

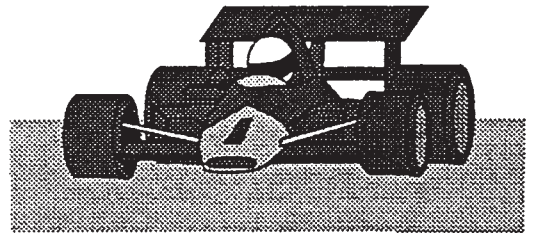
A publication of the
Vintage Racing Club of
British Columbia

VANTAGE

November 2000



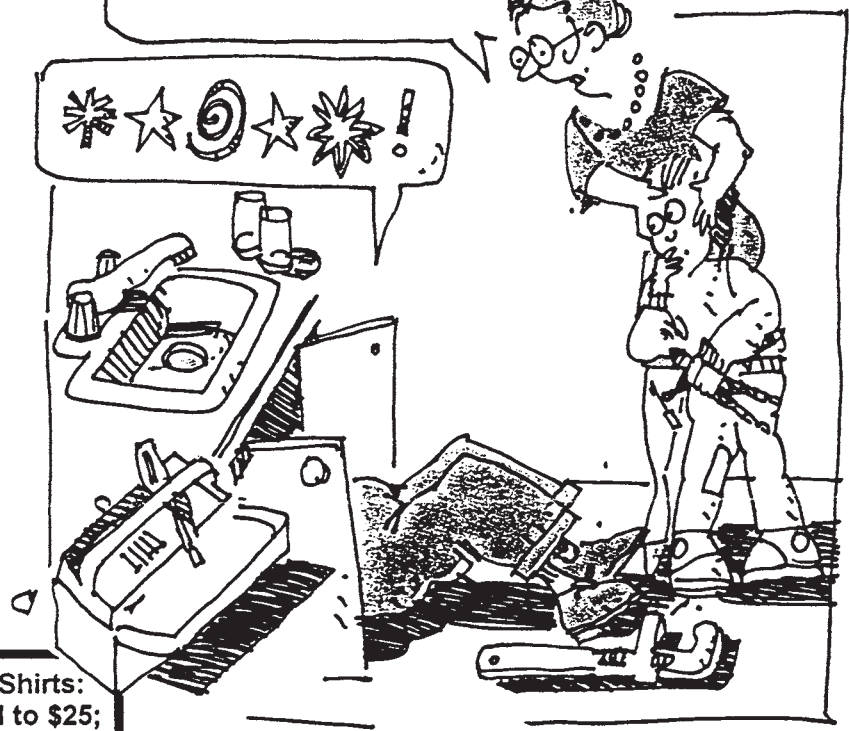
Panamericana 2000
Adventures Pages 8/9
Notice of Annual
General Mtg Page 11



YOUNG EARS... YOUNG EARS!
WHY DON'T YOU USE SOME OF
THAT ENDEARING TALK YOU
NORMALLY RESERVED FOR YOUR
RACE CAR ON THE
KITCHEN PLUMBING?

WHAT VINTAGE
RACERS DO
IN THE OFF-
SEASON:

* * * * *



CRAIG



FOR SALE HMR 2000 Souvenir Shirts:
Competitor Golf Shirts Reduced to \$25;
T-Shirts Reduced to \$15. Lots left.
Contact anyone on the Executive.

IMPORTANT UPCOMING CLUB MEETINGS

- November 25 Annual Awards Banquet: Reservation Request Form Page 10
- January 9 Meeting Place: Cruiser's Pit Stop Diner 21671 Fraser Highway, Langley
- February 13 VRCBC Annual General Meeting: Cruiser's Pit Stop Diner, Langley (8:00 pm)

2000 Executive

		<u>Phone</u>	<u>Facsimile</u>	<u>e-mail</u>
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Past President	Alan Donaldson	604.737.8053	660.2420	adonald@direct.ca
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Race Director	Hugh Archer	604.266.1830	261.8251	harcher@telus.net
Secretary	Andrew Slater	604.986.0949	986.1585	Riversidecparty@aol.com
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 on the second Tuesday of each month (except December): 7:00 pm for social; business to start at 8:00 pm. The January 9, 2001 meeting will be at Cruiser's Pit Stop Diner 21671 Fraser Hwy, Langley. The AGM on February 13, 2001 is also to be held at Cruiser's Pit Stop Diner. Future meeting place is to be determined.

