

A publication of the
Vintage Racing Club of
British Columbia

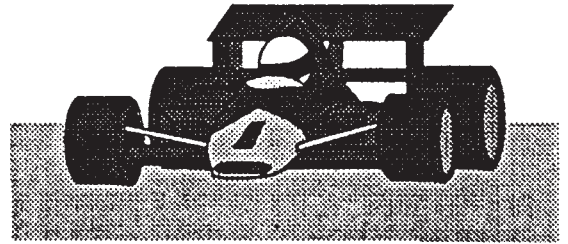
FEBRUARY 2000

Westwood, People and
Happenings Pg 8

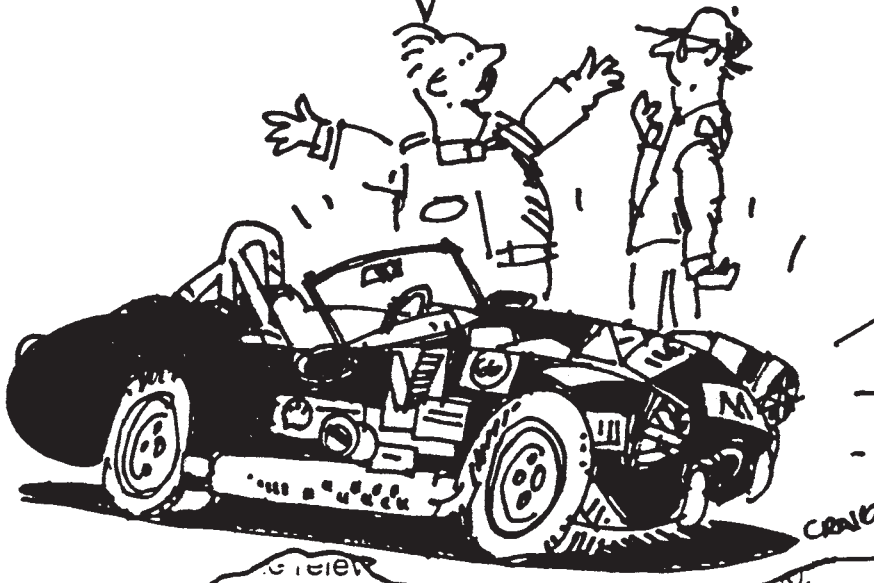
Historic Motor Races
2000 Update Pg 10



VANTAGE



ADVERTISING STICKERS & DECALS...
THEY'RE A WHOLE LOT CHEAPER
THAN DUCT TAPE AND BONDO!



Paint schemes are to be appropriate for the period being represented. Contemporary commercial advertising is not permitted. Historically authentic markings including advertising are permitted and encouraged.

Headlights...

COMING EVENTS:

- MARCH 18/19 SCCBC MISSION DRIVER TRAINING
- APRIL 14/15 SOVREN SIR DEFROST KICKOFF and NOVICE PROGRAM
- APRIL 30 SCCBC/CACC VINTAGE GRID at MISSION
- MAY 13/14 SOVREN SPRING SPRINTS



TERRIFIC NEWS: VRCBC HISTORIC MOTOR RACES 2000 at MISSION MAY 27/28
LOOK FOR ENTRY FORM PACKAGE ABOUT MARCH 15
ORGANIZING TEAM IN PLACE; VOLUNTEERS NEEDED for RACE DAYS

2000 Executive

		<u>Phone</u>	<u>Facsimile</u>	<u>e-mail</u>
President	Mike Tate	604.913.0072	913.0110	tates@smartt.com
Past President	Alan Donaldson	604.737.8053	660.2420	adonald@direct.ca
Vice President	David Roberts	604.922.6875	922.0657	
Secretary	Andrew Slater	604.986.0949	986.1585	aslater@mapleship.com
Treasurer	Gil Stuart	250.722.9492	722.9492	stuartgi@nisa.net
Race Director	Hugh Archer	604.266.1830	261.8251	harcher@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 March 15, 2000.

MAILING ADDRESS

Vintage Racing Club of British Columbia
c/o Andrew Slater, Secretary
1946 Glenaire Drive
North Vancouver, BC V7P 1Y1
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 PIT by Mike Tate

I have some millenium wishes that I'm not the least embarrassed to share with each and everyone of you . . . so I will.

Let's all have a great time doing what we love to do in this vintage millenium racing year, preserving and racing our vintage distractions. Let's keep all the politics and interpersonal rubbish to a dull roar and take part in as much as we can with an open heart and a willing hand. Let's make *giving* our byword and *laughter* our medicine.

