

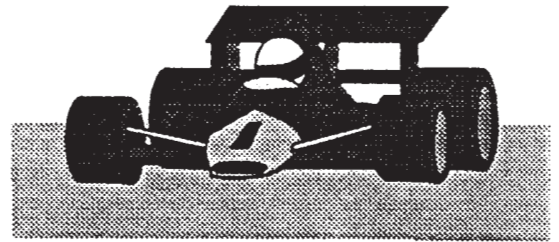
A publication of the  
Vintage Racing Club of  
British Columbia

# VANTAGE

September 2000



Vintage Grid Results  
Mission Sept 24 Page 7  
Vintage on the Prairies  
Fun in Calgary Page 8



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|-------------|---|
| October 8   | SCCBC/CACC/SCCA Vintage Grid at Mission   |
| November 25 | VRCBC Annual Awards Banquet: Reservation Request Form Page 12                   |
| January 9   | New VRCBC Meeting Place: Cruiser's Pit Stop Diner 21671 Fraser Highway, Langley |
| February 13 | VRCBC Annual General Meeting: Location to be decided                            |

**2000 Executive**

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**Monthly Meetings**

Monthly meetings of the Vintage Racing Club of British Columbia are held on the second Tuesday of each month (except December), at 7:00 pm (1900 hrs). October and November 2000 meetings will be held at the Jericho Garrison Combined Mess, 4050 West 4<sup>th</sup> Avenue, Vancouver. The January 2001 meeting will be at Cruiser's Pit Stop Diner 21671 Fraser Hwy.

**Annual Dues**

Single Membership \$50.00; Family Membership \$60.00  
Dues are payable in January to the Treasurer who is accepting applications for 2001.

**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**

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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 October 23, 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

To my great surprise and delight, Gil Stuart (Editor for-a-while) . . . and some considerable while it's been . . . very kindly consented to put out one more 'last issue' of **VANTAGE**. This allows me to talk to you all again about some important issues that affect the whole club.

**The first matter of import is the swift appointment of a Race Chairman for the VRCBC 2001 Historics.** This job will be one of coordination and leadership but need not be too difficult as the key is to get as many helpers as possible to assist in the tasks at hand . . . it would also help if the Race Chairman had some solid connection with the powers that be to ensure that the weather cooperates next year! If someone could take on this task, then please call me at (604) 512-0404 as soon as possible or talk to your favorite executive member and say 'I will do it'. You will learn much and your efforts will be deeply appreciated by your fellow members.

**The second matter is the timely discovery of a new Editor for our very important communicator VANTAGE.** As you must all surely know by now, Gil Stuart, who is also the club Treasurer and helps out in other areas as well as competing in his beautiful Volvo, has asked to be relieved of his duties for quite a while. We need someone to step up to the plate in this matter as soon as possible. Please, if you are a candidate, call him at (250) 722-9492 and find out what the job entails. Publishing has its rewarding side and once again your contribution would be greatly appreciated.

**The third matter is that of the Presidency of the VRCBC.** I cannot stand in 2001 for a number of reasons including a substantial projected absence on business for the next little while. We need a leader to coordinate the matters of business in the club and to help us grow to the next stage of our existence. The future is rosier than the past as we are now racing locally again and our Historics (weather permitting!) will be a great event especially on the extended River's Edge Road Course at Mission Raceway Park. Give Past President Alan Donaldson a call at (604) 737-8053 as he is the person responsible for looking for candidates for this post. We need to hear from you soon so pick up the phone and call Alan.

**Lastly please put the night of Saturday November 25<sup>th</sup> aside for some fun at our Annual Awards Banquet at the Jericho Garrison Mess.** Dinner and Dancing will be at the same price as last year which is more than we can say for the price of gasoline! Call Bob Hayes or Gil Stuart to reserve a pair of tickets now . . . What can I say other than there are Prizes, Awards, Dancing and a great feed to look forward to. Avoid disappointment and call soon to reserve tickets to a great evening of fun and frivolity! All this and Dr Robert Follows. What more could you want ?

**Just a reminder:** There will be regular meetings at Jericho on October 10 and November 14 but no meeting in December; and there will be a new meeting location on January 9 – Cruiser's Pit Stop Diner about one kilometer east of Langley. My thanks to Wes Stinson for arranging the Cruiser's location.

Keep the vintage faith and see if you can find it in your heart to give some time to the club in 2001.

See you at the monthly meetings and at the Awards Night . . .book Now!!

**Editor's Page** by Gil Stuart

Greetings members and friends. I said I wouldn't but I'm back one more time with lots of VRCBC news and information. Special thanks to contributors Mike Tate, Hugh Archer, Andrew Slater, Mike Currie, Leigh Anderson, Robert Hayes and Craig Ainscough.