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 December 20, 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 I write this, I find it hard to believe that we are already well into November and, for us as a club, the end of the year is upon us. All that remains is just one club meeting and our Annual Awards Banquet on Saturday 25th November after which we can launch ourselves into the Christmas season and spend more time with our families and, of course, with any bruised or tired race car that needs some tender loving care.

Bearing this in mind, I would like to wish you all "a very happy Christmas season". Relative to this wish, why not kick off the season by joining your fellow club members for our annual festivities on the evening of November 25th at the Jericho Garrison Mess? We will have a beautiful dinner; some less beautiful, but informative, speeches; door prizes; the presenting of our annual awards (VRCBC OSCARS I guess!); some music and dancing; and even some large screen video of your very own exploits? Who knows? So come along and get your tickets quickly to avoid disappointment. Call an Executive member today and let him know that you want to be at the event.

Our club has just been awarded "Club of the Year" by the CACC so give yourselves a pat on the back. More about that at the November 14 meeting and the banquet . . .so be there!

"And now for something completely different" as good old Monty P used to say! Vintage racing people talk and I've been subjected to a lot of it as your President for the past year. One of the "hot potatoes" that keeps on keeping on is the subject of moving the club forward in time from our current 1969 cut off date. Oh yes!! I know some of you feel that no *real* cars were produced after 1908 and that the Targa Florio was the last true motor sporting event! But come on. Can we talk? What's wrong with 1970 or even 1971 as a cut off date to be locked in for a few years? Is it to do with the Japanese invasion (no, not that one silly!), the swellings called flares, plastic body bits, sticky slicks, horsey engines, the wrong shapes old chap, or some other reason?

The very least we should do is raise the issue and discuss it one more time to see if any opinions have changed. I feel, and it's just one man's opinion, that if 1970 or 1971 meant we could add ten or so more *active racing drivers* to the club then it wouldn't be such a bad thing after all. Think about it carefully and prepare a position in your mind with reason as I will be raising this as a "President's parting shot"; and I will expect to have some great and considered opinions from *all* of you.

I can't help reflecting that one day, (and . . .yes I will be "pushing up the daisies" by then) someone will be driving a Dodge Viper in vintage racing; and the sun will still set; and the Lions Gate Bridge will still need repair; and the politics of the country will still be a shambles. In fact, life will still go on as usual. Let's hope the forward-looking policies of the VRCBC are also leading the way!

All the best. See you at the Banquet.

Editor's Page by Gil Stuart

Welcome to the November issue of VANTAGE, an informative newsletter for members and friends of VRCBC. On the club business side, have a look at the Minutes of the October 10 regular meeting and the "Notice of Annual General Meeting February 13, 2001". I have put down a few words on pages 8/9 about the Nick Woodhouse/Gil Stuart Ford Anglia 1200's recent adventures at Mexico's Panamericana. Pages 6/7 offer the second episode of "Octane Solutions for Older Volvos" and, of course, the "Marketplace" section is full of bargains.

Many thanks to the dedicated members who have once again provided the valuable content for this newsletter: Mike Tate, Andrew Slater, Hugh Archer, Mike Currie and Craig Ainscough.

And a special welcome to new members Myles and Retta Winbigler of Bellevue, Washington. Myles, in his speedy Austin Healey Sprite and potentially fast Lotus 7, and Retta in her Beach Vee have been steady supporters of VRCBC's vintage events at Mission for the last two years. We look forward to their continued participation.

While speaking of membership, dues for 2001 will remain the same as for 2000: \$CDN50.00 for single and \$CDN60.00 for families. **Renewals are being accepted now.**

For your information, only two people who were members in 1999 did not renew for 2000; and 21 new members (16 single and 5 family) signed up during the past year bringing our total to 73. I am pleased to observe VRCBC is alive and growing again. Access to the River's Edge Road Course at Mission is undoubtedly the reason for this growth.

