that all suspension components be magnafluxed or crack checked by some other method once a year.
- h. An eyebolt or equivalent tow cable attachment point is recommended both front and rear on the car.
- i. Oil, fuel and water leaks of any kind will not be tolerated. Any entrant having more than one substantial fluid leak may be removed from the event by either the Chief Scrutineer or the Competition Chairman.
- j. At least one working brake light shall be fitted to all cars. Prewar, and under certain circumstances, pre-1960 Grand Prix, Formula 1 and World Championship automobiles may participate without brake lights with the specific written permission of the Competition Chairman.
- k. Fuel filler caps shall be safety wired or securely fastened so as not to open on impact (Monza type caps shall be drilled and wired closed).
- l. Hoods, doors, deck lids and all body panels shall be securely fastened.
- m. Drain plugs shall be safety wired or paint striped.
- n. Batteries shall be securely fastened and the terminals shall be insulated. Batteries located in the cockpit shall be covered or have leakproof caps (a marine type battery case is recommended).

o. It is strongly recommended that wooden steering wheels not be used for racing.

Vehicles shall be presented for technical inspection in neat and finished condition. All interior and exterior trim required shall be in place. Engine compartment, chassis, suspension and drive train must be clean and properly fitted. Cables, wires, hoses, etc. shall be taped tied or otherwise secured to prevent flapping or chafing. All vehicles shall display legible numbers (three digit max.) on both sides with a minimum numeral size of 10 inches high with a 2 inch brush stroke.

Any car which the Chief Scrutineer or his assistants determine to be inadequately prepared for the racing event shall be excluded unless and until the problem areas have been corrected. However, it is the entrant's responsibility to ensure that the car and all its components are mechanically suitable to sustain the severe stresses imposed by racing. The brief inspection of an entrant's race car by a SOVREN volunteer cannot reasonably be substituted for the hundreds of hours of labor and inspection which is required to prepare a car for racing. The entrant's obligation is to present a car which is both safe to race in and safe for other entrants to race with.

DRIVERS: The goal and purpose of vintage road racing shall be safe and courteous competition in the "Vintage Spirit." Competitors are expected to exhibit exemplary sportsmanship at all times and to this end there shall be no special recognition for finishing position within any racing group.

A license or proof of proficiency is required. A medical evaluation is also required. Either a medical card or a license which requires a medical examination must be presented prior to participation in an event.

It is strongly recommended that all drivers participate in a driver training course. It is required that new drivers participate in a recognized driver training course unless they have had documented road-course racing experience within the last 10 years.

DRIVER RESPONSIBILITY: It is the responsibility of the overtaking driver to initiate and execute a safe pass. However, it is the responsibility of every driver, including the driver(s) being overtaken, to avoid a racing incident. A safe pass is when ALL cars involved have adequate room to race when an overlap exists, even if one or all of the cars involved have to deviate from the "normal racing line" to avoid an incident. Drivers being overtaken are expected to be reasonably aware of the other cars around them and shall not inhibit a pass once it has begun. **NO BLOCKING IS ALLOWED.** The fundamental part of driving a car in competition is the use of the driver's head in conjunction with his mirrors. These should both be used often. In the event of an incident, the Chief Steward, Competition Chairman, and Infraction Committee shall review the circumstances surrounding the incident and decide on appropriate action to be taken concerning the drivers involved. Racing contact between vehicles is forbidden and may result in removal from the event and suspension or revocation of the offenders competition license. Driving infractions such as ignoring flags, repeated spinning or overly aggressive or unsportsmanlike driving shall lead to either a reprimand and/or immediate removal from the event. Flagrant violations will result in removal from the event and suspension of the driver's rights as a member of SOVREN.

To encourage appropriate driver behavior SOVREN has determined that the following infraction policy be instituted based upon a firm but fair approach.

The Steward of the Event may, at his discretion, remove any car from the course which presents a hazard to the competitors due to driver conduct, vehicle safety, speed or any other factor. At the end of each day's racing activities the Chief Steward, his officials, and eyewitnesses

to dangerous or unsportsmanlike conduct shall meet to discuss and evaluate events which have occurred. If it appears that such conduct was a negligent or intentional demonstration of inappropriate driver behavior and in violation of the goals set forth, points may be imposed upon the driver(s) involved according to the established schedule by an Infractions Committee composed of three members appointed by the SOVREN Competition Chairman. At least two of the appointees on that committee shall be current active vintage race car drivers to ensure that a driver's perspective of the events is maintained.

