

A publication of the
Vintage Racing Club of
British Columbia

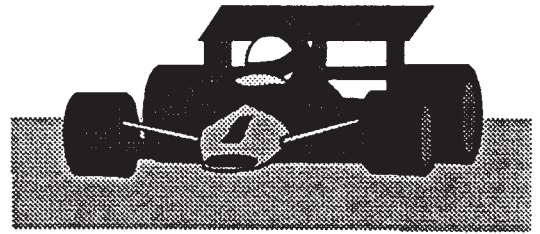
MARCH 2000

President's Pit Pg 2

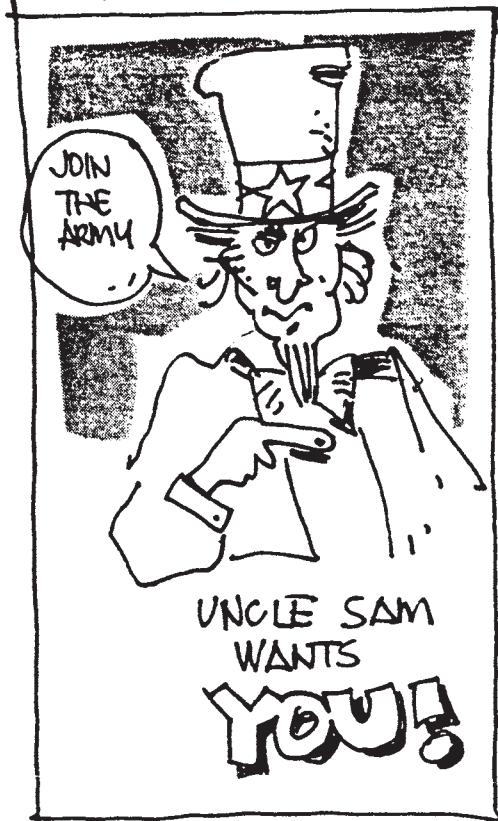
Historic Motor Races
2000 Update Pg 10



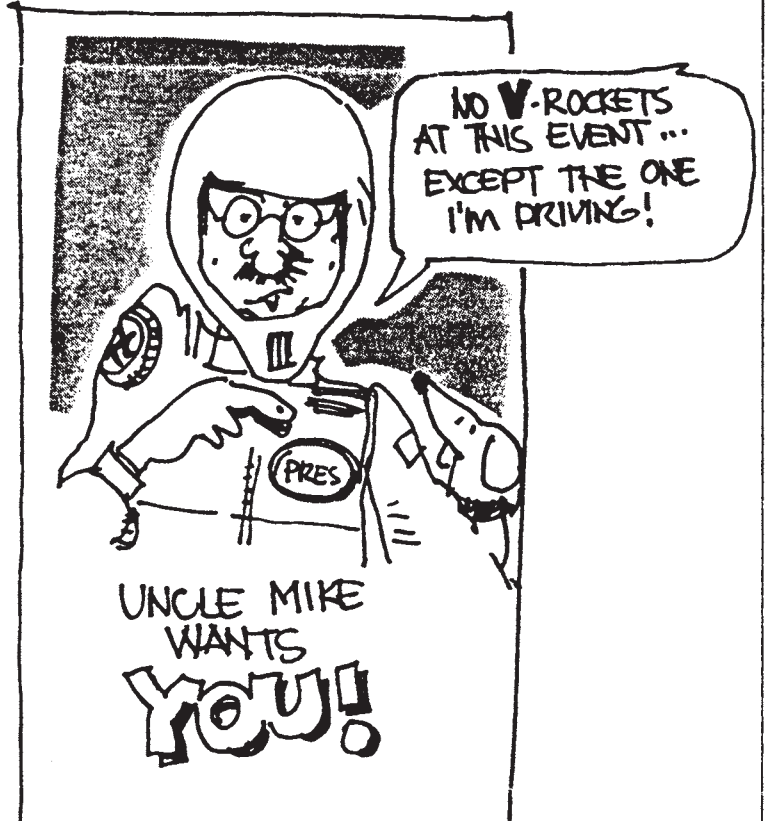
VANTAGE



WWII



2000



REGISTER & VOLUNTEER
TO HELP AT THIS YEAR'S
HISTORIC MOTOR RACES
MAY 27 & 28th.

COMING EVENTS:

- APRIL 14/15 SOVREN SIR DEFROST KICKOFF and NOVICE PROGRAM
- APRIL 30 SCCBC/CACC/SCCA VINTAGE GRID at MISSION
- MAY 13/14 SOVREN SPRING SPRINTS
- MAY 27/28 VRCBC HISTORIC MOTOR RACES 2000 at MISSION

ORGANIZING TEAM IN PLACE FOR HISTORIC MOTOR RACES 2000
VOLUNTEERS NEEDED for RACE DAYS— contact Mike Tate

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	ctscomp@direct.ca
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
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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 April 19, 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 can't believe it's been a month since we spoke, or rather since I wrote this monthly piece to keep you informed about the club and its activities. As you may remember I called for folks to call me who might be able to 'volunteer' to help at the Historic Races at Mission. I know you will find this rather hard to believe, but I haven't had one single phone call! Must be my aftershave I think! I can't help but reflect as your Executive and some of the tried and true volunteers that work, year after year, bash their brains out to get us ready for the MHR 2000 that it would be comforting for all of them to know that there might be some extra manpower available on the day. The jobs won't be onerous nor complicated . . . looking after the gate for an hour, welcoming and ushering people to their places, helping set tables for the barbecue, assisting at registration. You know the sort of thing. It may be low level bureaucratic work, but, nevertheless, it makes for a successful day.

