

A publication of the
Vintage Racing Club of
British Columbia

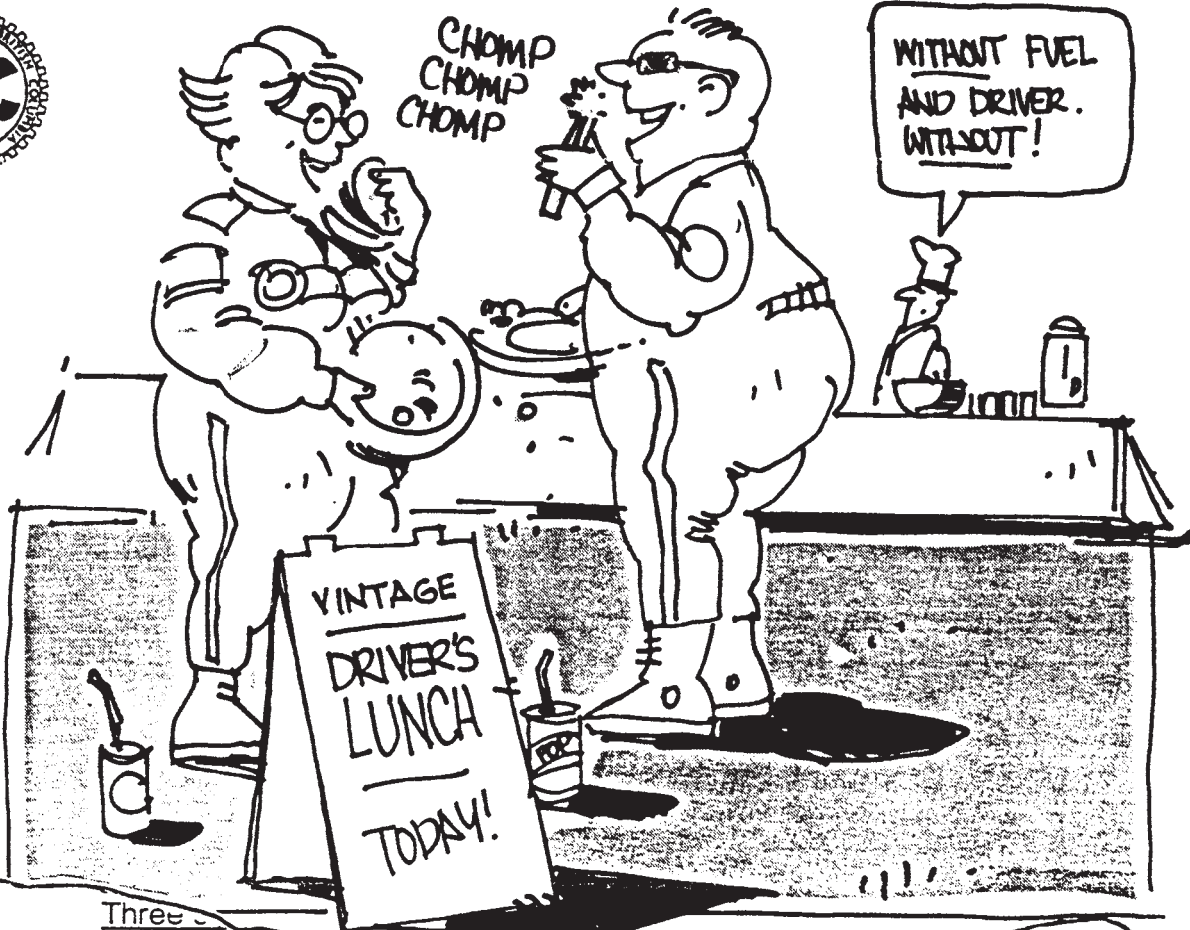
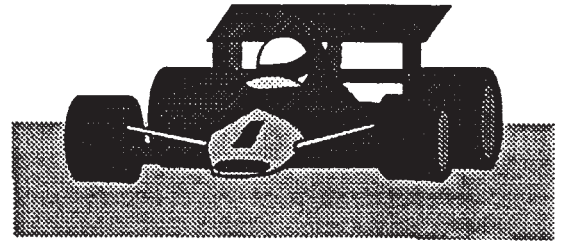
VANTAGE

APRIL 2000



President's Pit Pg 2

Race Director's
Report Pg 4



Three

CR16

"The vintage race car, in racing trim but without fuel and driver, is to exceed the minimum weight specified by the relevant SCCA, FIA or Actual regulations under which the car is prepared."