Let's create the kind of atmosphere that we wish our beloved country could achieve; namely a place where we don't take ourselves too seriously and where political correctness is an unnecessary evil . . . in short, let's get back to better times and a 'vintage' of our own that makes life fun. I've never understood the penchant for posturing and self importance that pervades some sections of life . . .let's face it; our race cars will be around a lot longer than we will. Now there's a perspective for thought!

So let's enjoy ourselves and at least treat our VRCBC friendship in this veil of tears as something special, something real, something lasting in a dizzy transient world.

And now for something completely different: We had our first executive meeting the other night and your executive worked until 11pm on your behalf. You know, they are a great bunch of hard working people. Get to know them and say '*thanks*' once in a while. Their pay is rather poor and your gratitude is a currency they understand. They would ask me to remind you that we have a racing grid at Mission on April 30th and that your very own Historic Motor Races 2000 are a go for Mission on the 27th and 28th of May. Entry packages will be out in the near future; and if you have any questions about these race meetings, talk to Race Director Hugh Archer 604.266.1830; 604.261.8251 FAX.

Let's make a point of wearing our regalia. At the next meeting on Tuesday March 14th at the Jericho Garrison at 7pm (please come along), bring a few extra dollars and purchase a cloth badge for your race suit, overalls or even a sports shirt. It's small things like this that will go a long way to seeing our logo become more of a recognized item.

And now to the most unpopular word in the entire lexicon of understanding . . . "volunteers!" . . . We need them. We need them for our race meeting and for our club events. Please pick up the phone and call me so I can create a list of people who are willing and able to help in some small way with our activities 604.512.0404. I feel like one of those folks fund raising for public television. Pick up the phone. Do it now! You know how much you get out of the club so please help put more into it!

One last note on the matter of helpers: they don't have to be *actual* club members. They could be *potential* members, or family members wives, husbands, children, sweethearts, lovers or whatever. As long as we know that we have some folk to turn to, then the work load won't be as onerous as it might otherwise be.

Have a great season of Vintage Motor Racing and let's take this club one stage back to it's former glory . . . only you can do it!

Editors Page by Gil Stuart

Greetings vintage racers and supporters. Here is another fun filled VANTAGE for your library. This time there are contributions from Mike Tate, Evan Williams, Mike Currie and Craig Ainscough. Thanks for those contributions folks. The newsletter would be pretty bare without your stuff.

Sorry no photos again. Send photos of interest anytime. If you send by e-mail, please use the Joint Photographic Experts Group (jpg) file format to conserve hard drive storage space.

Welcome returning former members: Steve Diggins, Rodger Hayes, and Robert Hayes. Steve was a founding member of VRCBC and is organizer of the Classic Car Show at the Tradex Center in April; Rodger and Robert have supported VRCBC events at Mission with their LeGrand Formula Fords.

The Club has 58 members now; 44 have paid for 2000; thanks everyone for your support. Reminder notices to those who have forgotten to renew are included with this VANTAGE. We now have e-mail addresses for 32 members. Send yours when you get hooked up.

Look for a new feature "News from Associated Clubs" on page 7. For future VANTAGE issues, we would appreciate receiving any news from other clubs which may be of interest to VRCBC members.

At the February 8 Annual General Meeting, a new executive was elected for the year 2000. My personal thanks to the outgoing executive for their dedicated efforts; and congratulations to the incoming four who will be giving their time to ensure the success of your vintage racing club. The new executive's first order of business has been to establish an organization for Historic Motor Races 2000 at Mission on May 27/28. See the report on page 10.

Other business includes deciding whether or not to stay at the Jericho Garrison Combined Mess for meetings; liaison with CACC*, VMC*, SCCBC* and SOVREN*; racer promotion of the April 30 vintage grid at Mission; financial assistance to OASC; and finding a new VANTAGE editor among other things. There is much to do in these times of reestablishing VRCBC as a premier vintage racing club.

*NOTE: David Roberts will be VRCBC representative on CACC and VMC matters; and Mike Tate will liaise with SCCBC and SOVREN.

Here is some exciting news from Mike Tate. A website domain has been applied for and design/maintenance details are being worked out. A proposal and cost estimate may be available for member review at the March 14 regular meeting.

Last but not least, see page 11 for the latest on VRCBC eligibility rules. At the very well attended February 8 meeting where eligibility rules were discussed, I got the sense that members want authenticity in their vintage race cars but believe serious enforcement of authenticity rules would be a detriment to the Club. The Committee to Update Eligibility Rules (Frank Chynoransky and me) has reconsidered its work and wishes to recommend only minor changes to eligibility requirements for the year 2000. Unless there is a major outcry in favor of enforcing authenticity requirements, vintage racers can be assured they will not be turned away if they come out to VRCBC events with a car which was eligible in 1999.