I had hoped to spare you this, but I have to be honest, the club is absolutely wonderful in every respect save for the fact that 10% of the people do 90% of the work! Oh! Yes; I know you will tell me "it's the same in any club". You'll say "well, I race and that's a contribution too . . ." and so it is, a great contribution. But, in the vernacular of today, we all have to "multi-task". Am I being too honest? Too brutal perhaps? Heavens! I don't mean to scare you away. It's only a club after all, but it just won't work unless we all work at it as a team. The problem has been that your *long suffering* 'volunteers' have bitten their lips over the years like slaves in a salt mine and when their sentence was ended they just slipped away. I ask you to give some thought to that telephone call, after all, I find what we do as volunteers rather rewarding in many ways; and, yes, there are a million excuses (Did I say excuses? I meant reasons!) for not picking up the phone, but for every one of those I'll give you five that says you could.

Now those dark clouds have passed, I am going to let the sun shine on some people who are working *very hard* on your behalf. Your executive, Dave, Hugh, Gil, Andrew and Alan are hard at work and well advanced together with their wonderful volunteers, like Catharine Heald, Ian Wood, Julia Slater, and Craig Ainscough in preparation for HMR 2000. Bob Smith is prepared to organize a few club members and their cars at the Classic & Custom Motoring Show taking place at Tradex in Abbotsford on the weekend of April 29th and 30th. We could use a couple more race cars to promote our club and our race. Could somebody pick up the phone on this? Likewise, we could probably use another car for the All British Field Meet which runs one week prior to our Historic Races. Call me and say you'll display and sell for us.

Please try and get to the next club meeting on Tuesday the 11th of April at 7:30 pm at the Jericho Mess. It's springtime and a little conviviality and car talk won't do you any harm. Good news, we have some new members . . . even better news, they bring new race cars.

For those of you who have helped me through my first month, many thanks and now I too am going to use this moment as an excuse to depart and pick up a 13mm spanner and get good old #64 ready for a 'bloody good thrashing' at Mission . . . Sounds like a penance but it isn't!

The very best to you all from that pain of a 'fella' that keeps asking for volunteers!

Editor's Page by Gil Stuart

Hello once again vintage racers and lovers of vintage race cars. By the time everyone gets this March issue of VANTAGE, the opening vintage race events in the Pacific North West for 2000 will be just a few weeks away. Non of us likes that last minute scrambling for parts and machine work but it seems an integral part of an amateur racer's life. "Just do it and don't worry about the cost" is the sort of philosophy needed at this time of year to get the race cars to the grid on time.

Thanks again to club faithfuls Craig Ainscough, Mike Currie, Mike Tate and Andrew Slater for contributions. Welcome new members Martin Webber, Gregg and Janet Lutz. Martin has a 1967 Mini Cooper which might become a vintage race car. Gregg and Janet have just finished restoring a 1964 Porsche 356C. Total membership is now 60 (of which 19 are family); and, just for the record, only 7 forgetful souls have not renewed from last year. A revised roster is being sent with this VANTAGE. We have e-mail addresses for a total of 34 members. Send yours when you get hooked up.

Members present at the March regular meeting voted in favor of setting up a Club website at a cost not to exceed \$500.00 with a servicing cost not to exceed \$300.00 per year. Mike Tate is undertaking design and maintenance. He says the website, which is to be activated in the near future, is to be designed in such a way as to allow ongoing changes and expansion of features. A comprehensive VRCBC website will be a valuable asset.

Hurray !! It looks like VRCBC is going to stay at the Jericho Garrison Combined Mess for its regular meetings (at least for the year 2000). Mike Tate and Andrew Slater have offered to apply for Associate Membership to the Mess to supplement or replace Bob Smith and Leigh Anderson who are currently Associate Members. Reminder: the business portion of regular meetings start at 7:30 pm. Come as early as 6:30 pm and enjoy refreshments and race talk.

Look for the HMR 2000 Progress Report on page 10. HMR 2000 invitation packages have been sent to over 250 potential entrants for this May 27/28 event at Mission. Members should have the invitations by now. If not, contact Registrar Catharine Heald (604.433.7140). Get your entries in early.

For the 2000 competition year, eligibility and competition rules will be unchanged from 1999. The VRCBC 2000 Competition Rules will be available at the April 11 regular meeting. A draft "VRCBC Guide to Eligibility of Vintage Race Cars" has been submitted to the executive for review.

