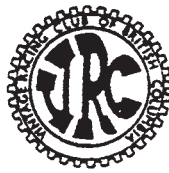


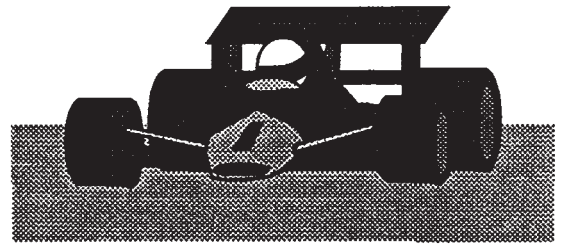
A publication of the
Vintage Racing Club of
British Columbia

JULY 2000

Photos by
Rainbow Action Imagery
Sue Phypers
Gerry Frechette



VANTAGE



ACTION FROM VRCBC'S HISTORIC MOTOR RACES 2000 AT MISSION MAY27/28

Left: Group 1 Vintage Production
Group 3 Historic Production Large Bore
Group 5 Sports Racing

Right: Group 2 Historic Production Small Bore
Group 4 Open Wheel
Tall Tyres



More HMR 2000 PHOTOS:

LEFT

RIGHT

ROW 1
 ROW 2
 ROW 3

Registration: Catharine and Heather
 Mike Tate and Ian Wood doing their best
 Steve Harris – 1931 Standard Avon

These transponders really work
 Rainy race day outfits
 Can't wait to get out and get wet

2000 Executive

| | | <u>Phone</u> | <u>Facsimile</u> | <u>e-mail</u> |
|----------------|----------------|--------------|------------------|-------------------------|
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| Race Director | Hugh Archer | 604.266.1830 | 261.8251 | harcher@telus.net |
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| Treasurer | Gil Stuart | 250.722.9492 | 722.9492 | stuartgi@nisa.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 the last time **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 August 18, 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

As the dust settles on the Historic Motor Races 2000 . . . if only it had been dust! . . . and as we complete our financial reckoning, it is sadly evident that we lost money on our race meeting at Mission. I can't find fault with those hard working people who spent months helping us create what was a very successful event in the light of the extremely inclement weather. Your VRCBC Executive and Race Committee for HMR 2000 prepared a detailed budget which we watched carefully every step of the way based on a competitor participation of 100 entries and a spectator attendance of approximately 2000 people. With all the sound preparation and publicity we had in place, I am convinced that this target was a reasonable and responsible expectation.

As you all know by now, it rained just about all weekend; and boy didn't it rain! We had verbal and written competitor commitments of over 100 cars, and had the weather been in our favor, the projected attendance of competitors and spectators would have delivered us a healthy profit as well as a great weekend of racing. The comprehensive budgeting, which was very thoroughly monitored by our Treasurer, is available to you all for your perusal and comments. Some of the figures will even be published in this issue of *VANTAGE*. Unlike life in the political arena, we have nothing to hide and we welcome your review of our efforts to run a successful, safe and profitable race meeting. Your Executive, who counseled me extensively throughout the process, worked extremely hard to anticipate all our requirements and endeavored to achieve a successful outcome to our event. Naturally, in my position as the Club President and the HMR 2000 Race Chairman, the responsibility of the final outcome rests with me. I accept it fully and, saddened though I was by our negative financial performance, I have to say that 'Mother Nature' was the main culprit.

Some of you may feel that we should have projected all our finances on a low competitor turnout and no spectators; and that we should have counted on the rain. After all, we do live on the Pacific shores of British Columbia! The truth of the matter is that, had we done this, we could not have afforded to run the type of meeting that we, as a club, would have been proud of. We could not have afforded the regalia, hospitality, banners, publicity, etc. (We actually had press, radio and television coverage.) On top of all this, the entry fees just to cover a race meeting in matters of insurance, safety and track discipline requirements would have to be raised to exorbitant and unacceptable levels. I feel that, as a club, we took honest and well calculated risks to produce a good event. Those that participated have told us that, despite the rain, it was a great event. It is therefore doubly sad to report that we lost money putting it on.