VINTAGE RACING CLUB OF BC**Minutes of Regular Meeting of February 8, 2000 - Jericho Garrison Combined Mess**

Meeting called to order at 7:30pm with 34 members present.

The President, Alan Donaldson, sent his apologies from Mexico for his absence. Leigh Anderson chaired the meeting and commenced by welcoming the following guests: Ann Peters (President of META), Roger Solomons (META Training), Steve Diggins, Rodger Hayes and Robert Hayes.

Leigh then asked for acceptance of the November meeting minutes that had been published in the Vantage magazine. The approval was proposed by Karen Smith and seconded by Mike Stacey. The vote of approval was unanimous.

Old Business

Awards - Joe Contreiras and Doug Yip received their 1999 drivers awards. Meeting Place - Jericho Mess is undergoing rule changes that may make it unsuitable for the Club's monthly venue. Leigh advised he has booked the Mess, and a cheque has been issued for the entire year with the agreement that a rebate will be calculated if the Club decides to relocate. Leigh then suggested that the meeting location be left to the new executive to review.

CACC Application forms for medicals and licenses are now available. Call the Secretary. The medical is now for 2 years unless you are over 60 years old, when it is for one year. For Vintage grids at Mission, SCCBC would prefer that the VRCBC have the vintage grids on Sundays instead of Saturdays. A motion to move our grid to Sundays was proposed by Mike Tate and seconded by Ian Wood. The vote of approval was unanimous.

Eligibility Rules: Gil Stuart distributed a draft copy of the proposed new rules and a survey form. Doug Yip said that in SOVREN, some groups, such as "Big Bore" are asking to be self policing. Robert Hayes said that the FF group does not like the changes to the SOVREN rules which have effected FF in the tire specifications. Mike Tate said the method of enforcement at SOVREN is the problem, not the rules per se. Hence, VRCBC should be very careful with its application of new eligibility rules. A motion was proposed by Hugh Archer and seconded by Ivan Lessner that Gil Stuart's survey to determine the membership's wish to change or not change the rules, is the best way to proceed. A vote was called: In favour 16, opposed 1 - Carried.

Leigh suggested the items in the survey be discussed and voted upon one at a time. Debate ensued with little progress against the items. After the one hour allotted, Leigh stopped the debate as time was running short to conduct the AGM thus deferring the issue to the next meeting. Leigh said the rule changes are very important to the Club and should be studied closely by all members. Gil will follow up to all members prior to the March 14 meeting.

OASC Proposal: Leigh reviewed OASC's requirements and proposals. Bob Smith spoke against giving OASC anything and proposed a motion, seconded by Rob Follows that the VRCBC do not give OASC any funding at all. This was defeated. Ian Wood then proposed a motion, seconded by Karen Smith that VRCBC donate \$1000 in exchange for track time and/or other benefits to be negotiated by the executive. In favour 14, opposed 2. Carried.

New Business

Steve Diggins is organizing the Classic Car Show at the Tradex Center on the last weekend in April. The Secretary noted that the event clashes with the Vintage grid at Mission on April 30. Leigh asked if any racers, race car owners or nonmembers would man the booth at the show. No one volunteered.

Buy Sell

Evan Williams has motor homes for rent and a flat bed trailer for sale. Karen needs an HMR event shirt in size XL.

Adjourned at 9:40pm.

western vintage automobile racing club

(aka vintage racing club of british columbia)

Minutes of 1999 Annual General Meeting - February 8th. 2000

Held at Jericho Garrison Combined Mess, 4050 W 4th Ave, Vancouver, BC. Leigh Anderson (Past President) called the meeting to order at 9:50 pm with 34 members present. A quorum (5%) was declared. Leigh Anderson noted that the minutes of the 1998 AGM had been published in the Vantage magazine. Motion to accept the minutes was proposed by Hugh Archer and seconded by Bob Smith. Motion carried.

Director's Reports

The President (Alan Donaldson) had no report as he was on vacation.

The Past President (Leigh Anderson) said that his chairmanship of the HMR last May had given him a great deal of personal satisfaction, but that he looked forward to another member taking over for the May 2000 event.

The Treasurer (Gil Stuart) submitted the financial statements for fiscal year 1999 to the members present for endorsement. The content of the financial statements was discussed. A motion to accept them was proposed by Bob Smith and seconded by David Cohen. The motion was carried. Gil advised the financial statements would be published in Vantage in due course. Gil went on to report that the Club now has 56 paid up members.

The secretary (Evan Williams) had no report.

The race Director (Frank Chynoransky) reported that the 1999 season had been a resounding success, with no major accidents or problems.

Election of Officers

Past President Leigh Anderson, chairman of the nominating committee, reported that the following members had agreed to stand for election to the positions noted:

for **President**: Mike Tate; for **Vice President**: David Roberts; for **Treasurer**: Gil Stuart; for **Secretary**: Evan Williams; for **Race Director**: Hugh Archer.