COMING EVENTS:

- 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

Saturday, May 27 • Sunday, May 28



2000

STEADY STREAM OF ENTRIES COMING IN 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
 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 May 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

It's hard to believe but this is the last time we will 'talk' before our Historic Motor Races 2000. So a word or two about how I see them fitting into our culture and our sense of being.

This is an event that we should all be justly proud of . . . It's our club's 'touch with history', a moment when we can say that we are not covered in cobwebs and just sitting around talking about the good old days at Westwood but rather living them again at Mission. Today's events are tomorrow's history, so make your mark on it. **The Historic Motor Races 2000 is an event that is worthy of your involvement** . . . as a spectator, a helper, a driver or in any way you can because if you miss this point of your calendar, you miss everything! You should take many friends; bother them out of their front rooms, wrench them out of their gardens, switch off their televisions and take to the country . . . give them a touch of your culture . . . and we will put on a show that will make you proud to be a member of the VRCBC. What ever happens . . . as the Nike company says . . . 'JUST DO IT!'

While we're on the subject of history the newer members might like to know that our illustrious Club was formed by some good folks from the MG/Jaguar Club, Austin Healey Club and some keen independents at a home in Kerrisdale on November 28th 1976. There was no vintage racing north of San Francisco and no other vintage racing clubs in Canada. So you can see that your forefathers (most living today!) were very wise and forward looking individuals indeed! The club used to meet at Peter Price's Sports and Vintage Cars at 336 Powell Street, the frequent home of many exotic Ferraris, AC's, Jaguars and the like . . . this continued until 1980. Incidentally, our First President (my forefather by elected decent!) was a Jaguar Club member by the name of Phil Esworthy.

There . . . History lesson over. That wasn't so bad was it?

The telephone has been ringing . . . what a glorious sound! Volunteers are appearing on a regular basis. I'm proud of you. I should never have worried, of course, knowing that you know 'that you only get out of life what you put in to it.' Obviously more and more VRCBC members want a lot more out of life than they realized. You all know who you are . . . *well done and thanks from your fellow club members* and those who haven't yet called someone to say 'can I help'. . . 'yes you can' is the answer.

We have new members to welcome and more to come from Seattle to Sechart. Try to make a point of getting someone who's company you enjoy to join the VRCBC this year. Come to think of it, what better time than to say 'come for a days vintage racing on Saturday May 27th' and then buy them a ticket to the HMR 2000 barbecue at the track. Let them mix with the crew and drivers. They would love the sound, excitement and the company; it's infectious and none of our doctors can cure it nor even want to! If you need some barbecue tickets call Catharine Heald (604) 433-7140 but don't leave it too late. They are already a hot item! Leave Catharine your name, the number of tickets you want and just bring your self and your wallet to the HMR Barbecue area at 6.00 PM on Saturday 27th. A great social evening and a ton of cool company and great food right at the track for only \$20.

Try to make the last club meeting before the races at 7.00 PM on Tuesday May 9th at the Jericho Mess . . . See you at the races!

Editor's Page by Gil Stuart

Thanks to Hugh Archer, Mike Tate, Andrew Slater and Craig Ainscough again for contributions to April VANTAGE.

Welcome to new members: **Dennis Aker, Mark Aker, Tom Munro, Dick Bech and Bud Smola.** Welcome back to **Nick Woodhouse** (Austin Healey) and **Ralph Zbarsky** (MGA's) who had left us for a short time. Dennis Aker with his long lived and quick Cooper Porsche; and son Mark with his beautiful silver Porsche Speedster are from the Seattle area. Both have participated with us at Mission for several years. Tom Munro is from Victoria and has a Genie CanAm car. Dick Bech, from Sherwood, Oregon, was seen blasting around Mission at the Historic Motor Races 1999 in a black and red 1969 Corvette coupe. Bud Smola, from Washougal, Washington, hasn't had a chance to visit Mission yet but is looking forward to the adventure in his super fast bugeye Sprite.

Members will find copies of **VRCBC 2000 Competition Rules** and **VRCBC Guide to Eligibility of Vintage Race Cars** enclosed with this issue of VANTAGE.

The Competition Rules are those approved for vintage racing in CACC/ASN sanctioned events. Content is mainly a description of vehicle safety and driver safety and conduct requirements.