My personal thanks to Mike Currie and Karen Smith for representing VRCBC at CACC's November 4 Annual General Meeting. Mike tells me Ed Smart is the new CACC President and Noel Florack is the new Race Director. Congratulations to Ed and Noel. Unexpected good news from the CACC meeting is that VRCBC has been named "Club of the Year." Ed Smart plans to attend the November 14 meeting to introduce himself and personally present the award. Mike's other news is that the Race Discipline has offered to lend SCCBC \$15000 at no interest repayable in increments over one year to complete the River's Edge extension.

From SOVREN's Bulletin Board: The Enduro at the Fall Finale was a success. Inspections of big bore Historic, open wheel and sports racing cars were undertaken at the Fall Finale for compliance with their respective Car Registration Forms. Quote from Dick Buckingham "We found some cars which had legality problems....I think the inspection process is showing people that we are serious about getting cars to be in compliance with the rules." The Maryhill Hillclimb on October 7/8 was successful although down on participants to 38 from a planned 60. SOVREN intends to review whether or not it wants to run the event again in 2001. SOVREN's Annual Awards Banquet will be January 13 for anyone who wishes to attend.

Within VRCBC, we are discussing whether or not there is value in continuing membership in the Vintage Motorsports Council. The VMC was established to bring organizers of vintage road race events in North America together for the long term purposes of standardizing various aspects of the sport: licencing, insurance, safety, etc. While some initiatives have been undertaken to the benefit of vintage clubs and racers, VMC membership at \$US150 per year probably does not give good value for VRCBC member's money. This is especially true when one considers VRCBC's successful affiliation with ASN Canada FIA through CACC. The executive proposes to put the question to a vote at an upcoming meeting.

VINTAGE RACING CLUB OF BC
 Minutes of Regular Meeting of October 10, 2000 - Jericho Garrison Combined Mess

The meeting was called to order at 7.25 pm with 17 members present and one guest – Charlie Teetzel (Introduced by Gil Stuart). Clarifications to the September minutes were called for by Mike Currie re: the October 8 race meeting at Mission was not a joint CACC/SCCA event as reported; and same having been agreed will be attached as an addendum to those minutes. A move to accept the minutes as amended was made by Gil Stuart and seconded by Karen Smith, resulting in their adoption.

President's Report

Mike Tate reiterated his previous call for a new race chairman for HMR 2001. A letter has been sent to SCCBC requesting dates for 2001 (HMR 2001 May 26/27; up to 3 vintage grids with SCCBC at CACC sanctioned events). We still need an editor for Vantage. Presidency – Mike Tate reminded those present that he will not be standing as president next year and called for ideas / names. He summed up by reporting briefly on the last two race meetings at Mission.

Treasurer's Report

Gil Stuart reported that all the HMR 2000 bills have now been paid. There is \$3200 in the current account for expenses due over the balance of the year including \$1000 for the banquet and a similar amount in trust for the Okanagan SCC loan if it is needed. The club has 72 members and Gil said that he had been going to recommend a fee increase but it had been agreed at the last executive meeting that expenses should be reduced instead. Mike Currie commented that the \$1000 set aside for the OSCC will probably not be needed before year end. Gil said that he can now see his way to continuing as Vantage Editor into 2001.

Race Director's Report

Hugh Archer reported a great time at Mission vintage grid three weeks ago (Sept 24). Some members are going to Laguna Seca on the first weekend in November; Dave Roberts, Leigh Anderson, Hugh Archer and Gunther Pichler. Mike Currie announced that CACC is trying for a co-sanctioned event with SCCA for the August long weekend 2001. He also said that SCCA Northwest Region are possibly going to have 2 races at Munroe including use of the 5/8ths mile oval and vintage grids. Karen asked whether dates had been requested for HMR 2001. We have asked for May 26/27.