On the brighter side, yes there is a brighter side, our membership continues to increase and the interest in what we do . . . to compete and restore vintage race cars . . . is continuing to grow. I feel that we are on a par with what is happening worldwide in historic motor racing; and that you, as members of the VRCBC, should be proud of your efforts to grow this club back to dimensions it held in the heyday of the Westwood Circuit. Let's keep moving forward and put this financial disappointment behind us.

Editor's Page by Gil Stuart

The July 2000 issue is to be the last VANTAGE edited and produced by me. Your Editor-for-a-while is your Editor-for-the-last-time. Having taken the step, I wish to thank all those who have contributed articles, photos and stuff during the two plus years since I did my first VANTAGE in April, 1998. Without your contributions, the newsletter would have been quite meager and very boring indeed.

As yet, no one has offered to take over editorship so members will have to wait and see just when the next issue will be. As you all know, VANTAGE is the thread which sews VRCBC together. Members are geographically diverse and absolutely rely on the newsletter to stay informed about club and local vintage race happenings. VANTAGE would be missed so please be encouraged to step in and have some fun producing this worthwhile newsletter.

Readers will already have seen the photos in this issue from HMR 2000 at Mission on May 27/28. They are courtesy of Sue Phypers of Rainbow Action Imagery who was everywhere with her trusty camera in spite of the rain. Please contact Sue or Gerry Frechette if you would like to get copies of your race car in action (604.734.4721). In this issue, you will also find a financial comparison between HMR 1999 and HMR 2000. This year's figures are estimates since a number of bills still have not been received; and since there is a large inventory of souvenir shirts to be sold. Mike Tate speaks to the financial losses experienced this year in his President's Pit article. **"Help reduce the HMR 2000 deficit. Buy a souvenir T-shirt."**

The Club currently has 71 members. Welcome to newest members Jim and Kristi Loveall of Edmonds, WA. Jim has the beautiful Porsche 912 we saw at Mission in Group 2 having ignition problems (which are now fixed). We look forward to seeing Jim and Kristi at upcoming Mission events.

Although membership is up, the Club has a significant problem: There are too few active members (about thirty). Many members are not local to Vancouver and, although they want to help, generally can not or are unwilling because they live too far away. The dedicated thirty or so are serving now or have served in the past may be a little tired and would like to see some new faces. To those who have helped grow the club and keep it running professionally, I give thanks for past contributions and offer words of encouragement for the giving of a little more.

Dave Roberts tells me he has lots of tickets left for this year's Molson Indy Vancouver. Contact Dave at 604.922.6875.

Ralph Zbarsky has told us about the Molson Indy Motorsport Expo at the Plaza of Nations the weekend before Indy (August 26) and has offered to coordinate a VRCBC exhibit of up to 10 cars. Entry fee is \$10. Late August is a relatively slow time for vintage racers so let's make a showing. Contact Ralph at 604.733.4955. Entries before July 31 will receive a complimentary Molson Indy Motorsport Expo T-shirt.

SCCBC has issued invitation packages for its "Fall Classic" weekend at Mission on September 23/24. This is a joint CACC/SCCA event having a vintage grid on Sunday September 24. Entry forms and information are available on the website: www.sccbc.net or can be obtained from Mike Currie. VRCBC will be promoting the event by sending out invitations to VRCBC and SOVREN members. Entry fee is \$135.00 Canadian funds. Entries close September 15 – Late entry fee is \$50.00 Canadian funds.

VINTAGE RACING CLUB OF BC

Minutes of Regular Meeting of June 13, 2000 - Jericho Garrison Combined Mess

The meeting was called to order at 7.30 p.m. with 20 members present.

A motion to adopt the minutes of the May 9 regular meeting was proposed by Karen Smith and was seconded by Leigh Anderson. The motion was carried and the minutes adopted.

President's Report: Mike Tate reported on the many letters and emails that he had received complimenting the club on the organization of the HMR. He also read one particular letter from Tall Tyres Fraser Nash driver Mark Maskell. These have all been published in Vantage. The president went on to thank all the caterers, turn workers and all the volunteers. Still in his possession are posters, T-shirts, competitor shirts, brochures and programmes (about 2000 of these). Suggestions from Alan Donaldson, Karen Smith and Mike Currie to take this regalia to the Seattle meets including the Spring Sprints 2001 in order to promote the HMR 2001.