The Guide to Eligibility is the final result of the many of hours of work by Frank Chynoransky and myself during the past winter updating VRCBC's eligibility rules. It replaces the old blue folders and has been structured to give guidance to people wanting to prepare vintage racing cars for presentation at VRCBC events. The document will be useful to both the new participant and the seasoned veterans who may have strayed from the "Vintage Spirit" of authenticity and integrity in preparation of their vintage race cars.

VRCBC has an **Eligibility Committee** whose purposes include providing ongoing guidance to potential vintage race participants; reviewing documentation of each race car seeking entry to a VRCBC event; undertaking onsite checks of key technical parameters to ensure the race car has been accurately represented and is reasonably period correct and in the vintage spirit; and undertake initiatives which encourage participants to prepare authentic vintage race cars. For 2000, the Eligibility Committee consists of Hugh Archer, Mike Tate, David Roberts, Gil Stuart.

There is an area of discrepancy between the Competition Rules and the Guide to Eligibility with respect to eligibility groups. The Competition Rules describe four Vintage Classes: Pre-war; Vintage; Historic and Exhibition. The Guide to Eligibility prefers to call them Eligibility Groups and describes five such groups: pre-1950; Vintage, Historic; Monoposto; Exhibition. The most significant difference is that open wheel cars (Monoposto) are taken from the Historic Group into a separate group under Monoposto Register Rules.

Such differences between the two documents will have little consequence in practice for the 2000 competition year; and it is suggested that a committee be struck to combine the Competition Rules and Guide to Eligibility into one document for 2001.

Members are hereby invited to submit comments, concerns and other input regarding these two documents to any of the executive at any time.

RACE DIRECTOR'S REPORT by Hugh Archer**April 30th CACC Vintage Grid at Mission Raceway**

Entries are expected to be "significant" for our first local grid of the year. Despite the hoped for extension not yet materializing, there will be lots of new tweaks to be tried and gremlins to be chased.

This is a regular CACC weekend, so sound enforcement 95 db, will be in effect. Be prepared! By now, you know what it takes.

This is the first "transponder" weekend for the SCCBC. We have decided that at this time, not enough vintage racers would have the AMB transponder, and since the db com system is not compatible, I will set the first grid based on hand timing and general "fudging." (I'm not competing this weekend, so don't expect to see me at the front.) The start of the second race will be determined by the finish in the first.

Historic Motor Races 2000 at Mission Raceway May 27/28

For the HMR 2000, we are likely to be able to resurrect the old system and it's operators, one last time. The AMB system is widely used by just about every other race group including SCCA, Conference, karting groups, CART, etc., etc. It seems that if we want any timing in the future and to have the results scored, we will need to purchase/rent the transponders. The SCCBC sells them for \$465.45 including taxes, or rents them for \$50 per weekend.

The plans for the HMR at Mission May 27/28 are now moving at full speed. Get your entries in early to avoid late fees! The new pavement may be down but may not have cured enough, depending on the weather. Stay tuned! We are excited to announce that we will have a demonstration grid for "Tall Tyres" cars. The cars will run behind a pace car, similarly to what the motorcycles did last year. They will have two sessions of ten minutes each day. Since these cars are not racing, licensing will be by current driver's license, and the only mandatory safety items will be driver's suit or coveralls, gloves, and a current helmet. We expect that there will be plenty of current helmets in the pits that the TT entrants will be able to borrow. Contact Gil Stuart or Rob Follows for an entry form and Rob Follows for eligibility guidelines.

Grids for the racing cars will be established based on the entries received, but should be similar to last year.

Soapbox

Although the SCCBC has a slight variance in sound control for the HMR 2000 weekend, all cars must have an operational muffler. Don't expect to get away with 105 db. Keep in mind that the reason for the attempt at sound control, is that the race track is basically just off what is now the "main drag" in Mission. If you go up to Main street in Mission during a race weekend, I think you will be shocked at how loud the cars are and how far the sound travels. If we want to have a track to come back to, we have to do everything we can to have as little impact on the residents as possible.

Last year, several competitors were seen to be removing their mufflers for the last race of the day to see "how she runs." This year, such anti-social acts will not be tolerated, and cars that are presented on track, not as presented to tech, will be removed and their drivers subjected to, as yet undetermined, dire consequences. You don't want to find out what that means. We can't jeopardize our future at Mission so a few people can get their rocks off. As we all know from last year, the sound standards that are used are not that hard to achieve, and impacted on the fun quotient for only a few people.