Infractions Schedule:

Offenses	Points
Failure to respond appropriately to any flag thrown	3
Unsportsmanlike conduct on /off the track	5
Damage to vehicle due to racing incident	5
Dangerous driving	
No damage	5
Minor damage	8
Major damage and/or injury	15

* For 3-7 points- probation for two consecutive SOVREN points events immediately following the infraction

* For 8-14 points- probation for thirteen months and suspension for one SOVREN points event at which the sanctioned party shall work under the direction of the Competition Chairman.

* For 15 points or more- suspension for thirteen months and probation for thirteen months following the suspension.

Points will also be assessed for confirmed infractions occurring at other sanctioning bodies' such as VRC of BC, SCCA, SVRA, VARA, HMSA, etc. events.

Points given to a driver will expire after twelve (12) months. If there are additional points during the twelve month period, then the new total of points will expire after the twelfth month from the last addition of points.

DRIVER EQUIPMENT: ALL DRIVER EQUIPMENT SHALL BE IN EXCELLENT TO NEW CONDITION. There shall be no holes, soiled areas or damage of any sort to any of the equipment.

a. Helmets. All drivers must wear an approved safety helmet with a 1985 or later Snell Safety Foundation sticker. A helmet with a SA90 or SA95 sticker is strongly recommended. Effective in the year 2000 the minimum requirement will be a helmet with a 1990 SA sticker. A bandanna or balaclava of an approved fire resistant material is strongly recommended. Closed face helmets are strongly recommended for drivers of open cars.

b. Clothing. All drivers must wear a driving suit of an S.F.I. approved fire resistant material, including socks of an approved fire resistant material, (Nomex, Kynol, Durette, F.P.T., P.B. I., etc.). Additional layers either in the form of fire resistant underwear or multi-layered suits are strongly recommended.

c. Goggles. Shatterproof goggles or a protective face shield shall be worn in open cars and are strongly recommended for all cars.

d. Gloves and shoes: All drivers shall wear gloves of leather or approved fireproof material (without holes) and shoes with uppers of leather and or an approved fire resistant material.

Supplemental regulations for each event, or as may be required, will have the same authority as these rules.

ASSOCIATED CLUB WEBSITES:		HIGHLIGHTS
ASNCANADAFIA	http://www.fia.com/tourisme/infoclub/canada	Contacts; lots of links
CACC	being designed	
CVRC	http://cvrc.calgary.ab.ca	Nice links
SCCA	http://www.scca.com	Comprehensive
SCCBC	http://vvv.com/hi_tech/sccbc	Comprehensive; Pit Pass newsletter
SOVREN	http://sovren.org	Comprehensive; eligibility specs
VMC	http://www.v-m-c.org	Members; mechanical failures
VRCBC	being considered	

MARKETPLACE

1969 Alfa Romeo Roundtail spyders (2); one has solid body, excellent interior and seized engine; while the other has a good engine (Webers), no interior, and a body that is stripped to bare metal; considerable work done but needs more. Extra 1750 engine included. \$5000 obo for both. Call Leigh Anderson 604.536.5292.

WANTED: Hewland Mk III transaxle parts for Leigh Anderson's Elva Mk6. 604.536.5292

WANTED: Karen Smith (604.536.0388) is looking for an XLarge Competitor Historic Motor Races Golf Shirt.

1969 RCA and 1970 MacNamara Formula Vee's needing restoration and assembly but complete with 1200cc street engines. \$1950 ea. Will consider trades and lease/rental arrangements with purchase option. Call Robert Barg at 604.942.6685 or FAX 604.942.6148.

1969 Camaro vintage race car; 327; 4 speed; fuel cell; roll cage. \$8500.00. Call Robert Barg.

1984 Suzuki 550 GSX Motorcycle sport model in good condition; needs carburetor rebuild \$950 as is. Call Robert Barg.

1958 Rayford Special. Locally built and well engineered sports racer. 2.6 litre Ford Zephyr with triple SU's; MGTD gearbox; raced at Westwood, Portland, etc until 1969. Reduced to \$9000 obo. Phone/FAX Bernard Butler at 250.442.2768.