Mike Tate called for a motion that all of the programmes, with the exception of one box, be recycled. Motion proposed by Joe Contreiras and seconded by Robert Hayes; and the same was carried.

Remaining inventory is 145 T-shirts and 40 competitor shirts. Some of these will be taken to the SOVREN Historics and offered for sale. Leigh Anderson suggested that the three American drivers who did not notify us they were not coming (and would therefore not be getting a refund of their entry fees) be given 1 or 2 competitor shirts. Karen Smith made a motion that these drivers be given 1 competitor shirt, 1 T-shirt, a poster and a program; and that these packages be delivered to them at the Seattle Historics. This was seconded by Leigh and the motion carried. Gil Stuart also suggested that the eight people who were refunded be given a chance to buy a competitor shirt.

Treasurer's Report: Gil Stuart reported that the current account balance is presently nil. To date, approximately \$29,000 worth of bills have been paid. Income from HMR2000 will be about \$24,000. The bottom line is that the event will show a loss of about \$10,000 to \$11,000 (this being before any future shirt sales). Gil has arranged to move a further \$7,000 from the term deposit account to the current account to settle further outstandings. This should leave about \$18,500 on deposit.

Reporting on the event, he said that the budget had called for about 100 entries but mainly due to the weather this figure was only 80. The gate also suffered considerably for the same reason. Gil estimated only about 350 paid entries at the gate over the two day period. Sales of shirts had been counted on but many are still available. At this point, Gil declared himself open to questions from the floor:

Leigh Anderson commented that he found the event results disastrous and asked whether some adjustments could have been made earlier to alleviate some of the losses. Mike Tate answered that very little could have been done at such notice. He further pointed out that with all the publicity and with good weather, we should have had between 1,000 and 1,500 paid attendees. Leigh thought we should not depend on the gate but Mike commented that racing would be very expensive indeed if we could not count on some gate. He also added that, with good weather, we would have had the 100 entrants needed. Hugh Archer suggested that, if the gate was not to be taken into account, we would have to charge \$300 per entry and budget for only 50 entries

Alan Donaldson thought there was little more to be said and done this evening in view of the fact that only a draft account was ready and also that relatively few members were in attendance. He further suggested that, when all costs and revenues are in, the 2 events should be analyzed and discussed fully with a view to future planning. Gil Stuart will publish the balance sheet in Vantage for all to peruse. Continuing, Leigh Anderson raised concerns as to the source of the funds in the club and whether the losses can be replaced. He also asked how many entries did we lose to weather? Mike Tate thought about 20.

Karen Smith wanted to know how much money was lost on food. Was this the largest loss? "No" answered Gil Stuart. She went on to suggest that someone set up a table at the Seattle Historics to sell our merchandise. The President called for volunteers for this; none forthcoming.

Dave Roberts offered to call Dick Buckingham to get his approval for such a venture and, if given the go ahead, Hugh Archer and Leigh Anderson will take shirts down and handle it when they get there. T-shirts will be advertised for sale in Vantage. Wes Stinson thought that all available merchandise should be taken to various car events for sale. Mike Tate thought this a good idea if members attending were willing to do this. Wes said he would try and see what he could do at the upcoming Italian Days event in North Vancouver. All monies from such sales will be directed to the Treasurer. Hugh Archer asked Catharine Heald whether the SCCBC officials had been given their T shirts and she confirmed that this had been done.

Leigh moved a vote of thanks to all those involved in the production of a well organised event.

Race Director's Report: Hugh advised that, next year, certain aspects of discipline will be a little different, particularly in respect of passing under yellow flags. Otherwise he thanked all concerned for a great time.

Mike Currie had comment on the word 'muffler' and its definition. He emphasized that it is very important that this be handled for next year in order to satisfy SCCBC expectations for minimizing race car exhaust noise. He then went on to read a definition of the word 'muffler' as adopted by the Oregon Department of Environmental Quality.