The first Mission vintage grid of the year will be at the joint CACC/SCCA event organized by SCCBC on April 30 (Sunday). An invitation letter and entry form is included with this VANTAGE. Entry fee has gone up slightly to \$135.00 CDN (\$90.00 US) for this one day event. Send entry form to SCCBC's Cheryl van Ooyen and make cheques payable to SCCBC. Entry cut off date is April 20; entries received after April 20 will be charged an additional \$50.00 CDN (\$40.00 US). The revised and longer track should be functional for this event.

SCCBC has gone to a new AMB timing system which requires rental or purchase of an AMB transponder (different than SOVREN's dbCom system). Remember, mufflers are required at Mission. There is a 95 dB sound limit.

VINTAGE RACING CLUB OF BC**Minutes of Regular Meeting of March 14, 2000 - Jericho Garrison Combined Mess**

Meeting called to order at 7:30 pm with 25 members present and the president, after welcoming the assembled to the first meeting under his chairmanship, called for the executive to make their reports.

Race Director Report

1. Hugh Archer reminded all of Vintage Grid on April 30th (SCCBC/CACC) – entry forms standard CACC form available from Hugh.
2. Re SOVREN Spring Sprints; a decision is needed as to whether to continue sponsoring the special race. If we are going to, then 4-5 volunteers will be needed. Willing volunteers please identify yourselves to Hugh.
3. Hugh attended the SCCBC meeting and reported that Mission track expansion is expected to go ahead with readiness for April 29-30.
4. He also attended the CACC meeting. He congratulated Karen on her work in this connection. He reported on the Kelowna track development and advised that we should hold our 'donation/loan' until it is needed rather than fronting same. Mike Currie said that CACC drivers are doing the same with their contribution.
5. Hugh urged VRC members to take out CACC licenses for 1 year with a two year medical for \$30.
6. Talked of driver training at Mission Mar 18/19.
7. HMR 2000 – Rob Follows trying to arrange a 'Tall Tyres' group. If it comes off, it will probably have to be run like the motorcycles i.e. behind a pace car. The motorcycles will do the same as last year except in the area of safety which will be tightened up. Exhibition activities will be similar to last year.

Alan Donaldson commented that the SOVREN license is for 2 years from the date of the medical as with VMC, unless for over 60's when only valid one year. Mike Currie thinks that CACC have to decide the basics. The costs are up to the VRC but the rules are subject to CACC/ASN approval. He suggested that since this still has to be sorted out that the VRC should submit an application to CACC for a 2 year licence from 2001. This can be put in as proposed rule changes for 2001 at the March 15th CACC meeting.

Hugh (still at CACC meeting) says that non-speed insurance and director's liability needs to be considered. In fact he encouraged this cover to be taken out – cost about \$450.

At the SCCBC meeting, the subject of Ambulance cover for race meets was raised and seems that, according to K and K insurance, the level of Ambulance cover being utilised to date has been in excess of requirement. Adjustment to the levels of cover necessary could result in savings of up to \$1500 per race weekend. The SCCBC is investigating further.

Vice President Report

Dave Roberts has started on the rounds of the car clubs for the HMR car corrals. He needs publicity blurb to go with his letter which Mike Tate agreed to send him..

Treasurer Report

Gil Stuart welcomed our 59th member Martin Webber (Mini Cooper); pleased also that renewals are coming in at a good pace (52 to date). Copies of the roster are available for all who want them. He would like email addresses of those members who have same and also the year of joining the club.

Accounts stand at about \$4000 in chequing and a little under \$29,000 on term. The Annual report and statements were sent to Societies Act people. VMC membership has been paid and we are awaiting invoice from CACC. Also awaiting from CACC insurance details to see what actual cover is. Gil also advised that he will remain Vantage editor for the time being and is planning a March issue for which the cutoff date is March 27th.

At the last executive meeting, the budget for HMR 200 was discussed fully; and Gil now has advised that

the likely expenditure will be around \$39,000 with an aim for a small profit from a larger gate and more entries. Gil also asked the question: should we go for a profit? Mike Tate answered that although, firstly, this is our chance to shine, profit is still important. No other dissent re profit making. Evan Williams asked why the much larger budget and both Gil and Mike answered – mainly due to a) an increase in track rental and associated costs and b) a considerable increase in the purchase of saleable items such as T shirts/golf shirts which we were very short of last year. It was reported that there is no plan to support charities this year.

Gil advised that he will be assisting with eligibility/rules and registration. Catharine Heald, who will be handling registration, told us that approximately 250 invitations will be sent out mainly to SOVREN members. Dave Williams suggested that the entrants be asked who they would wish to be paddocked with.

Karen Smith asked if anyone had invited META. Mike Tate will write to META c/o Ann Peters and also to the SOVREN turnworkers via Fran Blackman. Ian Wood suggested that we officially invite SCCBC president, executive and members to the HMR.

Catharine Heald advised that the entry cutoff for the lower entry fees is May 1st. Fees will be \$175 for VRC members and \$200 for non-members. Fees for all after May 1st will be \$275.

Past President - No report.

HMR 2000 Stuff

Mike Tate advises that we have a contract with SCCBC for the race. Costs are up about 10%. He has checked with all involved with last year for any hidden changes. He spelt out what is included in the \$4200 + tax track rental fee. Radios are an additional \$1000 plus tax. Access to the track will be from noon Friday. Al Ores is the new track manager so expect that good cooperation will be the norm.