We are all looking forward to another wonderful Historic weekend based on what was done last year by the organizers and competitors.

VINTAGE RACING CLUB OF BC**Minutes of Regular Meeting of April 11, 2000 - Jericho Gamson Combined Mess**

Meeting called to order at 7:35 pm with 21 members present plus one guest: Ralph Zbarsky.

President's Report

Mike Tate reported that the phone had been ringing steadily with offers of help for the HMR; and Indy tickets are available from Dave Roberts at \$105 each.

Mike said some thought should be given to the question of whether associate (non voter) memberships should be made available to non drivers and alike for half the normal fee. Allen Richardson asked what it actually costs to service individual members i.e. for mailouts/Vantage etc and Gil Stuart told him about \$50 a year. Allen then replied that it would not make sense to offer any membership for less than the cost. Ralph Zbarsky also cited past problems with 'non voting members' and described the example of voting on the Portland chicane some years ago.

Mike continued his report and noted that new members are appearing now and in particular from the U.S. where the interest in joining VRCBC is very strong. He urged all present to go out and sign up at least one new member.

He reminded the meeting of the forthcoming BC Classic and Custom Motoring Show and the All British Field meet one week before the HMR. We need two more cars for the Classic and Custom show. Ralph Zbarsky advised he would be at that show with his Indy car at the display adjacent to that of the VRC and that he would be available to hand out VRC leaflets. He will also be at the ABFM.

Bob Smith has entry forms for the ABFM. It seems that if we can enter at least three cars, the organisers will provide a free tent behind the general display for use in promoting the HMR. Also should be noted that the ABFM entry forms will have a three page stuffer of HMR information.

VANTAGE still needs a new editor/editing team.

Bob Smith advised that he was contacted by John Hamel (motorcycle race promoter) via the Deersleap club concerning motorcycle racing at Chilliwack airport; Hamel was interested in fielding a vintage car grid. Mike Tate and Bob Hayes offered to call him as this is a possible starter for next year. Ralph Zbarsky advised that, three years ago, he talked to the airport manager re: vintage car racing and he will call him again. Bob Smith said he would try Boundary Bay airport again. Gil Stuart mentioned that the 'Venue Committee' (Evan Williams, Leigh Anderson and David Cohen) looked last year at Pitt Meadows.

The 'VRCBC Guide to Eligibility' is ready and will be published. Mike asked that members try and work within the ideals of it for the future. He is looking for an overall acceptability of present and new cars.

The April 30th Mission grid - Hugh Archer will be seeing Mike Kaerne re: details at the April 12 SCCBC meeting. Ian Wood advised that he understands that there are to be two vintage races of 15 minutes each at 1 and 3 p.m. Invitations have been sent out to all VRC members and 90 SOVREN members.

Executive Reports

Vice President - Dave Roberts reported that he had sent out invitations to approximately 30 lower mainland car clubs and that he expects good response for the HMR 2000 car corral.

Treasurer - Gil Stuart advised that having paid for the Indy tickets he would have to temporarily move money from the term deposit account into chequing to cover HMR expenses. **Membership**: There are 64 members now; 59 are fully paid up. VANTAGE deadline is April 20th. The VRCBC 2000 Competition Rules and entry forms for the 'Tall Tyres' demonstration laps at HMR 2000 are available.

Race Director - For the April 30th event, Hugh Archer reported the timing and scoring will be on the new AMB system with transponders available for rent at \$50. It will be that or the 'old' way ie no official timing and scoring for vintage cars. For the HMR, the old computer/beam system will be used but this will be for the last time. The Tall Tyres event will essentially be run in the same way as the motor cycles i.e. behind a pace car. There will be two sessions of 10 minutes each day. Safety gear required will be helmets and overalls.

Although mufflers are required, the Tall Tyres cars are to be authentic pre-war. No pace car has been settled on yet for HMR 2000 but the chase car may be driven by Allen Richardson. Hugh called upon Rob Follows to elaborate on the Tall Tyre event: Rob thinks the entry forms are fine and added that there appears to be terrific enthusiasm for the event with enough interest being shown from drivers of Bugattis, Bentleys etc. to generate about 15 entries. Hugh said a Tall Tyres corral will be needed and also that some thought should be given to a basic tech inspection for Tall Tyres cars.