Current President Alan Donaldson would become **Past President** in the year 2000.

In keeping with election procedure established by the Club, the Past President then called for nominations from the floor for each of the positions that were vacated per the Club's constitution and bylaws. During the process of calling for nominations three (3) times for each position, Andrew Slater was nominated by Karen Smith for the position of Secretary. At this point, Evan Williams withdrew his name. At a result of this process, there was one member standing for each position at which time they were declared elected. The 2000 executive will be as follows:

President: Mike Tate; **Vice President**: David Roberts; **Treasurer**: Gil Stuart; **Secretary**: Andrew Slater; **Race Director**: Hugh Archer; **Past President**: Alan Donaldson

New President's Remarks - Mike Tate noted that, under his leadership, the Club will continue the revitalization started last year. Now that the Club has it's own all vintage race weekend, the need for a larger and more active membership is paramount. Adjourned at 10:30pm.

THE WESTERN VINTAGE AUTOMOBILE RACING CLUB

(aka: THE VINTAGE RACING CLUB OF BRITISH COLUMBIA)

STATEMENT OF REVENUE AND EXPENDITURES

January 1, 1999 to December 31, 1999 (with 1998 comparisons)

<u>REVENUE</u>	<u>1999</u>	<u>1998</u>
Membership Dues	2557.90	2126.22
Historic Motor Races	22812.09	nil
Spring Sprints / Fall Finale	1399.26	1873.74
Sale of Molson Indy Tickets	3410.00	4500.00
Awards Banquet	1500.00	2075.00
Interest Earnings	149.51	776.80
Miscellaneous Revenue	32.75	447.75
TOTAL REVENUE	<u>31861.51</u>	<u>11799.31</u>

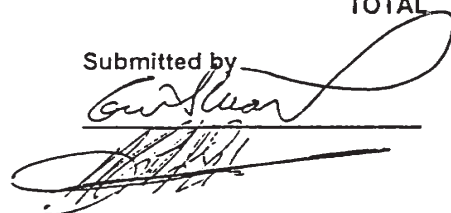
EXPENDITURES

Vantage Newsletter	1222.36	749.51
Molson Indy Tickets	3301.50	4423.80
Historic Motor Races	24548.22	nil
Spring Sprints / Fall Finale	11.00	167.78
CACC/SCCBC Mission Race Events	280.43	nil
Awards Banquet	1534.39	1883.45
Awards and Trophies	1236.71	202.40
Association Fees (VMC, CACC)	263.53	214.50
General Meeting and Admin	642.10	529.30
Advertising and Promotion	nil	67.00
Miscellaneous (Bank Charges)	83.51	nil
TOTAL EXPENDITURES	<u>33123.75</u>	<u>8237.72</u>

Surplus or Deficit (-) -1262.24 3561.59

TOTAL **31861.51** **11799.31**

Submitted by



Treasurer/date

Feb 8, 2000
15/2/00

THE WESTERN VINTAGE AUTOMOBILE RACING CLUB

(aka: THE VINTAGE RACING CLUB OF BRITISH COLUMBIA)

BALANCE SHEET

December 31, 1999 (with 1998 comparisons) UNAUDITED

<u>ASSETS</u>	<u>1999</u>	<u>1998</u>
Current:		
Cash in Bank	3829.31	8874.67
Term Deposit	27811.81	24675.78
Credit Union Shares	33.00	31.00
Accounts Receivable	200.00	200.00
Prepaid Expenses	484.73	238.53
TOTAL ASSETS	<u>32358.85</u>	<u>34019.98</u>

LIABILITIES

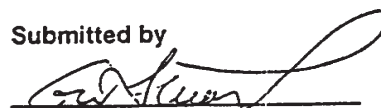
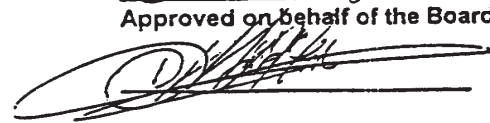
Accounts Payable	1259.13	1736.45
Prepaid Membership Dues	188.43	110.00
Total Current Liabilities	1447.56	1846.45

Member's Equity:

Balance Previous Year	32173.53	28611.94
Net Revenue (Expenses) for Year	-1262.24	3561.59
Balance End of Year	30911.29	32173.53

TOTAL LIABILITIES **32358.85** **34019.98**

Submitted by

Treasurer/date

Feb 8, 2000

Approved on behalf of the Board of Directors

President/date

15/2/00

NEWS FROM ASSOCIATED CLUBS by Gil Stuart

Mike Currie, who is CACC Race Director again, has invited CACC vintage race licence holders to attend the next CACC General Meeting March 11 at Guildford Sheraton Inn. Call or e-mail Mike for times: 604.536.0388 michael_currie@telus.net Meeting format is to have a combined session of all disciplines followed by individual discipline meetings.