I am pleased to welcome a new family to our club: Andrew, Marci and Alan Davis of North Vancouver. Andrew is a former Formula Ford racer seeking to further his road racing experiences in a speedy vintage sports car or sedan. Total membership is now 72 (51 single and 21 family). An updated Member Roster is included with this VANTAGE.

In this issue, look for Minutes of the September 12 regular meeting, a report about Calgary's August vintage races by Leigh Anderson, results of the September 24 vintage grid at Mission, and a technical article by Paul Grimshaw (submitted by Mike Currie) about the effect of gasoline octane rating on engine performance. Also included is a page by Bob Hayes promoting a Formula Libre group at HMR 2001 to celebrate the 20<sup>th</sup> anniversary of VRCBC's first Historic Racing Weekend at Westwood.

HMR 2000 Financial Update: All the HMR 2000 bills have been paid. Total expenses were \$35543. Income to date is \$24477 representing a loss on the event of \$11066. There is an inventory of 26 competitor golf shirts and 130 souvenir T-shirts having a value of about \$2500 at cost which, if sold, could reduce the loss to about \$8500.

Other financial: As Treasurer, I have been considering asking members to approve a nominal increase in membership fees to offset continually increasing costs to operate the club. Details are to be presented to members at an upcoming regular meeting.

Upcoming VRCBC meeting dates and places:

- October 10 and November 14 regular meetings at Jericho; come early for social time 7 to 8 pm; meeting start 8 pm. HMR 2001 planning is to be discussed at the Nov 14 meeting.
- November 25 Annual Awards Banquet at Jericho; \$30 per person; send the reservation request form included with this VANTAGE and a cheque to Robert Hayes no later than November 15.
- There will be no December meeting.
- There is a new location for the January 9, 2001 regular meeting. Cruiser's Pit Stop Diner at 21671 Fraser Highway (604.533.7223). Location is about one kilometer east of Langley on the north side of the Fraser Highway. Cruiser's offers an automobile theme, a private room, secure parking, food and drinks all at no rental cost. Social time 7 to 8 pm; meeting start 8 pm. Thanks to Wes Stinson for arranging the new location.
- The VRCBC Annual General Meeting will be February 13, 2001 at a location to be determined (hopefully Cruiser's if the January 9 meeting proves the location to be satisfactory).

Mystery Submariner Contest:

Congratulations to Catharine Heald who correctly guessed the identity of the "Mystery Submariner" in the underwater photo taken at HMR 2000 and which appeared on page 12 of the July issue of VANTAGE. The "Mystery Submariner" is Larry Choate #116 Triumph TR4. Catharine was awarded two tickets to VRCBC's Annual Awards Banquet on November 25. The contest had 12 entrants and their guesses are tabulated on page 9 in the order received. Thanks to everyone who entered the contest.

**VINTAGE RACING CLUB OF BC****Minutes of Regular Meeting of September 12, 2000 - Jericho Garrison Combined Mess**

The meeting was called to order at 7.30 with 14 members in attendance and two guests. The guests were introduced; Andrew Davis and his wife Marcia, potential new members.

The President read the minutes of the August 8 regular meeting. A correction to the minutes was noted in that reference should have been made to the Diamond Head Motel and not the Black Diamond. A motion to accept the minutes as corrected was proposed by Robert Hayes and seconded by Karen Smith. The motion was carried.

**Matters arising from the minutes**

Mike Tate believes Ian Wood would make a superb chairman and says he will ask him if he attends this meeting. Gil Stuart suggested that, despite not presently having a race chairman for next year, the SCCBC must be written to request dates for this event. Gil says he will write after Hugh Archer sounds out the mood at the next SCCBC meeting.

No one has volunteered to be Vantage Editor. Mike Tate re-iterated how important it is to have an editor. Leigh Anderson mentioned that the club had a similar problem in the mid 80's. At that time, two members of the executive together put out articles/news etc which at least kept communication alive. This will be looked at. The president still looks to the membership for a new editor. A suggestion from Karen Smith was to send the minutes and/or notices once a month by email to the membership (at least 50% have email). The secretary could do this.

Robert Hayes reported on the status of locating potential entrants for an open wheel race group approved at the August regular VRCBC meeting for inclusion in HMR 2001: Westwood Formula 70 Libre. The running of this group is to be promoted as a 20<sup>th</sup> Anniversary of the first VRCBC Historic Racing Weekend at Westwood. 1970 to 1979 formula cars are to be featured. Robert has located 19 F.Fords in B.C., though most not running at present; also 6 Vees and 3 SuperVees.

**Race Director's Report**

SOVREN's Fall Finale is at SIR this coming weekend where there will be no VRCBC special event, though probably an enduro to replace it. There is a one day event (SCCBC vintage grid) at Mission on September 24, where transponders will be mandatory (at a rental cost of \$25). This race meeting will not be held on the extended track although the next one will likely be. Gil reported that he had received a cheque for US\$758.47 from SOVREN for the VRCBC pro-rata share of Spring Sprints profits.