Hugh Archer expressed concern about identifying who is actually driving a car in the case of dual entries; and also where, as was evidenced at least once, someone just drives someone else's car and no-one knows who is at the wheel. There is a definite need to accommodate this problem for next year. It is essential that the driver of all cars is known at all times.

Gil Stuart wanted to know how driver conduct was reviewed at the HMR and particularly in the event of contact. Hugh Archer answered that he, Perrin Hayes and Ian Wood studied the incident reports and interviewed the turn marshals and drivers concerned. In the one incident of fault, the driver was ejected from the event. Hugh said he had subsequently sent an incident report to both SOVREN and VMC. Leigh Anderson asked whether penalties had been assessed – it appears not at this time. Some confusion arose as to who keeps records of driver penalties. Gil said that there is a list with 2 names on it from HMR1999 (both now VRCBC club members). VRCBC Competition Rules contain a penalty schedule which includes the provision that penalties assessed are wiped out after thirteen months. The penalties assessed at the May 28/29 HMR1999 event will be removed on June 29, 2000. Discussion ensued re the incident at HMR2000 until Hugh Archer advised that he would take care of it all.

Vice President's Report: Indy tickets are available. David Roberts would like to sell them all. He has many. This will be in VANTAGE.

Tall Tyres Report: Rob Follows reported the Tall Tyres at HMR2000 as a good showing. He does think though that, in future, the Tall Tyres feature ought to be incorporated in something more comprehensive, some form of exhibition rather than just 4 sessions on a track. He said that the seeds have been sown for more entries at future events and he foresees the track part of such events being only on one day and in combination with a rally, dinner etc.

Membership and VANTAGE: Gil Stuart reported that the club had gained 8 new members from the USA due to the reduced entry fee to HMR2000 for members; and that membership now stands at 71. He pointed out that only two members from last year had failed to renew. Catharine Heald thinks she might also have two new members. Gil seeks more photographs for the next VANTAGE but suggests that we hold off the next issue until July.

Old Business: Mike Tate advised that the executive had been discussing the possibility of a new venue for the monthly meetings feeling that the Mess was becoming a little tired. David Roberts offered to look at the Firemen's Club in Burnaby. Leigh Anderson mentioned the Burnaby Raquets Club though this has not been checked out yet. Alan Donaldson suggested the Kits Rugby Club.

Mike Tate also mentioned that the venue for the banquet still must be borne in mind and that, for this, Jericho is very reasonable. Venues are to be thought about and opinions solicited. Karen Smith asked whether a date had been set for the banquet. Leigh thought this was booked at the Mess for November 25th. Gil agreed that this was so and that it has been booked and paid for although the club can get a refund if not used.

New Business: Mike Currie advised of the SCCA/CACC co-sanctioned event to be held at the Monroe Oval on July 23rd. There is to be a vintage grid on the road course entry cost US\$100. To enter you must be a member of SCCA. He has entry forms. Further, Mike Currie informed that CACC is doing a brochure to be handed out at all events. It encompasses all the involvements of the CACC. He has given CACC some text about VRCBC and the brochure is presently going to press.

Mike Tate, prior to adjourning the meeting, suggested the quest for next year's 'Race Chairman' should begin immediately as he will not be working in that capacity for HMR 2001. He also expressed his thanks to the Hayes brothers for their contributions to HMR2000 including the salmon for the barbecue. He thanked Nick Woodhouse and Terry Hollinger for their involvement; and to Ian Wood, a big thank you for always being there and for his (IWE Rear Ends Only) sponsorship. He also thanked Wes Stinson (Banner Carpets) and Ted Wilkinson (Wilkinson's Automobilia) for their sponsorships.

Meeting adjourned 9.11 pm.