The combined meeting will approve budgets, receive discipline reports and discuss business related to CACC as a whole including deciding how to allocate proposed investment of up to \$15000 in the Okanagan Motorsport Park; and including a presentation to META for their assistance and support throughout 1999.

CACC Race Licence applications for 2000 have been mailed to all VRCBC members. The Vintage Race Licence fee is the same as 1999 at \$30.00. Contact Hugh Archer or CACC Licence Director Roberta Currie, #142 – 32550 MacLure Road, Abbotsford, BC V2T 4N3 604.854.8320 currie@vxl.imag.net

CACC has changed its medical exam requirements to every two years for racers less than sixty (60) years of age. If you had a CACC licence last year and are less than 60 years, a medical is not required to get your CACC 2000 licence.

SOVREN has issued its 2000 Membership Handbook. The Handbook contains everything a vintage racer needs to know about participating in SOVREN events including "2000 Eligibility & Rules Regarding Competition", "2000 Car Registration Form" and entry forms for each of SOVREN's five planned events. Copies are available from Gil Stuart.

SOVREN has also issued its Winter 2000 Vintage Drift magazine which is the second quarterly issue under contract editor Martin Rudow. The magazine is very professionally done in glossy black and white. It contains articles of interest to members, classified ads and photographs.

Mike Tate tells me SCCBC will assist VRCBC again this year with on site operations for the May 27/28 Historic Motor Races 2000. The venue is now called "RIVER'S EDGE ROAD COURSE" at Mission Raceway Park. SCCBC is 90% certain the lengthening to 1.32 miles will be finished and ready for use before May 26.

VRCBC is a voting member of the Vintage Motorsports Council which is a group of 22 vintage race organizers having the goal of standardizing vintage racing rules and regulations in North America. VMC has quarterly meetings the most recent of which was held in Atlanta on Feb 26/27. VRCBC was unable to send a representative so a written report about VRCBC's activities and plans for 2000 was submitted. March VANTAGE will have a short report on the VMC meeting.

Current VMC initiatives include licencing, standard medical form, driver instructor training, universal electronic timing and scoring, race event insurance, Infractions list, mechanical failures list, and Dewey Dellinger Award for outstanding contributions to the sport of vintage racing in North America.

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://vfv.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	domain applied for	

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

The October, November and January issues of VANTAGE contained the first three in a series of vignettes by Mike Currie about people and happenings from Westwood days as he remembers them. The tales continue with

Games People Play

There used to be an all-comers race as the last event of each race day. Sometimes a Le Mans grid would be used (the real kind). On some occasions there was some prize money. Once, as a lark, John Hall and Milt Chamberlain gridded their Porsches at the end of the line. When everyone else ran across the track and took off towards Turn #1, John and Milt took off towards the Esses and the Hairpin. When everyone else came storming over Deer's Leap, what a surprise to see John and Milt sitting in the gravel at the Hairpin.

In those "politically incorrect" times, we used to have a Ladies race. Some of the Ladies were excellent drivers in their own right and were a little offended when wig wearing, hairy-legged individuals appeared on the grid.

In the very early days, we had a wonderful couple named Caulkins (Mike and his wife, whose name I forget), who would tow all the way (pre I-5) from Cloverdale, California. Their tow car was a Mercedes Benz 300SL Gull Wing and their race car was also a 300SL Gull Wing. Now that's class.

During the Seventies, we were witness to some of the very best Formula Atlantic racing ever. The cast of these races reads like a who's who of Formula 1 and Indy Car racing in the '80s and '90s: names like Rahal, Sullivan, Andretti, Rosberg, Villeneuve (Gilles and Jacques), Howdy Holmes, Tom Gloy, and so on. These guys really enjoyed coming to Westwood and every year at the Formula Atlantic race there would be a bang-up party on Saturday night. These evolved into theme parties. The best one I ever attended was "The Tie Party". You had to be wearing some kind of tie to be able to attend. One guy turned up with a racing tire draped around his neck. Others were festooned with tools. Others wore real ties, but of the worst possible taste. It added considerably to the ambiance.

One Sunday evening, after the races were over, Doug Shierson's crew loaded all their stuff into their tractor-trailer and started up the pits towards the upper exit road. In the process, they managed to clean all the overhead power lines and telephone lines off every pole in the lower paddock. Shierson paid for this mistake, I think.