Report on the October 3 Executive Meeting by Hugh Archer

The question 'What do we get from our \$US150 VMC membership?' was raised. Hugh Archer said that we used to get racing licences from VMC but most members do not get licences from them now rather from CACC. Should we continue paying for this? Comments were called for: VMC website does not contain useful information. Gil Stuart said that although VMC has undertaken initiatives to standardize and improve vintage racing in North America, results are coming slowly; and that despite our reports being submitted to biannual meetings, the reports don't receive significant attention. He pointed out that VMC encourages clubs to send representatives to their meetings. Evan Williams asked whether member racers could still get VMC licences if the club were not a member of VMC; it appears unlikely. Mike Currie suggested that ASN/CACC licences were just as well accepted. It was agreed that notice be given to the membership that the issue whether to leave or remain with VMC will be raised at the AGM.

Re: meeting venue for 2001: Wes Stinson tried Galbraith House to no avail and has subsequently booked "Cruisers Pit Stop Diner" near Langley Airport for the January meeting. The question of meeting regularity was raised; do we need meetings once a month or will every two months suffice? Should we look at alternate venues over the year? Comments called for. General consensus was that we should stick to one venue and have meetings once a month. Mike Currie suggested inviting speakers or showing videos – anything to inject some life and entertainment into the meetings.

Phil Entwistle thought that on the change of meeting place the club had geographically gone from one extreme to the other. Gil Stuart suggested 2 or even 3 different venues over the year might solve the geographic problem since any one location cannot be near to every member; but pointed out that to successfully do this a social director would be required for liaising both venue and entertainment.

Phil offered to talk to Wes Stinson about researching the 'Sprott Sports Club. The subject will further be aired in the next Vantage in the hope of getting more input at the next or subsequent meetings. At the moment, we have no meeting place for the February AGM – we need this. The executive will discuss this at their next meeting.

The Awards Banquet will be on November 25th and Mike Tate thanked Rodger Hayes for his arrangements of the food and music. Mike will attend to the arrangements with the 'Mess' for this night. We are looking for gifts/door prizes for this event. Evan advised that he has organized the Whistler Weekend raffle prize and that this time it is totally free. The executive will phone poll the membership to establish how many members and guests will be attending.

8.15-8.30 Break

Formula 70 Libre at HMR 2001/Possible Change in Eligibility Dates for Vintage Race Cars

Mike Tate asked the Hayes Brothers to report on their Formula 70 Libre activities for HMR 2001. A grid of exhibition open wheel and sports racing cars to 1979 is proposed. The grid is being promoted as the 20th Anniversary since the start of vintage racing at Westwood. Hugh Archer asked that future announcements for promotion of the event be submitted to the executive prior to publication.

Robert Hayes reported that he had approached the Calgary club but to date no response and also Gimli but they do not have any formula cars. Portland have a possibility of 5 or 6. SOVREN and local sports racer drivers apparently do not like the Mission track. All local FVs are interested. Another possible 16 cars have shown interest. Suggestion made by Robert Hayes of running Solo 1 during lunch time at the Mission event also talked re: Pro Solo. Hugh Archer thinks Solo has no place in vintage events. Gil Stuart wanted it made clear that this grid was for HMR 2001 only and was being run to celebrate 20 years since the first vintage meet at Westwood. Ian Wood expressed concerns that the cars would become too new and suggested maybe 1976 as a cutoff. Mike Currie pointed out that all the cars eventually racing in this 'exhibition' group will have to pass the safety tech.

There was general talk of changes in age eligibility of vintage race cars within VRCBC and questions as to 'can we expect 1974 as a new mark?' More talk on the club overall policy on age eligibility showing there is support for a change. Apart from SOVREN, many clubs appear to be settling for about 1974/5. Mike Tate would like to see 1975 and in doing so feels we could attract new members. Evan Williams suggested a rolling 25 year mark. Hugh Archer pointed out that there are two types of club in the USA: one which sticks to a date and never changes but still have to turn away entries; and the other type which says bring your car and we will fit you in somewhere. Karen Smith thought this should be brought up at the AGM for discussion. Mike Currie said it must be put to a vote as it amounts to a fundamental change in the club's philosophy.

Back to HMR 2001 and Ian Wood suggested that, due to time limitations in the schedule, Tall Tyres be run on one day and the Formula 70 Libre exhibition grid on the next.