ASSOCIATED CLUB WEBSITES: HIGHLIGHTS

| | | |
|---------------|-------------------------------------------------------------------------------------------------------|--------------------------------------|
| ASNCANADAFIA | http://www.fia.com/tourisme/infoclub/canada | Contacts; lots of links |
| CACC | http://www.caccautosport.org | APEX; discipline reports |
| CVRC | http://www.calgaryvintageracing.com | Well designed site; entry forms |
| SCCA | http://www.scca.com | Comprehensive |
| SCCA NWRegion | http://www.nwr-scca.org/race | Results; entry forms; licence applic |
| 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://www.tsn.ca/f1ride | chance to win F1 ride on TSN |

TRANSPONDERS at SCCBC's Mission Raceway events

Commencing this past April, SCCBC initiated exclusive use of the AMB transponder timing and scoring system at Mission. Each race car is to be equipped with an AMB transponder which transmits a signal to a wire buried in the track at the start / finish line. Whenever the race car crosses the start / finish line, the signals are conducted to a computer in the timing and scoring tower thereby providing continuous and instantaneous tracking of all cars on the track. Race cars without transponders receive no timing and scoring; and are not recognized in the official results for a race.

Timing and scoring can virtually be done by one person greatly reducing the manpower requirements for this very important race function. Unfortunately, the AMB system is not compatible with SOVREN's dBCom system so equipment is duplicated somewhat for those of us who participate in vintage races at both Mission and SIR.

Transponders are available for rent at \$50.00 per weekend; or the battery model can be purchased for \$465.45 (inclusive of GST) by placing an order with SCCBC. See the SCCBC website (www.sccbc.net) or obtain an order form from Gil Stuart.

TECH TALK - by Mike Currie

RACE CAR LOG BOOKS: When purchasing a racing car, it is advisable to make every effort to obtain any and all logbooks that belong with the car. Most cars raced since the mid-seventies have been issued some sort of a logbook. A logbook serves a number of purposes: it is a record of what races the car has been used in; a record of previous owners; it may record the driver (other than the owner); it should contain information regarding any serious accidents which the car was involved in (useful when looking to see what should be replaced or repaired); the logbook serves as the "provenance" of the car to assist in establishing prior ownership.

I am fully aware that many older cars do not (nor did they ever have) vehicle logbooks. Canadian and American racing cars dating from about the late sixties should have logbooks. This sometimes didn't happen with the Pro Series cars; i.e. T/A, F/B, F5000 and so on. As well as a logbook, there is either a plaque with the logbook number on it or the number is stamped into the roll bar or roll cage structure.

As a Technical Inspector, one of the first things I ask when a car appears for scrutineering is "Do you have a logbook?" There's a record of recent races and events. I can tell if there has been damage recorded in the book and ensure that damage has been repaired properly. Most race organizations prefer that you have only one logbook. If you have an SCCA logbook you do not necessarily require a SOVREN logbook, for example. We just keep on going through the SCCA book until it's filled then staple a new one on the back and continue.

One other aspect of having a logbook is that you may be able to use the logbook to verify that your car was raced in the configuration you have it in. There are constant enquiries for information regarding the Canadian and American small sedan rules, for instance. The logbook will sometimes have some of that information.

MUFFLERS AND MUFFLING DEVICES: Further regarding "mufflers" and muffling devices, I had the opportunity to look at Al Ore's exhaust pipe insert for his Formula Vee last weekend. Here is a description: "The piece of pipe is approximately 10 to 12 inches in length and slightly smaller in outside diameter than the exhaust pipe on the car (something like one and one half inches in diameter); the pipe is perforated with a number of different sized holes all around it and along its entire length. On the end which would extend past the end of the exhaust pipe, there is a flange about one inch from the tip which is intended to a) stop the pipe from going too far into the exhaust, and b) serve as a block at the end of the pipe. The entire assembly can be either bolted, pinned or wired in place."

It is a simple and effective method of reducing the amount of sound emanating from a Formula Vee. I believe that these are also commercially available from various Formula Vee specialty shops (BOW WOW and others). I recommend that VRCBC put in its supplemental regulations that something like this or a "super trap" is required on all Formula Vee racing in Vintage at River's Edge.