The Atlantic guys would race anyone in anything. They once raced a Rent-a-car around the Go-Kart track above the Carousel; at least until the automatic transmission gave up. I would have loved to have been a fly on the wall listening to one of these guys tell the Hertz people that the transmission "just quit". Sure, Bobby.

We were at a Conference race one weekend when a rather obnoxious competitor appeared. He drove a Formula Vee and was always trying (and sometimes succeeding) to get the dander up in the Tech crew. We noticed that he had some racers tape on the braided line for the front brake and asked if he would mind removing the tape so we could ensure that the line was not abraded. He refused, and was failed at Tech. The gentleman appealed to the Steward who told him to comply. When he returned, we viewed the brake line and then asked that he remove the rear wheels and brake drums so that a check of his rear linings could be made. We had made the effort to check this in the ICSCC rule book to see if it was a legitimate request and we had also informed the Steward of our intent.

Our racer friend was in a quandry. He did not have the necessary breaker bar to remove the rear axle nut (and no one else did, conveniently). Of course, he had the problem of putting everything back together and getting the torque correct. Finally, after a considerable amount of groveling, he was allowed off the hook but I think he learned his lesson. I had occasion to write a logbook for his newest car just recently and he has either mellowed with age or recognized me as one of the Tech people from Westwood.

It is curious how your mind gets locked into one path on something. At the CASC National Run-offs at Westwood, Tony Fisher (from Edmonton, then) and myself were performing measurements on the engine in Wray Nixon's Datsun 260Z. The displacement of the engine was supposed to be 2600 cc maximum. Tony and I measured, and measured and then measured again. The largest number we could arrive at was something 2400 cc, but a lot less than 2600 cc. How could this be? The maximum displacement is supposed to be 2600 cc. We finally consulted with Wray and watched as he fell about laughing. Of course, he had used a 2600 cc bore with a 2400 cc crank (for higher RPM). Made sense when you had the details.

During the Seventies, Formula Ford racing was a zoo. At one event held at Westwood, the race had to be stopped after the pace lap because there had been too many collisions. This brought on the rule of "no tire scrubbing on the pace lap" which remained in force until Westwood closed, I believe.

During one of the SCCA National races held at Westwood in the mid-Seventies, I managed to snap a photo in the hairpin of two Formula Fords, which had gone off the end of the Straight. The cars had ended up one on top of the other. The picture shows the guy on top, car in gear, trying to drive off the top of the other fellow's helmet.

Do you know the origin of the "Mitch Thieman Rule"? The Mitch Thieman Rule prohibits competitors from using the pit lane as part of the racing circuit. On the first lap of one of the Atlantic races, Mitch, was punted onto the new pit lane, which started at the top of the Esses. Thieman kept the throttle down, blew through the pits at about 100 miles per hour, and scared the bejesus out of a bunch of officials and crew.

It is curious to think how far cars have evolved in the years that Westwood existed. I'm sure that a review of the old timing records will bear me out. At the time that Peter Lovely raced his Cooper-Ferrari, his best time (on Englebert radials) would be in the one minute, twenty-one second range. When Westwood was closing, the fastest lap for a race-prepared Honda Civic would be in the one minute, twenty-second range.

We, as spectators and aficionados, were mind-boggled when Michael Andretti lowered the qualifying record to below 59 seconds. That, even though it is not an official record because it was not set in a race, is the fastest ever lap of Westwood.

People

Over the years, we have all met many memorable people at Westwood. Here is a sampling of a few I have run across.

Peter Brand (one time President of CASC and currently Executive Steward for SCCA NWR) was making evening Martinis. He placed the Gin in the shaker with the ice, then instructed his wife, Freddie, to take the vermouth bottle and walk down the paddock some distance. When she got about twenty meters away, Peter yelled "OK, take the lid off". Now that's a dry martini!

Peter was seen, once upon a time, comfortably ensconced under the trees on the knoll where tech and the stewards were located. As he sat there during one of the Players GM races, he was observed to be making cash register-like sounds as he measured the fines to be levied.

How about the guy who changed the engine in his Volkswagen at Turn #2 during the Seven Hour Enduro? Not once, but twice (and one of them in the dark). Doug Blackstone, I think his name was.

More to come in March 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).

HISTORIC MOTOR RACES 2000 UPDATE – by Gil Stuart

In less than than 3 months time, the Vintage Racing Club of British Columbia, in association with the Sports Car Club of British Columbia, will present HISTORIC MOTOR RACES 2000 at the RIVER'S EDGE ROAD COURSE at Mission Raceway Park. VRCBC will sanction the races (That is, the event will not be CACC/ASN Canada FIA sanctioned.); and VRCBC's 2000 Competition Rules (same as 1999) will apply. Vintage race car eligibility requirements will also be the same as for 1999. SOVREN has identified the event as a points race for SOVREN members wishing to participate.