A list of officers involved in the HMR organisation will be published shortly. Representatives for the drivers from SOVREN and VRC will be John Hall and Mike Stacey respectively.

Timing and scoring – a decision has to be made as to whether to go with AMB transponders or try and get SCCBC to allow us to use the old computer/beam system. Andrew Slater will check with Mike Kaerne on this subject. Gil asked whether the April 30th CACC vintage grid will require AMB transponders. Mike Currie advised that this will be the case and that they may be rented for \$50.00.

The name for the track is now "River's Edge Road Course at Mission Raceway Park". Catering for the event will not be restricted by SCCBC. A new PA system is expected to be up and running in time for the event. Mike Tate showed the templates for the posters, letterheads, programs, etc being similar in style to that of last year except showing current VRC cars.

Phill Entwistle wanted to know whether the lunchtime parades were still on – yes! Dave Williams asked for a schedule of meetings for race teams. Mike said this should be organised after the next executive meeting. Mike Currie mentioned that with the track extended by some 30%, META would need a similar increase in workers so anyone knowing of interested track workers were urged to contact META.

On eligibility, Gil advised that mufflers will be required and that the same application of the sound rules will apply as last year. Being a SOVREN points race, it is expected that support from SOVREN members will be good.

Karen asked whether there was a cut off for the number of entries. Seems not really but if we get near 100, we will have to give some thought to this. (There are only 75 paved paddock spots.) Tech will start at 3.00 pm on the Friday. Ian Wood will supply IWE tech stickers.

Gil on eligibility again; reminded that, in the February Vantage, the Committee to Update Eligibility Rules reported its intentions to withdraw recommendations for rule changes in the year 2000. This basically came about because there had not been much if any support and it was felt that perhaps all was being too rushed. With the withdrawal of proposals, therefore, the races this year will be ruled as they were last year. There is a wish, however, to encourage authenticity for the future but for the time being, a look of basic authenticity will suffice.

Gil has to put together a "VRCBC Guide to Authenticity" for possible issue later this year, the draft of which the executive presently has. Ian Wood suggested that a committee be struck in order to be able to exclude blatantly illegal cars. Mike Tate advised that such a committee has already been established comprised of Gil Stuart(Chair), Mike Tate, Dave Roberts and Hugh Archer

Mike Tate brought up the subject of a VRCBC website suggesting that we establish one with links to other clubsites. He has researched this thoroughly and come up with a figure of between \$350 and 400 for design and preparation plus about \$15 per month required for running and maintainance. He suggested that Vantage be published on the site also. He said that we would have National and International access to our cars, track, HMR etc. This could be running in 30 days. Aart Van der Star and Mark Maskell concerned about the lack of privacy and the problem posed by possibly contentious articles. They were advised that this could be overcome by protocol.

A motion proposed by Karen Smith: "That the executive be authorised to set up a website at a cost not exceeding \$500 with a servicing cost not to exceed \$300 per year". Seconded by Catharine Heald. For 13; against 1; motion carried.

Karen talked on the phone with Justin Stubbs, CACC President, during the break; CACC website is still being tested so is not ready for general use. She suggested that Mike Tate get in touch with Adrian Glover re a page they are holding for vintage. CACC "Apex" May deadline tomorrow for Dave Roberts address as coordinator and Andrew Slater address for general mail. Karen also advised that it was not too late to try for a 2 year licence rule change – Hugh will contact her by March 15th. Karen also explained the contents of the new medical form as submitted by Hugh for 2001 rule change.

Further comment from Mark Maskell on websites; he would not want to see members names on the site or members cars specifically identified. Mike Tate assured him that member names/car will not be published on the website. Steve Diggins commented that if a website did list names/cars then you could expect to be harrassed by brokers.

Steve Diggins described the upcoming BC Classic and Custom Motoring Show at the Tradex centre April 29-30. There is no cost except parking will be \$2.00. 60 clubs are involved with displays and he described many of the entries including cars, motorcycles and boats. Mike Tate and Bob Smith will exhibit their cars in a VRCBC club display but one more is needed. Power is available on the stand for videos etc. It should be a good way of advertising the HMR with then only one month to go. Steve offered 2 for 1 spectator tickets at \$8.00. Steve will email a precis of his presentation to Gil for insertion in the Vantage. Ian Wood suggested Mike contact Wes Stinson for carpet for the club display.

The All British Field Meet is one week before the HMR and Mike Tate would like this targeted with posters etc. Catharine Heald will speak with the ABFM registrar re inserting HMR literature into the ABFM entry forms

Current Business including some HMR stuff

Bob Barg asked re the current status of our meeting venue i.e. the Jericho Garrison Combined Mess. He was told that for the time being we will be staying there. Ian Wood advised of a change to the SCCBC executive: Secretary, Monika Colvyn. He mentioned that this weekend (March 18-19) driver training takes place at Mission; 50 entrants; and also mentioned Conference have offered \$40 off the cost of purchase of AMB transponders to their members.