HMR 2001

Hugh Archer said that the philosophy for this event was to try and make the entry fees pay for the weekend and that any gate should be regarded as a bonus. The Seattle Spring Sprints would be the type of event with some hospitality but scaled down from the previous two years. Probably minimal giveaways to participants and will no doubt see a rise in entry fees.

Old Business/New Business

Nothing

Miscellaneous

Evan Williams gave an entertaining report of his trip to Spa Francourchamps for a Formula 3 school program. He also regaled on his time in a '94 Larousse F1 car through Eau Rouge and Blanchimont.

Nick Woodhouse together with Gil Stuart and Charlie Teetzel are taking part in the Carrera PanAmericana, Mexico in a Ford Anglia; 7 days 1800 miles October 27 to November 2.

November 4th CACC AGM – Karen Smith urged VRC member participation
 Mike Currie has Mary Hill results; 38 entries each with 7 passes up the hill. No serious incidents and a great time had by all.
 Nick Woodhouse will arrange a big screen for the November 25th Awards Banquet so that videos including that of the 'Mary Hill' hill climb can be shown.

Buy and Sell

Bob Barg has a Mazda Protégé for sale. His 510's have been withdrawn but McNamara FV still for sale.
 Ian Wood still has Mini rims

Meeting adjourned at 9.30

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.racingone.com	latest racing news F1, CART, IRL
http://www.lacarrera.com	Panamericana information

WEBSITE OF INTEREST

http://www.freeallenrichardson.com	Allen's story and request for support
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RESULTS: SCCBC/CACC Vintage Grid at Mission October 8, 2000

Pos	Driver	Car	Pos	Driver	Car
Race #1			Race #2		
1	Gunther Pichler	Jaguar	1	Gunther Pichler	Jaguar
2	Tom Flynn	McKnight FV	2	Tom Flynn	McKnight FV
3	Eldon Rowe-Evans	Autodynamics FV	3	Jim Loveall	Porsche 912
4	Jim Loveall	Porsche 912	4	Eldon Rowe-Evans	Autodynamics FV
5	Ivan Lessner	Austin Healey	5	Ivan Lessner	Austin Healey
6	Luke Stockdale	Triumph GT6 (DNS)	6	Luke Stockdale	Triumph GT6 (DNS)

OCTANE SOLUTIONS FOR OLDER VOLVOS

by Paul Grimshaw (submitted by Mike Currie)

(Second in a series of two articles – the first article appeared in the September issue of VANTAGE.)

Octane Boosters and Lead Substitutes (continued): Aromatic hydrocarbons such as Toluene and Xylene 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 ounces 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).

If used in greater quantities, however, Toluene and Xylene have a more substantial effect on the octane rating of pump gasoline. Ten percent Toluene or Xylene in a tank of high octane pump gas will yield AKI 94 whereas twenty percent of either chemical will result in a blended octane of AKI 96. Large quantities of Toluene and Xylene may be purchased commercially for approximately \$US10.00 per US gallon.

Significant health hazards and fire risks can arise from handling Toluene and Xylene, so home chemistry is not recommended. The addition of large quantities of Xylene to a tank of gasoline could eventually create a host of fuel system disorders in an older car.

Oxygenates: The United States 1990 Clean Air Act encourages the use of fuel additives which promote more complete combustion. Such additives, referred to as oxygenates, usually consist of methyl-tertiarybutyl-ether (MTBE) or ethyl alcohol (ethanol). These additives are present in at least 8 to 25% of fuels blended for use in the United States. Although oxygenates can improve octane, they are commonly blended with adjusted base stocks to yield the same rating as other commercially available gasolines. Never-the-less, the higher oxygen content of fuels treated with MTBE or ethanol promote more complete combustion in older Volvos. The result is usually a slight improvement in fuel economy and less combustion chamber deposits.

Despite the many positive effects of oxygenates, their effect on the seals and adhesives used in older fuel systems is cause for concern. Nitrile butadiene rubber, a common elastomer used to seal older fuel systems, has been known to swell in the presence of some oxygenates in 3% of test fleets. Other negative effects of oxygenates include: increased engine wear, caused by the alcohol additives washing lubricants away from cylinder walls; vapor lock, caused by the relatively low vapor points of oxygenated fuels; and difficult cold weather starting, caused by the low heat of vaporization of alcohols.