Sound limit for the Mission road course is established by the BCCCA and SCCBC at 95 db. Sound level measurements are made on all cars as early as possible during the practice sessions. **Cars exceeding a sound level of 95 db or cars losing mufflers are black-flagged immediately.** Repairs or alterations made in the pit or paddock area to lower sound level must be approved by the Chief Scrutineer. The Sound Officials and the Clerk of the Course must be informed when a car returns to the track so that a new sound level reading may be made quickly. Failure to follow this procedure or failure to enter the pit area promptly on a mechanical black flag for a sound level violation may result in disqualification or fine. **Vintage participants come prepared. All cars must have a muffler. No exceptions!**

Functioning Muffler Defined: Free of defects; Without modification; Capable of reducing sound energy by 5 DBA trackside using one of the following sound control methods:

Mufflers shall use one of the following sound control methods: Baffles - reverse gas flow incorporating a multitude and baffle design; Glass pack type - consisting of a perforated straight core surrounded fully beginning to end with a sound absorbing medium; A new device --demonstrated to be effective and approved by VRCBC.

SOVREN's PNW HISTORICS at SIR – Gil Stuart

SOVREN's PNW Historics were held on Saturday July 1 to Monday July 3 this year. The Saturday to Monday schedule completely threw me off since, on previous years, the event was always Friday to Sunday. SOVREN put on a very good event once again which was stopped a few times by rain and which produced several incidents resulting in serious damage to cars. Thankfully, there were no injuries. More on this later.

In any case, the slow but reliable Volvo PV444 and I made the short trip from Vancouver Island to SIR on Friday June 30 in reasonably nice weather. The interstate was bumper to bumper from the border and I was very pleased to safely arrive at the track to a very full paddock. Mike and Karen had thoughtfully secured space under the trees near the washrooms for VRCBC racers and crew which we all appreciate very much. This part of the paddock gives shade on hot days, shelter from occasional rains and a short walk in times of personal emergency.

VRCBC was well represented once again with 12 Canadian and 6 USA members participating in eight different groups. Total entry seemed to be about 250 which is a little down from past peaks of 300 or so. Since I was unable to watch many of the races or to obtain results for them, I can only list the VRCBC entrants and their race groups:

- Group 1 Vintage Small Bore – Bob Smith; Robin Bee
- Group 2 Vintage Large Bore – Dave Phillips; Gil Stuart; Nick Woodhouse
- Group 3 Historic Small Bore – Paul Burckhard; Stephen Clark; Gregg Campbell; Jim Loveall; Alan McColl; John McCoy
- Group 4 Historic Medium Bore – Bob Storz
- Group 5 Historic Large Bore – Dick Bech; Terry Hollinger; Doug Yip
- Group 6 Formula Cars – Hugh Archer
- Group 7 Sports Racing Cars – Leigh Anderson
- Group 8 Exhibition Cars – Ray Cohen's 1970 McLaren M8C (Hepburn driving)

HIGHLIGHTS of the event: Big crowds of spectators. The drag race launch pad was extremely slippery resulting in stoppage of activities every time it rained. When track activities restarted, many cars would not go out until the surface was totally dry. Alan McColl got a respectable third overall in Historic Small Bore. Ray Marty wrote off his Alfa Sprint when he hit Old Yaller's oil entering turn one at very high speed. I believe a total of six Sunbeam Tigers were present and doing very well including VRCBC's Doug Yip with his new engine. The Tigers were right up there mixing it with Mustangs and Corvettes in Historic Big Bore. There were no Shelby Cobras racing but there was a very fast Ford Falcon. Vic Edelbrock flipped his Lister Chevrolet on the lower road completely blocking the track and doing significant damage. Art Connor from Saltspring damaged his Platypus and Jerry Fiorito hit the tires doing mainly fiberglass damage to his Corvette. Ray Cohen's guest driver went very well in the McLaren M8C. Very good Saturday barbecue once again. Sunday seemed like a going home day but we got to do it some more on Monday.

ZUPAN's HISTORICS at PIR

Zupan's Historics were Friday July 7 to Sunday July 9 only 3 days after the PNW Historics. I left the slow but reliable Volvo PV444 in Seattle and went home to look after some business. The track time on Friday was forfeited since I didn't get back to PIR until 2 pm on Friday. Dave Phillips, the Mad Molluscs, and a few others (collectively known to Zupan's organizers as the "grass people") had set up paddock on the grass originally allotted to car corral people; and that's where I went too. The grass and the shade from the few large trees provides wonderful comfort during the hot Portland race days compared to sitting on the blacktop.