**Treasurer's Report**

Gil is still awaiting invoices from the SCCBC (for HMR) in the amount of about \$4,500. Little by little shirts are being sold. The expected financial loss for the event now appears to be approximately \$10,000. About \$1,000 cash will be needed for banquet awards. All Indy tickets are paid for. Leigh Anderson asked for balances: Term deposit \$18,500 and current \$8,000. Still have 71 members of whom only about 30 are lower mainland domiciled. How can we involve the others ?? To be thought about and discussed. Gil asked anyone who had not entered the 'Mystery Submariner' contest to do so as the winner would be announced at the end of the meeting.

**Old Business**

The matter of the Diamond Head Motel and their charge to the secretary in the amount of \$1,255.80 for unused rooms due to weather over the HMR weekend was discussed at length. Leigh Anderson moved 'That Andrew Slater be re-imbursed in full' (with a proviso that the club never make such a booking in future). The motion was seconded by David Cohen and same was carried.

A break of 10 minutes was taken at this time

After the break, Andrew Slater gave a short account of his turn-working weekend at the Monterrey Grand Prix (Laguna Seca Indy).

Leigh Anderson proposed a motion: 'That before any planning for HMR 2001 commences, there be a full discussion at a membership meeting' – seconded by Karen Smith; the motion was carried unanimously. At this time, Mike Tate approached Ian Wood on the subject of the Race Chairman position for HMR 2001. Ian declined to accept the position but confirmed that he would contribute as in the last two years.

### **New Business**

Karen Smith is looking for a VRCBC representative to attend the next CACC meeting to be held in White Rock (her house) October 14<sup>th</sup> 9.00 a.m. Mike Tate will probably attend. Mike Currie advised that VRCBC could probably have its own presentation at this meeting.

Leigh Anderson reported on the Calgary August 18/20 vintage weekend at which there were 8 participants from the Pacific NW out of the total 36 cars (2 of these GT40s).

Reminders made that a lot of work still to be done for the November 25<sup>th</sup> banquet. Food and music still to be booked. We are out of plaques but have lots of mugs (these take 5 weeks to be engraved though). **Annual awards please to be returned by the next general meeting which will be on October 9<sup>th</sup>.** (Tickets for the banquet to be available for this meeting). There will also be one further meeting on November 14<sup>th</sup> which Ian Wood suggested might be a good time for the HMR 2001 discussion as proposed by Leigh Anderson.

Karen Smith suggested that she would like to see tickets given to special long time members who would not normally come to the banquet due to living a long distance away. There are several SCCBC members who should be invited but they would not likely attend since the SCCBC annual awards banquet is on the same night. Gil Stuart suggests that notices should be sent out re the banquet and the next meeting dates. He also asked who would be organizing the banquet. Mike Tate will be.

Ian Wood has HMR shirts in his truck and the 'missing 40' are apparently with Hugh Archer. Ian moved that 'The price of competitor golf shirts be reduced to \$25 and T Shirts to \$15. Gil Stuart seconded this motion which was carried

Gil Stuart announced the 'Mystery Submariner' to be Larry Choate #116 Triumph TR4 which was correctly guessed by Catharine Heald. Catharine won two tickets to the awards banquet for her correct guess.

### **Buy & Sell**

Bob Barg has: FV Macnamara; Mazda Protégé GT 1990 \$3500 OBO; Camaro project car '69 with vintage potential; 2 x Datsun 510' One 69 but registered as a 70, the other unknown but ex Westwood.

Alan Donaldson has: Lotus Super 7 with extra wheels and trailer.

Ian Wood has: Set of 5 steel Mini rims 8" wide x 10" Diam + SP racing tyres \$100; Swift DB2 Sports 2000 1986; '96 Silverado and spares 117,000km \$20,000

### **Asides**

Ian Wood mentioned that guest Andrew Davis is interested in vintage racing an Alfa or similar on an arrive and drive basis. Mr Davis would own the car and is looking for someone to prepare and look after it.

Gil Stuart mentioned that Nick Woodhouse will have his Anglia 1200 Super at Mission at the September 24 vintage grid and that Rod Sinn (another Vancouver entry in the Mexican Carrera) will attend with his 904.

### **Good & Welfare**

Ian Wood advised that The SCCBC are looking for cement blocks for the new track extension at Mission

Meeting Adjourned at 9.37 p.m.