What About Aviation Fuel? Aviation fuel, or AVGAS, is often touted as the panacea for all octane related disorders. While it is true that leaded aviation fuels such as 100/130 and 100LL have octanes in excess of road fuels, their distillation curves feature proportionally larger quantities of paraffins. Paraffins are branched chain hydrocarbons that are capable of releasing high energy, but their lower Reid Vapor Point undermines crisp throttle response and frustrates cold starting. These factors, combined with the cost and federal laws prohibiting the use of leaded gasolines in North American road cars, makes AVGAS a poor choice for the vintage Volvo owner.

Conclusions: Considering the rules, regulations and performance factors surrounding today's gasoline blends, the following highlights the best strategy for the vintage Volvo owner:

- Ensure that your Volvo's engine is in good working order and is professionally adjusted to specification. If you are planning an overhaul, consider the merits of having the combustion chamber and valves professionally cleaned, hardened valve seats and , if available, a thicker head gasket installed;
- Wherever possible, use "premium" conventional gasolines rated to AKI 91, 99 RON or higher. If such fuels promote pre-ignition, try using small quantities of commercially available octane improver. Select products which promote valve lubrication. Always use care and caution with such products as they often contain toxic metallic and aromatic compounds;
- If the only fuels available in your area are oxygenated with alcohols, frequently inspect the fuel filter for signs of debris. A frequently clogged fuel filter normally signals a deteriorating fuel system. Have the tank and fuel lines inspected, cleaned and prepared to accept oxygenated fuels;
- While there is potential merit in using large quantities of Toluene and Xylene as additives at the race track, the costs and risks are substantial. Home chemistry is not recommended;
- Stay away from AVGAS. It is expensive, illegal and ill-suited to the automotive environment.

*Paul Grimshaw lives in Victoria, BC and is author of Volvo related repair books:
"The Gothenburg Bible" and "The Volvo Performance Handbook".*

Race Director's Report – Hugh Archer

Club members Hugh Archer, Dave Roberts, and Evan Williams, spent a beautiful and sunny first weekend in November racing at Laguna Seca. Despite some initial organizational glitches by the SCCA, the on-track activities ran smoothly with large grids.

Archer and Roberts sampled the local cuisine and general hospitality of the Monterey Peninsula, giving the toolbox a much needed rest. Williams was "clutch less" for a while, but with the assistance of Alan Donaldson and Dave Williams (the real worker in the group), had a successful time on track.

There was a vintage race at Sears Point (Elva reunion in which Leigh Anderson participated in his Courier) the weekend before, and vintage races at Thunderhill and Las Vegas the weekend after, so there were plenty of opportunities to have fun in the sun.

The SCCBC have work parties on alternate Sundays at River's Edge at Mission. Even a few hours of work are greatly appreciated. I encourage all VRCBC members to show their support to maintain and improve our local racing facility. Contact Terry Ward at 604.939.5327 or trw@direct.ca for information and times.

Panamericana 2000 Adventures – Gil Stuart

In early 2000, when Nick Woodhouse asked if I would be interested in going with him to Mexico to run La Carrera Panamericana 2000, there was not a moment of hesitation to shout out a resounding "Yes!" My head was still filled with memories of 1995 Panamericana adventures in my Volvo PV444 and I have longed to return for more of the same. This time, the race car would be Nick's newly prepared 1965 Ford Anglia 1200 Super with a 1600 plus cc push rod engine. Since the car is nimble and considerably less than a tonne, it would be fast on the twisty Panamericana pavement but would it stand up to the pounding of 7 days and 3200 kilometers of high speed driving?

La Carrera Panamericana is a re-creation of the original races of the same name which took place between 1950 and 1955 to celebrate the opening of the Panamerican Highway in Mexico. The original races traversed the full length of Mexico mainly starting near the Guatemala border and they attracted international attention becoming historically famous motorsports events. The Mexican Automobile Sport Federation has successfully run the retro Panamericana events since 1988 also mainly traversing the 3200 kilometer length of Mexico from Tuxtla Gutierrez in Chiapas province to Nuevo Laredo on the Texas border. This year's event started from Tuxtla on October 27 and finished in Nuevo Laredo on November 2.