1969/70 Mallock Mk 11 Clubmans/F3 sports racer. 1600 Ford power; twin webers; close ratio Ford "bullet" gearbox; brand new aluminum bodywork by RX Autoworks; 2 sets of wheels. Reduced to \$12500 obo. Phone/FAX Bernard Butler at 250.442.2768.

1968 Buick Special Deluxe. Red; good condition; 6 cylinder; runs well; \$1500.00 OBO Call Evan Williams at 604.531.4806 or ewilliams@dwg.com

FOR RENT: motor homes; **FOR SALE:** 15 inch tires Jaguar E-type sizes; and open flat deck race car trailer c/w winch, tiedowns and ramps; 7000# rating; nearly new tires; \$2500 obo; call Evan Williams at 604.531.4806.

1968 Porsche 911T street car for \$10000 obo. Call Frank Chynoransky 604.823.4536

1959 Alfa Giulietta 750 Spyder. 44,000 original miles; fresh mechanicals; repolished chrome; new Alfa dark blue paint; new top, tonneau, and carpets; everything else as original. Robin Marshall found this car in Kelowna in the early 1980's; it hadn't been run since the mid sixties; and he probably has not put 20 miles on it since. Call for photo's. Serious offers. Call Robin Marshall at 604.531.0575

1964 Lotus Elan S2 soft top; serial 26/4050; red; rhd; licenced for the road; few miles on totally rebuilt Weber twin cam; Spyder chassis and roll over bar; bolt on panasports; Lenham hard top; clean and mechanically sound. \$12,000 OBO. Call Gil Stuart at 250.722.9492 or e-mail stuartgi@nisa.net

VRCBC members advertise free in the VANTAGE.
Send your items for the next issue by February 10 to the Editor.

2000 CALENDAR OF EVENTS

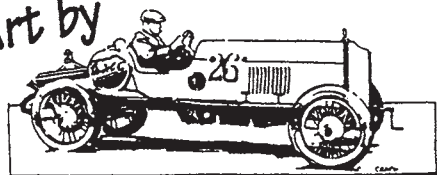
(subject to change)

February 8	VRCBC Annual General Meeting	Jericho Mess, Vancouver
March 18/19	SCCBC Driver Training	Mission Raceway, BC
April 14/15	# SOVREN Defrost Kickoff	Seattle International Raceway
April 29/30	* SCCBC/CACC Vintage Grid	Mission Raceway, BC
May 13/14	+ SOVREN Spring Sprints	Seattle International Raceway
May 20/21	OASC Knox Mountain Hillclimb	Kelowna, BC
May 27/28	+ VRCBC Historic Motor Races	Mission Raceway, BC
June 24/25	SCCBC Driver Training	Mission Raceway, BC
July 1/3	+ SOVREN Pacific NW Historics	Seattle International Raceway
July 7/9	+ Zupan's Historic Races	Portland International Raceway
August 19/20	CVRC Vintage on the Prairies	Calgary Race City, AB
Sept 16/17	+ SOVREN Fall Finale	Seattle International Raceway
Sept 23/24	* SCCBC/CACC Vintage Grid	Mission Raceway, BC
Sept 30/Oct 1	SOVREN/SCCA Vintage Grids	Bremerton Raceway, WA
Oct 7/8	SOVREN Maryhill Loops Hill Climb	Goldendale, WA
Oct 28/29	* SCCBC/CACC Vintage Grid	Mission Raceway, BC

NOTES:

- # Defrost Kickoff April 14 Novice program/test and tune;
April 15 vintage racing
- + Currently designated SOVREN points events
- * Vintage grid: one day event; day to be decided

Auto Art by



CRAIG AINSCOUGH

1074 Clements Ave. North Vancouver B.C. V7R 2L4

986-8385

MAGAZINES: Road & Track, Sporting Classics, Racing For Kids
GALLERIES: Wilkinson's Automobilia, Bob & Walby's Gallery of Automotive Art