SCCBC will be making a cash proposal to Vancouver Indy to hold a sedan race. SCCBC are also going to produce more apparel for sale such as badges, jackets etc – Ian thinks we should consider the same. The new track has been staked out as of last weekend.

Gerry Frechette and Sue Phypers will be the official HMR photographers. Gerry might, however, be at the Indy 500. Rob Follows will be doing garlands again and is recruiting Tall Tyres cars to get sufficient for a demonstration grid. Robert and Rodger Hayes have offered to arrange the Saturday evening HMR barbecue at around \$10 a head. The proposal is being studied at this time. Ian will approach META for the use of some of their area. The size and number of tents for the BBQ is also being studied.

New Business

Dave Roberts has Indy tickets for \$105 in about the same spot as last year. 30 tickets are available for 3 days racing excluding the paddock passes which can be purchased separately. Mike Tate asked whether VRC could have any input at Indy – he will talk to Mike Kaerne.

Buy & Sell

Bob Barg has 1 FV (\$1650) + 1 Camaro (5,000 ish)

Meeting adjourned at 10:00 pm.

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

The last four issues of VANTAGE contained vignettes by Mike Currie about people and happenings from Westwood days as he remembers them. This is the fifth and last of the tales for the time being.

People

One of the best stories ever is the one about the celebrated Trans-Am team checking their Super-Vette on the club scales. We only had two scales and Jim Kurtz had just had them calibrated by the Weights and Measures people. These were the standard, grain scales (I think you call them) set into the concrete pad so they were level. They worked just fine. This high tech team is attempting to calibrate and equalize the weight on their Vette left to right. They roll the car onto the scales and stand there scratching their collective heads; roll it off; do it again; scratch head some more; and, after a few minutes of muttering, walk over to Jim Kurtz and myself and ask us if the scales are accurate. We said, "Yes, they've just been calibrated. How can we help you?" The head wrench tells us they are getting some bogus numbers on the left to right reading from the scales. Jim asks "How are you reading them?" The reply is that "we are reading the scales in such and such a way". Jim walks over and points out to the crew chief that one side of the scale is in Kilograms and the other is in Pounds. Small wonder the numbers were different.

Did you know that the SCCBC used to have a Ladies Division? These very efficient and hard-working folks (wo)manned the concession in the mornings and produced a terrific Westwood breakfast consisting of two eggs, bacon, pancake and coffee. The price was right and the cooking was great. Every year for quite a few years, the Ladies would turn over to the Club treasurer a cheque for between \$5,000 and \$10,000. That's a lot of \$\$\$ in the Sixties.

I was marshalling at the point in the Hairpin one rainy day during the Player's Pacific race. There was a really good cast of characters entered. Eppie Weitzes in a Comstock GT40, St. Croix in a McLaren, Stan Burnett and Don Jenson in their Burnetts, George Eaton of the Eaton's family in a McLaren, John Cordts in a McLaren, among others. As usual it was raining. There was a stream of water which ran diagonally across the downhill side of the Deer's Leap. Eppie Weitzes got crossed up coming down the hill and spun off to the left (been there, done that he said). The GT40 came to rest in the mud and shrubs about a hundred and fifty feet up-track from the marshals station.

When the car stopped sliding, Weitzes looked around and there I am, wearing a full set of fireman's bunker gear, standing next to the car. He said, quote: "How the hell did you get here? Don't touch the car." He managed to extricate himself from the mud and get back to the pits and have the belly pan removed so he could continue. Too late! St. Croix won the race and Canadian championship that year.

How about Mike Rockett in his Triumph Vitesse? Do you remember this one? Unbelievably quick. Ugly as sin. A weird assortment of parts to just (barely) fit the rules.

Then there was Spencer Stoddard who decided he needed a four-cylinder engine for his sports racer. I'm not sure how this happened but he ended up chopping two cylinders off a Jaguar straight six and getting it all to work rather well.

Vintage Racing

In the later years of the existence of Westwood, the Vintage Racing Club of BC put on a lovely event in late June or early July. Vintage cars from all up and down the West Coast would come to Westwood for a glorious weekend of camaraderie, good racing and some awesome spectating.

I recall we were on our way to the track one Saturday morning when we came upon a Jaguar XK-120 smoking badly and slowly proceeding along the Lougheed Highway near Essendale. The gentleman driving, a chap of about 70ish, pulled over to the roadside and we stopped to see if we could assist. A second vehicle pulled up and we discovered they were together. Conversation developed and we found out that they were from Salinas, California and the chap who owned the Jaguar was determined to drive the car to and at Westwood. They seemed to have the situation under control, so we left them to their efforts and proceeded to the track. They actually arrived about an hour later and the car went through technical inspection and proceeded to race (still smoking a bit). After the first couple of sessions the gentleman who owned the Jaguar, having decided that he had completed his goal, decided to retire for the weekend.