More HMR - Mike Tate has prepared the media kits and displayed these. He will probably hand deliver these this year to make sure that contact with the right people is made. He is also preparing a promotional video tape which hopefully will be aired by VTV and BCTV. Official Programs will be printed by a new printer this year and, depending on the amount of advertising the printer can generate, could quite possibly be free or at least at much reduced price from that quoted by last year's printer. Mike also thanked Julia Slater for her contribution to great savings by being able to arrange for free marquee tents. She has also arranged for the driver and worker shirts to be produced this being currently underway.

Break 8.35 – 8.50 p.m.

Still on HMR - Mike asked Catharine Heald to update the meeting on registration. Catharine advised there are 15 entries so far including 1 motor cycle and 1 Tall Tyre; further that, although the Mission City Lodge is full, the other two hotels, where there are blocks of rooms reserved, still have space. Ian Wood advised that SCCBC's Leslie Skinner has offered to run the gate on both days from 7.00 a.m. til 1.00 p.m. He also said that he would clear up any confusion surrounding the sale of programs since it seems that The BC Custom Car Association may have some objections. Ian also offered to confirm that the letter to SCCBC members requesting assistance has been received. META, Pam and Ray Stec, and Fran Blackman have also been sent letters.

Gil Stuart proposed the following responsibilities for the Paddock Manager which are to be discussed with Dave Williams after the meeting: Prior to Race Days: negotiate and arrange food and fuel concessions; arrange for night time security; arrange for First Aid service for the crowd (St.John Ambulance); arrange spectator gate personnel; arrange for a driver services tent; arrange for signs and welcome banners; On Race Day: liaise with the track manager for access to SCCBC equipment and Clubhouse including fencing, fire equipment and radios; set up pre-grid fencing; arrange garbage pickup and delivery of extra portapotties; assign paddock positions to participants; dust control; supervise and schedule spectator gate and drivers services tent personnel.

John Picard asked whether there was likely to be any better signage from Mission City to the track. A number of people commented that signage had recently improved and now made sense.

New Business - None

Other Business – Hugh Archer, on the subject of the Spring Sprints, said that volunteers for the "VRC Race" are still being sought but to date no-one has come forward. Dave Roberts said he intends to call Dick Buckingham to see whether SOVREN still want our participation.

Gil Stuart advised that K and K Insurance have quoted the same premium for the HMR 2000 race as last year; but we still have to talk with them regarding non speed insurance quotes for which have just arrived in the mail.

Mike Tate gave Bob Smith 3 sets of passes from Steve Diggins for the BC Classic and Custom Motoring Show these being "2 for the price of 1" tickets.

The Bob and Rodger Hayes confirmed they are willing to handle the entire barbecue including the supply of the salmon but they are not able to provide the liquor license. Mike Tate suggested it may be prudent to hire a professional caterer who would be responsible to arrange the liquor license.

Mike Tate requested Dave Williams, Ian Wood and Catharine Heald attend the next executive meeting May 2nd.

Buy and Sell - Ralph Zbarsky has a 1959 MGA coupe racecar (black) available for rent to qualified drivers – arrangements to be handled privately

Meeting adjourned at 9.25 p.m.



**Society Of Vintage Racing Enthusiasts
Competition Committee Position Paper for Y2K**

As most of you know, our rules changes consisted of only two items:

1. Ignition Systems are free so long as it is done inside the original distributor body and uses the cap and rotor to distribute the spark.
2. Exhibition Class cars are more carefully defined.

As a result of our 1999 Membership Survey (and always bearing our 1997 Survey in mind) the committee has the following rules interpretations to pass on to our competitors for the 2000 season:

1. Weight – certain groups have elected to check minimum vehicle weights.
2. Period Correct Bodywork will be checked with the exception of required passenger seats. A seat similar in style and color to the drivers seat may be substituted for the original passenger seat so long as the interior retains a neat and finished appearance (no gutting).
3. Original Carburetors – substitution may be permitted on a case by case basis, for documented situations (on the CRF) approved by the committee, where original parts are not available. In this case, the replacement carburetor(s) shall be the same number, type (downdraft, sidedraft, etc.), configuration (size, operating system, etc.), and must fit the stock intake manifold with only minor modification.
4. Engine Oiling Systems – dry sump systems shall be permitted only where they fit the original “point in time” specification for the car. Oil accumulators (accusumps) may be installed on all cars so long as they are mounted “out of sight”.
5. Brake Systems – must be in their original “point in time” configuration and no cross drilled or slotted rotors shall be permitted. Bias adjusters may be installed on all cars so long as they are mounted “out of sight” and are not adjustable during competition.
6. Guests for the Pacific Northwest Historics only, who live more than 500 miles from Seattle International Raceway, will be allowed to enter a car that conforms to their home clubs rules (must be a Vintage Motorsports Council Club) so long as they have SOVREN period correct bodywork (including materials) and interiors. A copy of their clubs rule(s) must be submitted along with their entry form, photo and car Registration Form to verify that the request is appropriate.