**ASSOCIATED CLUB WEBSITES: HIGHLIGHTS**

ASNCANADAFIA	<a href="http://www.fia.com/tourisme/infoclub/canada">http://www.fia.com/tourisme/infoclub/canada</a>	Contacts; lots of links
CACC	<a href="http://www.caccautosport.org">http://www.caccautosport.org</a>	APEX; discipline reports
CVRC	<a href="http://www.calgaryvintageracing.com">http://www.calgaryvintageracing.com</a>	Well designed site; entry forms
SCCA	<a href="http://www.scca.com">http://www.scca.com</a>	Comprehensive
SCCA NWRRegion	<a href="http://www.nwr-scca.org/race">http://www.nwr-scca.org/race</a>	Results; entry forms; licence applic
SCCBC	<a href="http://www.sccbc.net">http://www.sccbc.net</a>	Comprehensive; Pit Pass newsletter
SOVREN	<a href="http://sovren.org">http://sovren.org</a>	Comprehensive; eligibility specs
VMC	<a href="http://www.v-m-c.org">http://www.v-m-c.org</a>	Members; mechanical failures
VRCBC	domain approved; being designed	

**SOME RACING WEB LINKS**

<a href="http://www.raceops.com/index.htm">http://www.raceops.com/index.htm</a>	suppliers, tracks, everything
<a href="http://www.racingone.com">http://www.racingone.com</a>	latest racing news F1, CART, IRL
<a href="http://www.lacarrera.com">http://www.lacarrera.com</a>	Panamericana information

**WEBSITE OF INTEREST**

<a href="http://www.freeallenrichardson.com">http://www.freeallenrichardson.com</a>	Allen's story and request for support
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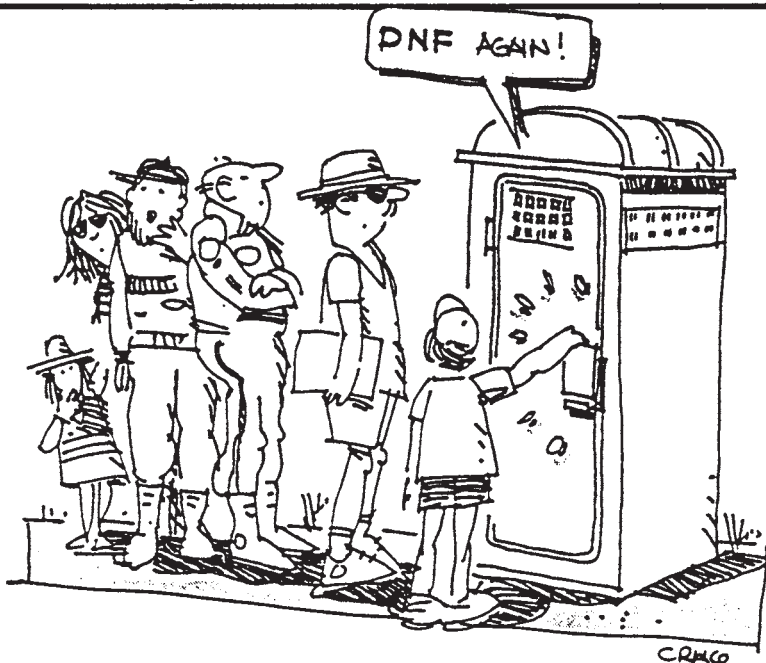
**Race Director's Report – Hugh Archer**

Two weekends in a row of perfect weather for excellent vintage racing at SIR, and at Mission. The SIR event saw several VRCBC members come out and show our American friends how to do it. It was good seeing. Gunther was back with the rebuilt Jag looking strong.

SOVREN organized an enduro with mandatory pit stops at the end of the regular racing on Sunday. It seemed to run very well, and the competitors were all enthusiastic about the event. I've been told that the Campbell's, unfortunately, hurt their motor badly at the finish.

20 drivers entered the CACC event at Mission on Sept.24th. We were provided with 4 track sessions so everyone went home with a big, tired smile on their faces. Despite us all being in one grid, meaning some serious speed and lap time differentials, lots of heads up driving meant that everyone came out with a great race experience and no "incidents".

The next race for us is on Sunday Oct 8th at Mission for another CACC fun filled day.