Zupan's put on a terrific show and I, personally, had a wonderful time. Their driver package included enough groceries for the weekend including a bottle of wine; and included a classy cotton short sleeved dress shirt and a folding chair.

(Zupan's continued)

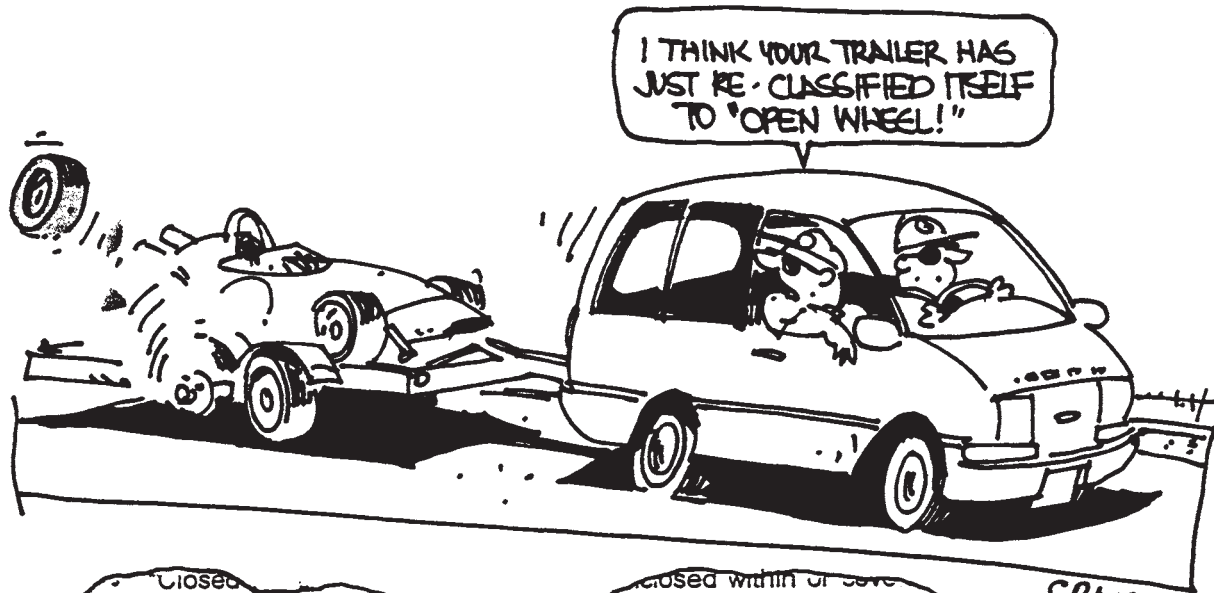
The Friday informal BBQ and Saturday dinner were super affairs with plenty to eat and drink; and included bench racing galore. There seemed to be about 250 race car entries including about 30 historic NASCARs. The car corral had over 550 sports and classic cars and there were a further 150 hot rods. A diverse vendor's row and go carts for mini racers generated a carnival atmosphere; and spectators were everywhere.

The weather was warm but not too hot. We didn't see any of that dreaded rain; and, in spite of very spirited driving out on the track, there were very few incidents of contact. I think everyone went away with a smile. This is a vintage race event not to be missed including opportunity to see a lot of California based vintage race cars not normally at SIR.

The event offered 9 race groups. Since I was in Group 1 and Group 1 was first on the schedule each day, I got to see most of the races. However, I limit this review to a list of VRCBC participants and some highlights.