One Friday evening, I was on my way home from work going across the Port Mann Bridge when I spied a camper with a trailer going the opposite direction (west). On the back was what appeared to be a Talbot Lago Formula One car. I had never seen one before, but I recognized the French racing blue and the general shape (could be a lucky guess, too). The next morning, I arrived at Westwood to have my suspicions confirmed. I proceeded to eyeball this gorgeous piece of vintage history when the chap who owned it, Peter Giddings, asked if I'd help him get it started. Helping consisted of holding down the jack and passing Peter bits and pieces but was very thrilling anyhow. How about that? From having never seen a Talbot Lago before to being the pit crew on one all in less than 24 hours.

In the Eighties, the price of vintage racing cars went through the roof. A chap named Bill Chizar came to Westwood on two or three occasions with his Testa Rosa Ferrari. Bill worked for one of the San Francisco newspapers (I forget which). He had bought his TR as a basket case and slowly refurbished it until it looked lovely. The first time we met Bill and his wife, they were concerned because they had been offered what they thought was a fantastic price for the Ferrari. Bill really loved the car and didn't want to sell. The next time we met them (the next year), the price had escalated even more. Finally, Bill could stand the pressure no more. When the price got ridiculous, he decided to sell. I believe that he got a bunch of cash, a Lister-Chevrolet, a D-type Jaguar and a small H-modified sports racer. And, promptly retired.

The VRCBC vintage races at Westwood became part of a three-race swing down the West Coast. First Westwood, then Seattle International and finally Portland International. It became a treat to schedule holidays to take in all three (either as a spectator, a worker, or a competitor). Of the three races, the Westwood event was the first, and according to many, the best. Great atmosphere and ambiance, great competition, and usually good weather.

Disclaimer

The vignettes above (and in previous issues of VANTAGE) are things as I remember them or as they were told to me. I take the responsibility if there are errors in my recollections. I hope that no one will be insulted by any of the above. If they are, please accept my apologies. If you would like to issue a correction, please feel free.

NEWS FROM ASSOCIATED CLUBS by Gil Stuart

At the CACC meeting on March 11, Race Director Hugh Archer represented VRCBC. Hugh explored the possibilities to change CACC vintage race licencing frequency to every two years (similar to SOVREN and VMC); and to simplify the medical form.

Mike Currie tells us that CACC drivers agreed to financially support OASC in its efforts to finish the road course at Okanagan Motorsports Park. CACC drivers agreed to a grant of \$5000 and a loan of \$10000.

CACC vintage race licences for 2000 should be issued soon. The vintage race licence fee is the same as for 1999 at \$30.00 for one year. Medical exam requirements for persons under 60 years is now 2 years. So, if you are under 60 and submitted a medical form last year, a medical is not required for your CACC 2000 licence. Contact Hugh Archer or CACC Licence Director Roberta Currie, #142, 32550 MacLure Road, Abbotsford, BC V2T 4N3. 604.854.8320 currie@vxl.imag.net

We are getting quite a few inquiries from Washington State people about getting CACC vintage race licences. I have been telling them that ASN Canada FIA and ACCUS have an arrangement whereby they do not issue race licences to residents of the other's country. Of course, I encourage such people to become members of VRCBC but advise them to seek an SCCA vintage or VMC licence.

The report about the Feb 26/27 quarterly VMC meeting in Atlanta I promised last time is not yet available.

At SOVREN, the Competition Committee has appointed four RUN GROUP leaders and is establishing parameters for comparing each SOVREN vintage race car to its Car Registration Form (CRF); and establishing timing requirements to bring cars to authentic specification. Recall, a fully completed CRF is required by SOVREN before any entry to a SOVREN event will be accepted. Also, SOVREN wants to have a class designation on each side of the car to help spectators understand the differences they see in speed of cars on the track at the same time. Names of RUN GROUP leaders are listed below:

Vintage Group	Myles Winbigler	425.883.1670
Historic Large Bore Group	Starke Shelby	425.868.8859
Historic Small/Medium Bore Group	John Hall	206.232.6463
Formula and Sports Racing Group	Al Murray	425.483.0905

SCCBC has issued its CACC and joint CACC/SCCA sanctioned event entry form and supplementary regulations package for the year 2000. There are four events as follows:

April 29/30	IWE/HAWK Enduro and Regional Races	Joint CACC/SCCA and vintage grid April 30
Sept 23/24	Fall Classic	Joint CACC/SCCA and vintage grid Sept 24
Oct 7/8	Bucket Brigade Weekend	CACC and vintage grid Oct 8
Oct 28/29	Last Race of the Millennium	CACC featuring a 6 hour Enduro

Enter early for these events at Mission's River's Edge Road Course. Late penalties will be applied. The track lengthening to 1.32 miles should be finished by April 29/30. Of importance to all Mission road racers is SCCBC's bold move to new AMB transponder system which will be functional by mid-April.

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	domain applied for; being designed	

HISTORIC MOTOR RACES 2000 UPDATE – by Gil Stuart

The Historic Motor Races 2000 at Mission on May 27/28 are being presented by the Vintage Racing Club of BC with assistance from the Sports Car Club of BC. Over 100 pre-1970 vintage race cars and up to 30 vintage racing motorcycles are expected.

The event will be sanctioned by VRCBC and be run under VRCBC's 2000 Competition Rules and HMR 2000 Supplementary Regulations copies of which will be sent to all entrants.