**RESULTS: SCCBC/CACC/SCCA Vintage Grid at Mission September 24, 2000**

Pos	Driver	Car	City	Laps	Laptime*
<b>Race #1</b>					
1	Bill Cotter	1963 Corvette	Seattle, WA	21	57.271
2	Hugh Archer	1972 Bowin FF	Vancouver	21	56.857
3	Al Murray	1972 Elden FF	Monroe, WA	21	57.104
4	Rick Korn	1969 Jaguar E	Bothell, WA	21	59.311
5	Mike Stacey	1972 Elden FF	W Vancouver	20	57.510
6	John McCoy	1966 Lotus Cortina	Bellingham, WA	20	1:01.875
7	John Ladd	1968 BMW 2002	Victoria	20	1:01.907
8	Glen Stinson	1965 Sunbeam Tiger	Burnaby	20	59.500
9	Dave Phillips	1957 Austin Healey	Sedro Woolley, WA	19	nt
10	Frank Chynoransky	1965 Porsche 911	Chilliwack	19	nt
11	Nick Woodhouse	1965 Anglia 1200	Vancouver	19	nt
12	Gil Stuart	1958 Volvo PV444	Nanaimo	18	1:06.058
13	Tom Sproule	1969 Kelly FV	Surrey	18	1:06.243
14	Retta Winbigler	1970 Beach FV	Bellevue, WA	18	1:07.628
15	Ivan Lessner	1958 Austin Healey	White Rock	17	1:13.655
16	Mark Aker	1956 Porsche Spd	Seattle, WA	15	nt
17	George Greenwood	1960 Porsche 356A	Crescent Beach	12	1:09.132
18	Dick Zorn	1969 Porsche 911T	Mercer Island, WA	10	1:00.364
19	Dennis Aker	1953 Cooper Mk8	Shoreline, WA	9	nt
	Myles Winbigler	1957 Lotus 7	Bellevue, WA	DNS	
<b>Race #2</b>					
1	Bill Cotter	1963 Corvette	Seattle, WA	15	57.335
2	Hugh Archer	1972 Bowin FF	Vancouver	15	57.314
3	Al Murray	1972 Elden FF	Monroe, WA	15	57.039
4	Dennis Aker	1953 Cooper Mk8	Shoreline, WA	15	nt
5	Rick Korn	1969 Jaguar E	Bothell, WA	15	59.018
6	Glen Stinson	1965 Sunbeam Tiger	Burnaby	15	1:00.965
7	John McCoy	1966 Lotus Cortina	Bellingham, WA	14	1:01.549
8	John Ladd	1968 BMW 2002	Victoria	14	1:01.905
9	Dick Zorn	1969 Porsche 911T	Mercer Island, WA	14	1:00.364
10	Dave Phillips	1957 Austin Healey	Sedro Woolley, WA	14	nt
11	Tom Sproule	1969 Kelly FV	Surrey	14	1:05.220
12	Gil Stuart	1958 Volvo PV444	Nanaimo	13	1:07.157
13	Retta Winbigler	1970 Beach FV	Bellevue, WA	13	1:08.508
14	Ivan Lessner	1958 Austin Healey	White Rock	12	1:13.605
15	Mark Aker	1956 Porsche Spd	Seattle, WA	11	nt
	Myles Winbigler	1957 Lotus 7	Bellevue, WA	DNS	
	Mike Stacey	1972 Elden FF	W Vancouver	DNS	
	Frank Chynoransky	1965 Porsche 911	Chilliwack	DNS	
	George Greenwood	1960 Porsche 356A	Crescent Beach	DNS	
	Nick Woodhouse	1965 Anglia 1200	Vancouver	DNS	

\*nt means participant was not equipped with a transponder.

**VINTAGE ON THE PRAIRIES** by Leigh Anderson

Nine Pacific NW vintage racers including 7 VRCBC members and their "crews" headed for Calgary during the week of August 14th to attend the Calgary Vintage Racing Club's (CVRC) Vintage on the Prairies held at Race City. Only eight survived the trip as VOTP veteran Gil Stuart had a transmission failure in his tow vehicle at Hope and had to return home. See Gil's shiny new (to him) Suburban recently on display at the Fall Finale.

Chris and I decided to make it a leisurely trip and see the sights and visit some friends enroute, so we left on Tuesday, a bit concerned about our truck's ability to haul the camper/car trailer/race car with a combined load of over 4 tons, through the steep mountain passes. Our concern proved to be unfounded as the old diesel chugged successfully but slowly up the steepest hills. We learned to be patient as did others on the road behind us. The only VRCBC party (other than Gil) to suffer any mechanical difficulty was the Campbell clan who found that their motor home "Blue Heaven" became a HOT HELL on the mountain roads. It finally gave up its radiator shortly after reaching the track, and father Tony had his weekend's work cut out for him securing and installing a new rad. CVRC members were very helpful in locating someone who could manufacture a radiator for a classic mid '70s Jimmy motorhome.

In the true vintage spirit, Dave Phillips drove his Big Healey, top down, all the way from Sedro Wooley, WA to Calgary, raced the car hard all weekend and drove it home. What a guy!

There were 36 cars entered in the event but I think about 30 turned up including the following Pacific NW racers: Mark Adams Jaguar XK120; Leigh Anderson Elva Mk 6; Greg Campbell Porsche 356C; Joe Contreiras Volvo P1800; Roger Flescher Sunbeam Tiger; Dave Phillips Austin Healey 100-6; Dave Roberts TVR Grantura; Bob Storz Porsche 911.