- Group 1 Vintage Pre-1959 – Gil Stuart; Dave Phillips; Bud Smola
- Group 2 Open Wheel Cars – Hugh Archer; Mike Stacey; David Isselhard
- Group 3 Exhibition Cars – none
- Group 4 Historic NASCARs – none
- Group 5 Historic Big Bore – Dick Bech; Terry Hollinger; Doug Yip
- Group 6A Sports Racing Cars – none
- Group 6B Historic Medium Bore – Gregg Campbell
- Group 7A English Sports Cars – Dennis Aker; Paul Burckhard; David Roberts; Nick Woodhouse
- Group 7B German, Italian and Japanese Cars – Mark Aker; Robin Bee

HIGHLIGHTS of the event: By far the most exciting racing for me was the continuation of the Big Healey rivalry between VRCBC's Nick Woodhouse and Richard Mayor. Nick used every trick in the book, all of the track and some of the grass but couldn't get by Richard. But what a show they put on. The Historic Big Bore cars also gave an exciting performance with Dick Bech and Doug Yip right up there with the leaders. Hugh Archer and Mike Stacey did very well in the open wheel race. Gregg Campbell was gridded with a bunch of 911's but kept up superbly until a spin in the Festival curves dropped him back. Mark Aker had a good run in his races.



• "Closed" means the wheels are enclosed within or covered by the body work of the race car;

• "Open wheel" means the wheels are not enclosed within or covered by the body work of the race car;



More HMR 2000 PHOTO's:

LEFT

RIGHT

ROW 1
 ROW 2
 ROW 3

Ray Cohen, Tommy Tompkins
 Gunter Pichler's Water Cat
 Rod Mueller, Liz Stacey

Ralph Z"bump"sky's MGA
 Mystery Submariner
 Bob Yarwood, Catharine Heald



More HMR 2000 PHOTO's:

LEFT

RIGHT

ROW 1
ROW 2
ROW 3

Dedicated fans
Where the heck is my trailer
Sure smells good in here

Noah's food arc
Corner marshals at play
We definitely had fun this weekend

MARKETPLACE

(all prices \$Canadian except where noted)

FOR SALE: HMR2000 souvenir shirts. Golf shirts \$30; T-shirts \$20. Contact anyone on the executive.

Molson Indy Vancouver Sept 1/3 Tickets for Sale; call Dave Roberts 604.922.6875

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. \$5000.00 obo for both. Call Leigh Anderson 604.536.5292.

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.

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; \$2500.00 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. \$US16,500 funds or best Offer, call Bud at 360-835-7807 email budsharon@wa-net.com (please only serious inquiries).

WANTED: Late 80's Volvo wagon with manual transmission. Call Andrew Slater 604.986.0949

1973 Porsche 911T Targa Top \$9500.00 Call Andrew Slater 604.986.0949

FOR SALE: Brand new vintage race tires 4 only BFG COMP T/A R1 185/70 VR15 selling at cost \$200.00 each. Call Gil Stuart 250.722.9492 or stuartgi@nisa.net

FOR SALE: Coventry Climax water pumps complete in great shape. Call Trevor at 604.888.2867

FOR RENT: Vehicle work or storage space; double car garage; Granville and 29th area; dry with concrete floor; good lighting; remote control electric garage doors; rent negotiable. Call John 604.731.5505

**VRCBC members advertise free in the VANTAGE.
Send your items for the next issue by August 18 to the Editor.**

WIN TWO TICKETS TO VRCBC's ANNUAL AWARDS BANQUET NOVEMBER 25, 2000

Mystery Submariner – Guess the name of the driver and the make of the car underwater in the HMR 2000 photo on page 12 right hand row 2 and win two tickets to VRCBC's Annual Awards Banquet November 25. Send or give your guess to Gil Stuart no later than the September 12 regular meeting where the winner will be announced. If there is more than one correct guess, the winner will be selected by draw on September 12.

2000 CALENDAR OF EVENTS

(subject to change)

| | | |
|---------------|----------------------------------|--------------------------------|
| July 23 | SCCA/CACC Vintage Grid | Monroe, WA |
| August 18/20 | CVRC Vintage on the Prairies | Calgary Race City, AB |
| August 26 | MotorSport Expo – Pre Indy Show | Plaza of Nations Vancouver, BC |
| September 1/3 | Molson Indy Vancouver | Vancouver, BC |
| 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 Grid | 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 at Mission will be on Sunday during the year 2000

PERHAPS THAT OLDER GENTLEMAN OVER THERE
COULD EXPLAIN IF VINTAGE RACING REFERS
TO THE CARS OR THE DRIVERS.