A total of 88 cars started this year in eight classes broken into two age categories. Pre-1955 has five classes: for sedans, Turismo Mayor and Turismo Produccion; for sports and GT cars, Sport Mayor and Sport Menor; and a class for Original Panam cars. The 1955 to 1965 cars have three classes: Historic "C" for eight or more cylinder engines; Historic "B" for six cylinders; and Historic "A" for four cylinders.

Entries came from Europe (20), Mexico (22), USA (44) and Canada (2). The other Canadian entry was a Porsche 904 replica also from Vancouver. Nick's 1965 Ford Anglia 1200 Super was in Historic "A" with two Porsche 356, one Porsche 912, two Alfa Romeo, one MGB, one Karmann Ghia and three Volvos.

The overall first to third placing cars at the finish line were 1954 Studebaker (Turismo Mayor) driven by the French team of deThoisy/Tropenat; 1954 Oldsmobile (Turismo Mayor) driven by Mockett (USA) and Bailie (UK); and 1949 Oldsmobile (Turismo Mayor) driven by the USA team of O'dell and Dunaway. In Historic "A", the MGB from Mexico City placed first in class just 3 seconds ahead of the Porsche 912 of famous rally driver Scott Harvey of California.

The following narrative offers a snapshot of adventures with the Woodhouse/Stuart entry in La Carrera Panamericana 2000:

Last minute preparations included installing rally equipment in the Ford Anglia race car and a steering dampener to fix the "death wobble" experienced by Nick during pre-race testing. On October 16, after loading up, Charlie Teetzel and I left Vancouver driving Nick's Dodge Ram cargo van, trailer and Anglia race car to Laredo, Texas where we picked Nick up at the airport on October 20. It took five frustrating hours on October 21 to get temporary vehicle import permits, but once obtained, the three of us headed south into the heart of Mexico. First night was spent in Matehuala; second night in Oaxaca; third night in destination Tuxtla Gutierrez (October 23) – locate these places on your Mexico map if you are not familiar with them. The driving was trouble free (since Nick's van was fairly new and up to the task) except for the \$US100 ticket in Mexico City for pulling a trailer on a banned road or something.

Tech inspection and display of the cars was at Tuxtla Gutierrez fair grounds where the locals look forward to the Panamericana cars coming each year and the people turned out by the thousands. We had printed up 500 post cards showing the car and could have given out many more at Tuxtla alone. Nick's wife Olga and daughter Natasha arrived by plane and the chase crew was complete.

Race start was from the central plaza on October 27 and probably 10000 people were there at 8 am to watch the cars leave. This was a thrilling sight for everyone. On the road, race cars are separated at 30 second intervals per performance rally format. Because the Anglia was in the slowest class, we were among the last to leave and, as it turns out, we never got to see the cars at the front.

On the first day, the first three performance stages went well but the car just quit on the transit between stages 3 and 4. The electrical wiring failure took 15 minutes to find and fix and we never caught up to the rally for the rest of the day.

On the second day, we started at the rear once more because of the lost time on day one. All five stages went well and the car was really flying except for another wiring failure on stage 3 during which we lost about three minutes. The wiring failure, in fact, involved a failed distributor which meant the car ran on the battery all day. Only 20 kilometers from the finish in decreasing daylight, the battery gave up and we stopped at the side of the road. To get credit for the day's performance stages, the car has to reach the finish under its own power, so there I was out on the road flagging down passers by and trying to buy a battery. Eventually, a young fellow stopped and took me into the nearest town where I bought a battery, returned, installed it and made the finish before the maximum time limit.

A new alternator was installed ready for day three. The first two stages were perfect and we were moving up the field but on stage 3, the transmission failed leaving only first and third gears. We finished the stage without much loss of time but had to start stage 4 with only third gear. About half way through the 20 kilometer stage 4, all drive stopped and the left rear wheel and axle departed the car disappearing over a cliff narrowly missing a Mexican family spectating in a small car. After skidding to a stop, our day done, we found the wheel and axle in a pine tree, jacked up the car and put the axle back in place. About that time, the service crew for a USA based Alfa Romeo sedan came by with a trailer and offered to take us to the finish about 50 kilometers away.