The Club divided the entrants into 2 groups: Small Bore and Big Bore. The division occurred at 2500cc (I think). Noticeable was the absence of griping over car eligibility. A pleasant change. The large bore group included 2 (count them) two Ford GT40's from Calgary. According to the qualifying times I saw, Mark Adams was only a couple seconds slower than the GT40's on the road course, but as we know, in vintage racing that accounts for nothing. Correct? There was also a novice group which included street prepared cars, giving prospective racers and others who wanted to enjoy their cars a chance to try their hand at negotiating a race course at moderate speed - although some appeared to be approaching racing speeds - under controlled conditions of course (no passing in the corners).

The road course was being used by another group on Saturday so the CVRC made arrangements for us to run on the banked oval. Those who participated indicated that it was an enjoyable experience although they weren't rushing out to purchase a circle track car. We took to the road course at 5:00 pm Saturday and spent the evening practicing after being driven around in a van on a track orientation.

The information package we received guaranteed entrants 4 hours of track time over the weekend. It seemed like a lot, so when I got the schedule, I totaled the session times and sure enough - 4 hours if you drove the oval and ran in every session for your group.

Apparently this was the largest entry that the CVRC has had for its VOTP event and members expressed their appreciation to the VRCBC entrants for making the trip to Calgary. This year CVRC offered a travel incentive to the first 10 entrants from outside Alberta which helped defray the cost of fuel and that may well have encouraged some of us to enter. I understand that the cost of the incentive was funded through sponsorship. It was a nice gesture and undoubtedly had the desired effect.

I was very impressed with the road course. Not much vertical concrete and lots of run-off area except at the end where the drag strip becomes part of the road circuit. As you might expect, the track layout is flat but that did not detract from the challenge that the 2.25 mile course presents to drivers. It's great for spectators as they can see the whole course from the grandstands. Behind the road course is the oval where we were entertained on Saturday night by the stock cars and a grid of over 50 Little Legends.

The road race paddock is really part of the parking lot for the Race City facility and is your basic "dirt". More paving would be nice as the dust gets into everything you bring to the track. But they did have a unique solution. There were stacks of plywood at the edge of the paddock and, until some of the locals started laying them down at their pit, I had no idea that they represented the alternative to paving the paddock.

VRCBC members placed very well in all the races with Greg Campbell winning two small bore races. To my knowledge there were no incidents of any kind which contributed to what I would say was a very successful event. The CVRC members were very hospitable providing good food and a friendly, laid-back atmosphere. I only had one complaint, and it could not have been addressed by the CVRC. The chief steward (WCMA) surprised us all by herding us into the back of a pick-up truck and a trailer (where, due to overcrowding, Bob Storz and another man were forced to stand on the tongue of the trailer) and taking us around the track on a compulsory tour. The purpose was to impress upon us the sparsity of corner stations; therefore, the need to pull well off the track and signal, in the event of a mechanical or other problem. Being transported in this manner in an overloaded trailer virtually running on the rims was accepted good naturedly by the drivers, but, at least in my opinion, was not safe.

This was a good event, well worth the long tow. Everyone left with smiles on their faces and most of the VRCBC people that I have spoken to since indicate that they're going back. I'm going to join them. Congratulations to the CVRC.

### Mystery Submariner Contest:

Congratulations to Catharine Heald who correctly guessed the identity of the "Mystery Submariner" in the underwater photo taken at HMR 2000 by Sue Phypers and which appeared on page 12 of the July issue of VANTAGE. The contest had 12 entrants and their guesses are tabulated below in the order the entry was received:

<u>Contest Entrant</u>	<u>Driver</u>	<u>Make of Car</u>
Art Clendenan and Susan White	Nick Woodhouse	Austin Healey
David Roberts	Gunther Pichler	Jaguar E Type
Mike Currie	Kurt Delbeng	Elva Mk7
Catharine Heald	Larry Choate	Triumph TR4
Wes Stinson	Roger Flescher	Sunbeam Tiger
Howie Wong	Gunther Pichler	Jaguar E Type
Hugh Archer	Ted Chandler	Datsun Roadster
Rob Follows	John Fairclough	1935 Aston
Aart van der Star	Tom Kinsman	Bobsy SR11
Myles Winbigler	David Phillips	Austin Healey
Retta Winbigler	Myles Winbigler	AH Sprite
David Cohen	Mark Aker	Porsche Speedster

Thanks to everyone who entered the contest.

### OCTANE SOLUTIONS FOR OLDER VOLVOS

by Paul Grimshaw (submitted by Mike Currie)

(First in a series of two articles - the remaining text will appear in the next issue of VANTAGE.)

The question of how much octane is needed for optimal engine performance is frequently posed to automotive technicians. The aim of this article is to explain the impact that octane has on reliable engine performance, discuss changing octane requirements in older engines; and suggest useful strategies for the vintage Volvo owner.