By this time, VRCBC members will have received an entry invitation and some will, in fact, have already entered. Catharine Heald, Registrar for this year's HMR, has sent out over 250 invitations to potential vintage race car entrants the bulk of which went to known VRCBC and SOVREN racers. Motorcycle invitations will be going out soon. Dave Roberts is recruiting clubs for the Car Corral.

Although most positions on the organizing team have been filled, Chairman Mike Tate has put out a plea for race weekend volunteers. Over 80% of club members contributed in some way to the success of the 1999 event. I'm confident members will beat that participation number in 2000.

Race car entries received before May 1 will cost \$175 (\$120 US) for VRCBC members and \$200 (\$140 US) for non-members. After May 1, the regular \$275 (\$190 US) entry fee will apply. Vintage Racing Motorcycle entry fee will be \$40 Canadian funds.

For those concerned about vintage race car eligibility, the eligibility requirements will be the same as in 1999. Participants have the responsibility to present a reasonably authentic and period correct car in the vintage spirit. An Eligibility Committee consisting of Gil Stuart, Hugh Archer, Dave Roberts and Mike Tate will review entries for general suitability prior to sending out entry confirmation letters. The eligibility committee will also be available at the track during the event to do casual on site inspections and give guidance to those seeking eligibility advice.

It has been mentioned elsewhere that SCCBC has adopted a new timing and scoring system for Mission which requires participants to rent or buy an AMB transponder. Andrew Slater is discussing timing and scoring alternatives with various parties which will, hopefully, eliminate the need for the AMB system for the HMR 2000. It would be totally impractical to insist that visiting vintage race cars purchase or rent AMB transponders for this single event.

The track rental agreement with SCCBC has been signed. Spectator Liability and Participant Accident Insurance has been applied for from K & K.

Mike Tate is doing loads of media contact work which ought to generate considerable pre and post-event publicity. This will pay off in the form of increased numbers of spectators at the gate; and will generate many fame and fortune opportunities for vintage racers. A new poster has been designed by Craig Ainscough and is being printed. Memorabilia for sale and for give away to participants and workers is being designed and ordered. Early planning for a Saturday evening barbeque is in progress.

Pray for a sunny and dry weekend. With good weather, a successful event is assured.

REPORT YOUR MECHANICAL FAILURES

by Ely Fishkin VMC Secretary
from January 2000 Victory Lane Magazine

I presume we're all familiar with the biblical "Do unto others as would have done unto yourself" which is often called "The Golden Rule". In the usual context, this saying states our actions should reflect our expectations from others. Some, in fact, recommend that our vintage driving spirit really is this rule applied to our sport, and punishment, though not "an eye for an eye" should be soundly based on fairness.

My proposal, however, is not related to driving style. Rather it focuses on helping your fellow competitor like a "Good Samaritan", and, for want of a better name, I'm calling it the "Vintage Golden Rule". Simply, we all agree to "report any mechanical failures we experience so that our fellow racers can avoid the potential catastrophes".

For nearly ten years, I, as the Vintage Motorsports Council secretary, have been keeping a "Mechanical Failures" list which is intended to serve as a clearing house for any incidents which occur throughout North America. The Council recognized that the nature of our sport placed older cars with older components on tracks under high stresses and the list was begun to track any mechanical incidents. Each individual failure may be seen as a unique happening, but collectively, a pattern might develop that should be disseminated to participants. If the data can be compiled from the thousands of entries across North America, a data base will be created that would show specific problem areas.

Unfortunately, people seem reluctant to admit that some part on their cherished ride failed. Vintage racers, however, seem more sensitive to these issues, and, as a group, provide information willingly to their peers. Sensing this interest, it seems appropriate to energize the effort through a "Golden Rule" appeal.

Briefly, the type of failures that need to be identified fall into four categories: design flaws; fabrication errors; assembly faults; materials fatigue. Following is a brief definition and an example of each that has been exposed in the past few years on various types of cars.

Design flaws are those occurrences caused by an original undersized component that may be overstressed in today's racing environment due to better performing motors, tires, etc. An example would be the 3/8 inch rod ends used to attach the front upper and lower A-arms on the Titan Mk6 Formula Ford. The fix is to annually replace these heim joints, or rebuild the A-arms to accept the 7/16 inch rod end.