When the new executive met on February 15, Mike Tate volunteered to Chair the organizing team. Mike observed that enthusiasm for this event is high and a number of members and nonmembers have already volunteered to help. A list of some of the positions filled to date follows below:

Chairman	Mike Tate
Race Director	Hugh Archer
Secretary and Communications Officer	Andrew Slater
Finance Controller	Gil Stuart
Public and Media Relations Director	Mike Tate
Hospitality and Accommodations Director	Julia Slater
Officer-at-large	Leigh Anderson
Clerk of the Course	Ian Wood
Chief Steward	Perrin Hayes (SCCBC)
Timing and Scoring	Andrew Slater
Paddock Marshall	David Williams
Duty Medical Officers	Robert Follows and Moira Bradford
Chief Scrutineers	Mike Currie and Karen Smith
META Course Marshall	Thomas Leisner
Registration Director	Catharine Heald
Graphic Communications	Craig Ainscough
Car Club Corral Coordinator	David Roberts
Vintage Motor Bike Event Coordinator	Trevor Smith
On location Broadcast Announcers	Dave Birchall and Vince Howlett

Further, Mike Tate has met with SCCBC's President Mike Kaerne and hammered out the key parameters relative to rental of the Mission road course. Dates are fixed for May 27/28 with access to the paddock for setup on May 26. Sound restrictions similar to 1999 will apply. There is a 90% chance that track lengthening to 1.32 miles will be finished by May 26. SCCBC will be using AMB electronic timing for 2000. Since AMB is not compatible with SOVREN's dBCom system, hand timing and scoring may be necessary.

An entry invitation package is to be sent out to potential vintage race car participants by about March 15. Entry fee for race cars will be about the same as 1999; and cut off for late entries will be around May 1. Invitations to vintage motorcycle groups will also be sent out. Accommodations have been booked at Mission's Diamond Head Motor Inn and at Abbotsford's Best Western Bakerview Inn.

VRCBC UPDATED VINTAGE RACE CAR ELIGIBILITY RULES

-by Gil Stuart

At the very well attended February 8 meeting where eligibility rules were discussed, the Committee to Update Eligibility Rules received confirmation by show of hands that members want authenticity in their vintage race cars. However, virtually all comments and input beyond that principle of authenticity indicate the majority of members believe serious enforcement of authenticity based rules would be a detriment to the Club in the short term.

The majority view seems to be that VRCBC vintage racers are prepared to take their chances at SOVREN events relative to SOVREN's authenticity initiatives but that they are not ready to support such initiatives within VRCBC at this time. This represents a significant difference from the views and feelings initially expressed to the Committee in the fall of 1999.