What is Octane? Octane is a term used to describe gasoline's resistance to auto-ignition (knock) when mixed with air and compressed. Motor Octane Number (MON) and Research Octane Number (RON) are the units of measure used to express auto-ignition resistance of a given gasoline blend in comparison to iso-octane (C<sub>8</sub>H<sub>18</sub>). Distinct test procedures are used to determine MON and RON values, with the MON test being the most stringent. Octane ratings in North America are expressed in anti-knock values of commercially available gasoline. Octane is one of many ways to measure the auto-ignition characteristics of gasoline.

Other important fuel quality measurements are: Heating value and specific energy, or the amount of thermal energy released during combustion; Chemical expansion, or the volume of gases resulting from combustion; Heat of vaporization, or the cooling effect that a fuel has on the intake charge; Volatility, or the boiling points of the various fractions of a fuel; and Stability and toxicity, or the safety of a fuel in real world conditions.

Octane's Effect on Engine Performance: The octane of a fuel has a profound impact on the power output and reliability of an engine. Use of gasoline with too low an octane value will lead to engine knock, a potentially damaging condition that elevates engine temperatures, increases cylinder pressures, and robs an engine of power. Use of a gasoline with too high an octane value does not, contrary to popular belief, increase engine output. It just costs more at the pump.

"Equivalent Octane" versus Real Octane: Since the requirement for octane in spark ignition cars is inversely proportional to altitude and temperature, standards are in place to adjust fuel octane according many geographic factors. American Society of Testing and Materials (ASTM) standard D439 specifies 5 classes of anti-knock index reduction for altitude. As a result, what is normally labeled premium gasoline (AKI 92) in the mile high city of Denver, Colorado may, in fact, be blended to AKI 90. The effect of such reductions go largely unnoticed – even by the vintage car owner who expects the most octane for his or her dollar.

Reduction in Available Octane: Volvo specified "premium" leaded gasoline for many of its earlier engines, particularly the high compression B20E. Historical data indicates that an average 3.0 grams of tetraethyl lead blended into each gallon of premium gasoline, combined with the use of benzene, toluene and xylene aromatics, resulted in octane ratings of AKI 95, equating to around 102 RON – roughly two to three points higher than today's fuels. Although a few octane points may seem inconsequential, it is worthwhile to note that an engine's appetite for octane grows under the following conditions: imprecise carb jetting, particularly those which lean the mixture; wear related blow-by; valve or combustion chamber deposits; and excessive engine temperatures. Each of these conditions are common in well worn but otherwise functional Volvo engines.

The Effect of Unleaded Fuels on an Older Volvo Engine: In addition to improving octane, tetraethyl and tetramethyl lead additives (TEL) were also credited with lubricating valve seats under extreme operating conditions. Nevertheless, the public awareness over potentially carcinogenic effects of organic metallic compounds led to the reduction and outright ban on the use of lead in road fuels. The incidence of valve seat recession, a phenomenon where dry valves drive valve seats deeper into cylinder heads, is on the rise. Hard working Volvo B18 and B20 engines are equally affected by the disappearance of leaded fuels. Not surprisingly, owners of 544, 122, 1800 and 140 models continue to seek solutions to reduce, or halt, valve seat recession.

Octane Boosters and Lead Substitutes: Although Canada was one of the first nations to ban the use of TEL compounds, Transport Canada has continued to sanction the use of Methylcyclopentadienyl Manganese (commonly referred to as MMT) in commercial gasoline blends. Since MMT possesses similar lubricating properties as TEL, the incidence of valve seat recession in Canada is smaller than that of the United States and Europe. Aromatic hydrocarbons such as Toluene (CH<sub>3</sub>C<sub>6</sub>H<sub>5</sub>, AKI 114) and xylene ((CH<sub>3</sub>)<sub>2</sub>C<sub>6</sub>H<sub>5</sub>, AKI 117) represent the most common octane boosters on the market today. The commercially available quantities of such boosters only improve octane marginally eg: 12 to 16 oz of either of these hydrocarbons will raise the octane levels in a tank of pump gasoline by a few points (ie from AKI 92 to AKI 92.2).

(to be continued in the next issue of VANTAGE)



# FORMULA 70 LIBRE

20th ANNIVERSARY HISTORIC MOTOR RACES

MAY 2001

You are invited to the upcoming 20th anniversary of the WESTWOOD HISTORIC RACES . It was 20 yrs ago that the Vintage Racing Club of B C put on it's first Vintage weekend at Westwood and we are planning a reunion of these cars at the 2001 Mission Historic weekend.