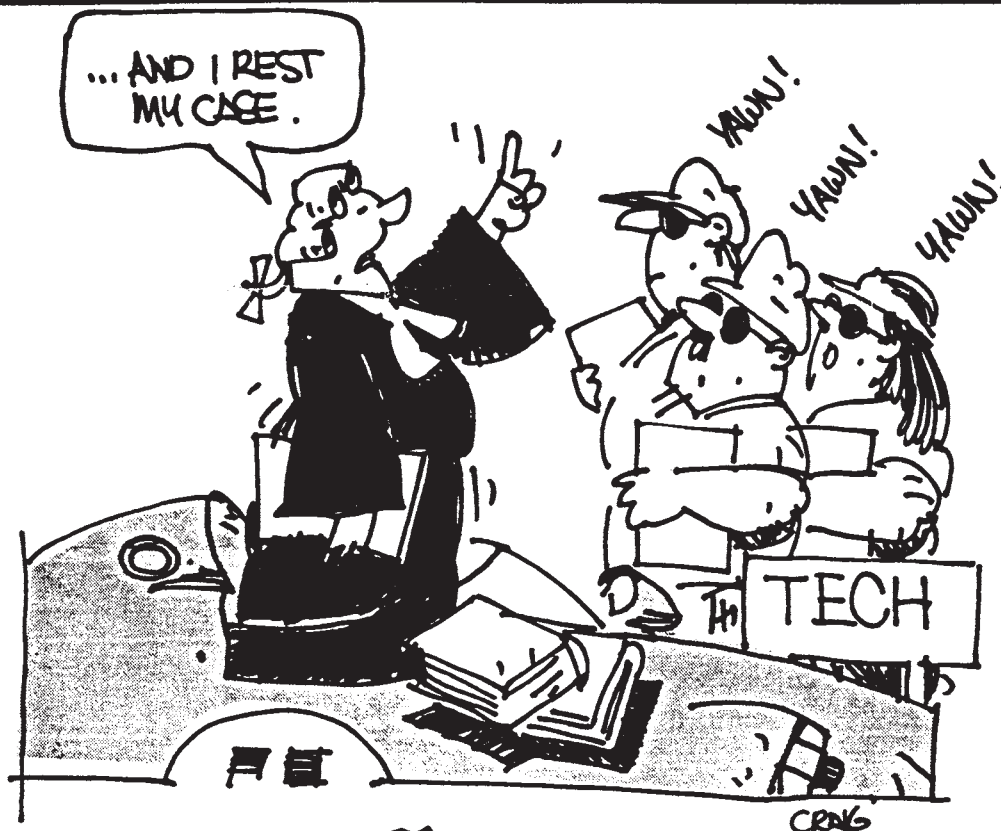
Fabrication errors are created by improper modification of the original components or the improper manufacture of a replacement piece. Locally, a Lola T-200 series Ford had stub axle failure because some "mechanic" couldn't locate the proper European bearing and decided to make room for the wider American bearing by removing the fillet that provided the necessary strength between the bearing race and the backing plate.

An assembly fault is caused by an unintelligent "wrench" using the wrong pieces or improperly combining an assembly. Wayne Mitchell from VARA uncovered two Formula B cars where the bolt holding the steering shaft into the splined universal joint at the steering rack was too small. The smaller diameter bolt did not provide the positive stop for the steering shaft and the result was near catastrophic! This is different than loose lug nuts which fall under a completely separate category of "dumb and dumber".

Material fatigue is what most people would expect from older racing machines. To prevent such problems, there are several appropriate material testing techniques. Sometimes, however, tested parts will fail, and a simple visual inspection prior to each session may avert disaster. I, for one, experienced a cracked steel wheel prior to a race session. I didn't go out that time, but was able to locate another full set of wheels and competed the rest of the weekend. Remember, all the wheels have traveled the same distance so a problem in one may well be the harbinger of bad things for the other three. This symmetrical failure applies to many other parts.

Trying to determine why gathering this data has been difficult is not important. Instead, this column is a "call to arms" with my fellow vintage racing brethren who seem to have better skills in determining mechanical problems and resolving them. To simplify the process, I have available a blank form that can be mailed directly to me. Just request one by mail or phone. Let me know any and all mechanical problems you've experienced, and I will compile the information and have it disseminated.

Write Ely Fishkin, VMC Secretary, 3599 S Albion, Englewood, Colorado 80110 or call 303.753.1090.



The burden of proof of authenticity always rests with the person presenting the vintage race car for participation in a specific event. Documentation supporting a claim of authenticity must be available on request.

ed car may be presented in its actual form it race.

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 MacNamara Formula Vee: very rare; needs reassembly; \$1650 without race engine; will consider trades and lease/rental arrangements with purchase option. **1969 Camaro** vintage race car; 327; 4 speed; fuel cell; roll cage; reduced to \$5500.00. Four only 10 x 15 Compomotive 3 piece race wheels GM bolt pattern \$1000.00. Call Robert Barg at 604.942.6685 or FAX 604.942.6148.

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

1969 Oldsmobile Cutlass Supreme; new yellow paint with black racing stripes; console; bucket seats; new upholstery; matching numbers car and recent show winner; \$6900.00. 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

**VRCBC members advertise free in the VANTAGE.
Send your items for the next issue by April 19 to the Editor.**

2000 CALENDAR OF EVENTS

(subject to change)

April 14/15	+#	SOVREN Defrost Kickoff	Seattle International Raceway
April 29/30		BC Classic & Custom Motoring Show	Tradex, Abbotsford, BC
April 30	*	SCCBC/CACC/SCCA Vintage Grid	Mission Raceway, BC
May 13/14	+	SOVREN Spring Sprints	Seattle International Raceway
May 20/21		OASC Knox Mountain Hillclimb	Kelowna, BC
May 20		All British Field Meet, Van Dusen	Vancouver, 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/SCCA 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 8	*	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