We had a spare axle so repairs to the axle were easy at a small local shop but the gear box was toast. Arrangements were made for another gearbox to be flown down from Oregon; and 3 frustrating days were spent trying to get it out of Mexican customs which never happened. The gearbox is still in Mexico.

The bottom line: the car lasted three days. We followed the rally the remainder of the way back to Texas as spectators and were at the finish line to watch the cars come in on November 2. The Woodhouse family flew back to Vancouver from Laredo to attend to business; and Charlie and I drove the rig back to Vancouver at a leisurely pace through California and up Interstate 5 arriving in Vancouver on November 7. Total distance traveled was 14200 kilometers in 22 days.

The trip was a lot of fun but tiring due to the long distances involved. I don't know whether or not Nick would do it again but I wouldn't hesitate except for the cost. We all got back safely and the car is relatively intact. Driving across the finish line with the race car was our objective but such was not to be – perhaps next time."

vintage racing club of bc ANNUAL AWARDS BANQUET

Saturday November 25, 2000

at

**Jericho Garrison Combined Mess
4050 West 4th Avenue, Vancouver, BC**

6:30 pm	Cocktail hour ("No Host" bar)
7:30 pm	Dinner (reservations required)
8:30 pm	Presentation of 2000 Awards
9:30 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

(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 _____

**Notice of Annual General Meeting of the
Western Vintage Automobile Racing Club
(aka Vintage Racing Club of British Columbia)**

Notice of Annual General Meeting is hereby given to all members
of the Vintage Racing Club of British Columbia this 14th day of November, 2000.

Date: February 13, 2001 **Time:** 8:00 pm
Place: Cruisers Pit Stop Diner
21671 Fraser Hwy, Langley (approx one km E of Langley).

A quorum is required for this meeting. Therefore, all members are urged to attend.

The agenda for the meeting will include the following items:

- reading and approval of the minutes of the previous AGM held February 8, 2000;
- reports by officers;
- presentation of Financial Statements for the fiscal year Jan 1 to Dec 31, 2000;
- other business;
- election of officers for the year 2001.

Executive positions seeking candidates are: President; Vice President; Secretary; Treasurer; and Race Director. Mike Tate, the current President, becomes Past President upon election of a new President.

Alan Donaldson, Past President is the Nominating Committee. He proposes to recommend candidates for each executive position to the membership at the meeting. Members in good standing are eligible for executive positions. Therefore, members wishing to be nominated for a position should contact Alan Donaldson prior to the AGM. Further nominations will be accepted at the meeting.

MARKETPLACE - (all prices \$Canadian except where noted)

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 McNamara Formula Vee: very rare; needs reassembly; \$1650 without race engine; will consider trades and lease/rental arrangements with purchase option. **1990 Mazda Protégé GT** \$3500 obo. Call Robert Barg at 604.942.6685 or FAX 604.942.6148.

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

1986 Swift DB2 Sports 2000; Also for Sale: set of 5 steel Mini rims 8" wide x 10" diam complete with SP racing tyres. \$100. Call Ian Wood 604.433.4717

1979 Ford F250 pick up with Fibremold canopy. Our personal tow vehicle for 15 years. 460 cu inch V8; blue with silver trim; blue interior; two trailer balls; air; original manuals. \$3500.00 **Also for Sale:** 16 foot enclosed car trailer; dual axle; electric brakes; tire rack; ramps; needs work \$1600.00 Call Wes at 604.524.8761 or 604.438.7464 ext 13.

1971 DeTomaso Pantera A cream puff; charcoal black interior; Gotti 3 piece wheels; Borla stainless steel exhaust; Cobra Jet 4 bolt 351 cu inch Cleveland; exotic and very fast. \$55000. **Also for Sale: 1980 Triumph TR7 BRG;** black vinyl top; parchment interior; complete for restoration or parts. \$600.00 Call Wes at 604.524.8761 or 604.438.7464 ext 13