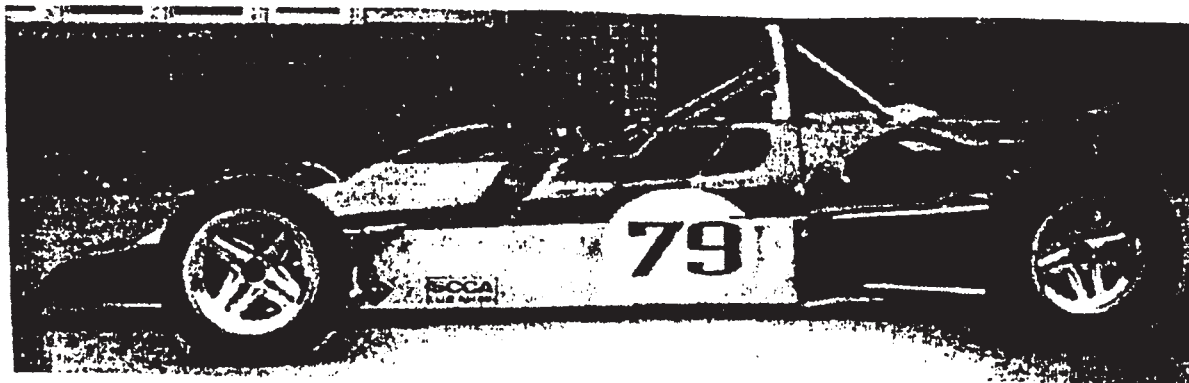
A ' SPECIAL CLASS' has been approved for this event - WESTWOOD FORMULA 70 This class will feature Formula and Sports racers that participated locally in the seventies and will be run under the Westwood Formula Libre format. This race will be open to all Formula and Sports racers built from 1970 to 1979 and will include Formula Vee, Formula Ford , Formula Supervee , and period sports racers.

We anticipate a full field of cars for this event , and you should plan to enter early.

A formal entry will be sent out in March of 2001 , but we wanted to ensure that this great event was on your calendar for next year. Your participation will ensure the future of Vintage racing in the 'Westwood spirit' in British Columbia.

Rules and regulations may be obtained by calling the class organizer at 604 - 946 -7286 Safety standards must be met but modifications outside the regular Vintage rules will be allowed under the 'LIBRE' format as long as they are typical of the period.

This will be a FUN event with the emphasis on participation rather than winning , so come on out and have some fun.



# vintage racing club of bc ANNUAL AWARDS BANQUET

Saturday November 25, 2000

at

**Jericho Garrison Combined Mess  
4050 West 4<sup>th</sup> Avenue, Vancouver, BC**

6:00 pm	Cocktail hour ("No Host" bar)
7:00 pm	Dinner (reservations required)
8:00 pm	Presentation of 2000 Awards
9:00 pm	Entertainment, Dancing, Partying

Price: \$Cdn30.00 or \$US20.00 per person

**Reserve places now !! Invite your friends !!**

**Please mail the reservation form and a cheque payable to  
Vintage Racing Club of BC  
no later than November 15 to either**

**Bob Hayes, 4610 Kelly Drive, Delta, BC V4C 1G6 604.946.7286**

or

**Gil Stuart, 1306 Ivor Road, Nanaimo, BC V9X 1P7 250.722.9492**

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(cut here and mail with cheque no later than November 15)

## VRCBC ANNUAL AWARDS BANQUET RESERVATION REQUEST

I plan to attend the VRCBC Annual Awards Banquet on Saturday, November 25 and wish to purchase tickets at \$Cdn30.00 or \$US20.00 each. My cheque is enclosed.

Number of tickets \_\_\_\_\_ Amount \$ \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

TELEPHONE \_\_\_\_\_ e-mail \_\_\_\_\_

## MARKETPLACE

(all prices \$Canadian except where noted)

**FOR SALE:** HMR2000 souvenir shirts. Competitor golf shirts reduced to **\$25**; T-shirts reduced to **\$15**. Contact anyone on the executive.

**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. **1990 Mazda Protégé GT** \$3500 obo; **1969 and 1970 Datsun 510** project cars; 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.

**1965 Porsche 911** vintage race car; will build to customer specifications. Call Frank Chynoransky 604.823.4536.

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

**1964 Lotus 7** with extra wheels and trailer. Call Alan Donaldson 604.737.8053

**1986 Swift DB2 Sports 2000;** Call Ian Wood 604.433.4717

**1996 Chev Silverado and spares** 117000 km \$20,000 Call Ian Wood 604.433.4717

**For Sale:** set of 5 steel Mini rims 8" wide x 10" diam complete with SP racing tyres \$100 Call Ian Wood

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

**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.

**VRCBC members advertise free in the VANTAGE.  
Send your items for the next issue by October 23 to the Editor.**

## 2000 CALENDAR OF REMAINING EVENTS

(subject to change)

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/SCCA Vintage Grid	Mission Raceway, BC
Nov 25		VRCBC Annual Awards Banquet	Jericho Mess, Vancouver, BC

**NOTES:**

- + Indicates SOVREN points race
- \* Vintage grids with SCCBC at Mission will be on Sunday during the year 2000