In order to promote understanding of performance differences of similar appearing cars, the committee requests that all competitors display their “point in time” classification on the exterior of their cars (4” minimum height with ¾” minimum brush stroke for formula cars or 6” minimum height with 1” minimum brush stroke for all others) as follows:

SCCA Production	Vintage – A thru H, Historic – AP thru HP;	SCCA Sports Racing	Vintage – n/a, Historic – ASR thru DSR;
SCCA Sedan	Vintage – n/a, Historic – AS thru DS;	SCCA/FIA Formula	FV, FF, FJr, FA, FB, FC, etc.;
SCCA Modified	Vintage – CM thru HM, Historic – n/a;	FIA Categories	GT, G1, G2, G3, etc.

Terry Larson - SOVREN Competition Chairman - 808 N. Ainsworth - Tacoma, WA 98403
Phone (work) (253) 922-9780 - Phone (home) (253) 627-2355 - FAX (253) 922-9781

ASSOCIATED CLUB WEBSITES:**HIGHLIGHTS**

ASNCANADAFIA	http://www.fia.com/tourisme/infoclub/canada	Contacts; lots of links
CACC	being designed; almost ready	
CVRC	http://cvrc.calgary.ab.ca	Nice links
SCCA	http://www.scca.com	Comprehensive
SCCBC	http://www.sccbc.net	Comprehensive; Pit Pass newsletter
SOVREN	http://sovren.org	Comprehensive; eligibility specs
VMC	http://www.v-m-c.org	Members; mechanical failures
VRCBC	domain approved; being designed	

SOME RACING WEB LINKS

http://www.raceops.com/index.htm	suppliers, tracks, everything
http://homepage.mac.com/IndyBoosler/HBRL.html	for entertainment
http://www.tsn.ca/f1ride	chance to win F1 ride on TSN

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 SALE: Dunlop new, old stock vintage race rain and intermediate tires "for a song". Total about 20 tires, mainly singles, 15 inch diameter and wide for formula and sports racing cars. Call Craig at Circuit Tire, Vancouver.

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.

1960 AH Bugeye Sprite race car 1275cc engine bored 60 over, APT head, high lift cam, Nitrated crank, Custom alum radiator, MGB front disc brakes, electronic ignition, Double rear wheel bearing, Competition heavy duty axle's, front anti roll bar, Competition rear and front springs, Modified 1½ SU's, Manflo manifold, Omega piston's. Engine just rebuilt by Yarwood Engineering. New bearings, oil pump, timing chain, cam, Cooper S valve train, polished crank. Limited slip. New close ratio straight cut gears transmission. All steel body, 8 gal fuel cell, fire system, heavy duty roll cage, four into one competition exhaust manifold, custom alloy wheels with Hoosier tires, quick release steering wheel, custom racing seat, upgraded master cylinder, extra 1275 cc block boiled and machined. Much other stuff. Raced SCCA Vintage and Conference. Purchase now and race at Zupan's Historic Races. \$16,500 US funds or best Offer, call Bud at 360-835-7807 e mail budsharon@wa-net.com (please only serious inquiries).

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

2000 CALENDAR OF EVENTS

(subject to change)

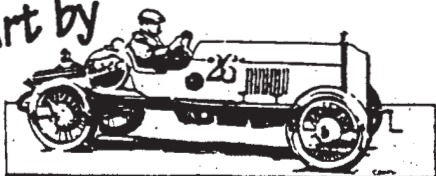
April 29/30	BC Classic & Custom Motoring Show	Tradex, Abbotsford, BC
April 30	* SCCBC/CACC/SCCA Vintage Grid	Mission Raceway, BC
May 13/14	+ SOVREN Spring Sprints	Seattle International Raceway
May 20/21	OASC Knox Mountain Hillclimb	Kelowna, BC
May 20	All British Field Meet, Van Dusen	Vancouver, BC
May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

+ Currently designated SOVREN points events

* Vintage grids with SCCBC/CACC at Mission will be on Sunday during the year 2000

Auto Art by



CRAIG AINSCOUGH

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

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(Collection or Filing)

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