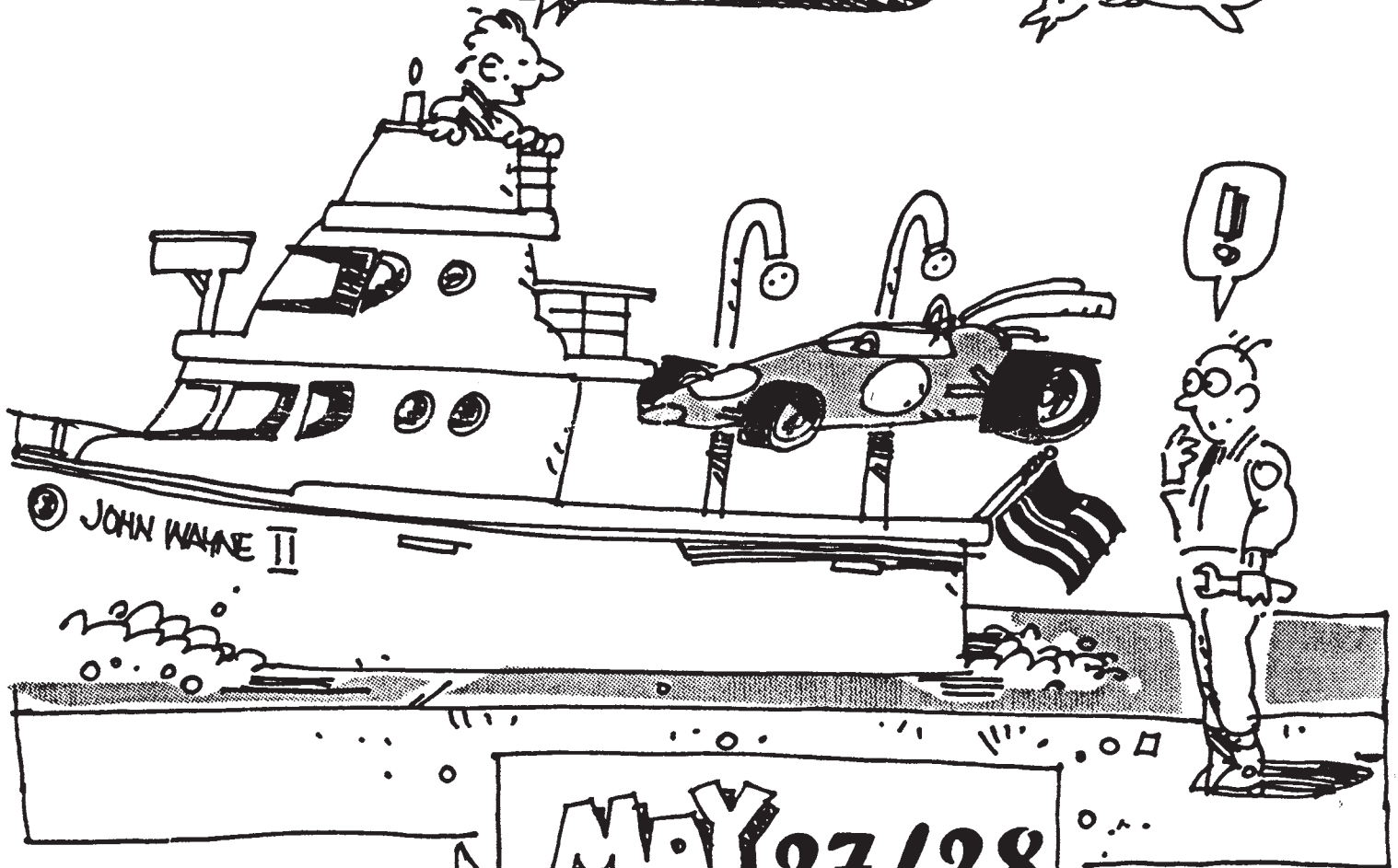
Therefore, the Committee to Update Eligibility Rules has reconsidered its work and hereby withdraws the proposals put forward at the February 8 meeting. Rather, the Committee wishes to recommend only minor changes to authenticity requirements for the 2000 competition year. Unless there is a major outcry from members in favor of rule changes to enforce authenticity requirements, vintage racers can be assured they will not be turned away if they come out to VRCBC events with a car which was eligible in 1999. Further work and discussion on this issue is necessary before making significant changes to the eligibility rules.

The Committee, therefore, recommends as follows:

1. VRCBC 2000 Competition Rules be implemented unchanged from 1999;
2. Vintage race car eligibility requirements be essentially the same as in 1999;
3. Continue discussion within the Club to get consensus on the long term direction relative to eligibility prior to updating the Vintage Race Car Eligibility Rules;
4. For the competition year 2000, VRCBC continue with the principle that it is the responsibility of the participant to present a vintage race car which is reasonably period correct and in the vintage spirit;
5. An "Eligibility Guide" be issued for the information of potential participants which chronicles typical period rules and regulations (mainly FIA and SCCA) under which race cars might have been prepared prior to 1970;
6. Immediately appoint an Eligibility Committee reporting to the Race Director. The purposes of the Eligibility Committee would be to:
 - Provide ongoing eligibility guidance to potential vintage race participants;
 - Review the documentation of each race car seeking entry to a VRCBC event; accept; or establish conditions for eventual acceptance; or reject the race car;
 - Undertake onsite checks of key technical parameters of each race car accepted for entry to a VRCBC event in order to ensure the race car has been accurately represented and is reasonably period correct and in the vintage spirit; in situations of apparent non-compliance, establish conditions for eventual acceptance or reject the race car; and
 - Undertake initiatives which encourage participants to prepare authentic vintage race cars.

It is proposed that "Updated Vintage Race Car Eligibility Rules" and the above recommendations be discussed at the regular monthly meeting at the Mess on March 14.

WE COULD NEVER USE OUR
BOAT AS SUPPORT VEHICLE
AT WESTWOOD!



CRAG

BE THERE!

MAY 27/28
MISSION

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: 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.

1966 Autodynamics Formula Vee; race ready; \$5000.00. Call Frank Chynoransky 604.823.4536

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.

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.

1965 Porsche 911 vintage race car; will build to customer specifications. 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

**VRCBC members advertise free in the VANTAGE.
Send your items for the next issue by March 15 to the Editor.**

2000 CALENDAR OF EVENTS

(subject to change)

April 14/15	+#	SOVREN Defrost Kickoff	Seattle International Raceway
April 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 2000	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 18/20		CVRC Vintage on the Prairies	Calgary Race City, AB
Sept 16/17	+	SOVREN Fall Finale	Seattle International Raceway
Sept 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 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 grids with SCCBC/CACC at Mission will be on Sunday during the year 2000