

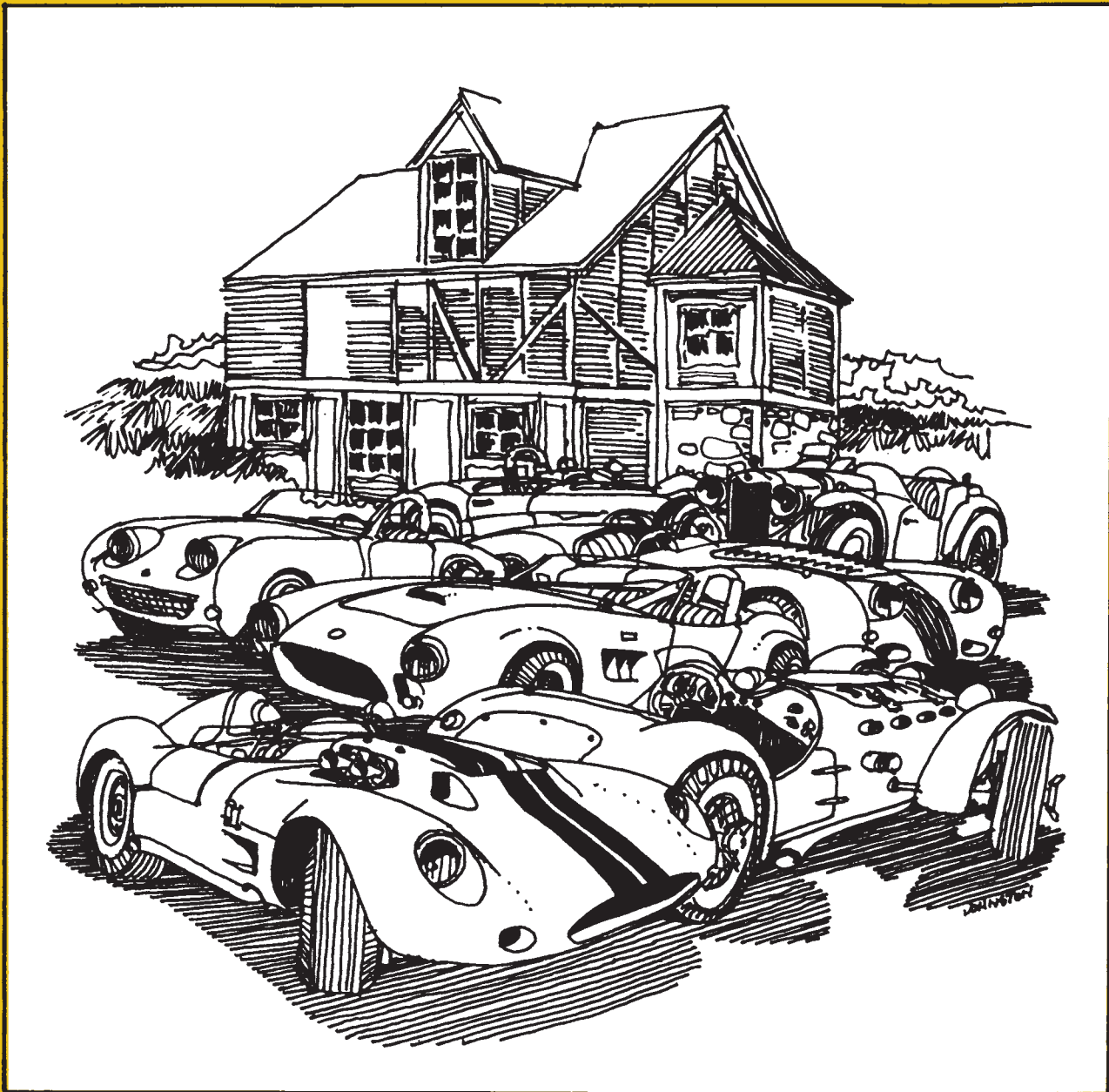
vantage

vintage racing club of british columbia

1976



1986



ANNIVERSARY ISSUE

DECEMBER 1986



Support our
Advertiser's



AUTOMOTIVE LTD.



PH. 980-2194

NORTH VANCOUVER B.C.



**SEABOARD
ADVERTISING
COMPANY**

A JIM PATTON COMPANY

4295 Dawson Street, Burnaby, B.C. V5C 4B3 Telephone (604) 291-1229
FAX 298-2395

Michael P. Welland
Account Supervisor



**National Tire
Wholesale Inc.**

YOKOHAMA
Performance Radials

27 West 2nd Ave., Vancouver, B.C. V5Y 1B1 (604) 879-0902

Quality Car Parts & Accessories
for ALL Import Cars!



"If we haven't got it,
we know where to find it!"

BRITISH CAR PARTS

LTD.

★ LUCAS

★ BENDIX

★ HEPOLITE

★ LOCKHEED

By ENTHUSIASTS FOR ENTHUSIASTS

10% DISCOUNT to all MEMBERS!

1877 Marine Drive, North Vancouver — 988-5255

PARKING AT REAR

VANDERVELL ★

SMITH'S ★

NGK ★

GIRLING ★



ACE OF SUEDES LTD.

LEATHER & FUR SPECIALISTS
CLEANING REPAIRS & STORAGE

Michael Rigby
SALES MANAGER

1705 VENABLES STREET, VANCOUVER, B.C., V5L 2H3
(604) 254-1621

Spartan



DUCKHAMS

MOHAWK LUBRICANTS
A DIVISION OF MOHAWK OIL CO. LTD.
170 HARBOUR AVENUE
NORTH VANCOUVER, B.C. V7J 2E6

DANNY KELLY
SALES REPRESENTATIVE

Bus: (604) 253-4128
Bus: (604) 985-9561
FAX: (604) 985-0209
Res: (604) 941-4281

Pager: 667-6999
*Please leave
message after tone.*

VANTAGE 1976 - 1986

THE TENTH ANNIVERSARY PUBLICATION OF THE VINTAGE RACING CLUB OF B.C.



EDITORS: **DAVID BIRCHALL, MICHAEL RIGBY
AND MICHAEL WELLAND**

LAYOUT AND DESIGN: **DAVID BIRCHALL AND MICHAEL RIGBY**

PHOTOGRAPHS: **ALAN MURTAGH, DOUG CALBECK
AND DOUG LUPTON**

ADVERTISING DIRECTOR: **MICHAEL WELLAND**

CONTRIBUTING WRITERS: **LEIGH ANDERSON
ROBERT FOLLOWS
LORRIE HUNT
BRIAN JOHNSTON
JOHN MacGREGOR
JOHN RIDDINGTON
DAVID BIRCHALL**

	1986 EXECUTIVE	1987 EXECUTIVE
PRESIDENT:	LEIGH ANDERSON	DAVID BIRCHALL
PAST PRESIDENT:	JACK HAWKES	LEIGH ANDERSON
VICE PRESIDENT:	MICHAEL RIGBY	ROBERT FOLLOWS
TREASURER:	LORRIE HUNT	RAY NICHOLS
COMPETITION:	JOHN MacGREGOR	ALAN RICHARDSON
SECRETARY:	JOHN RIDDINGTON	JOHN RIDDINGTON

The Vintage Racing Club of British Columbia meets on the second Tuesday of each month at the Officer's Mess,
4050 West 4th Avenue, Vancouver, B.C.

EDITORIAL in which Michael Rigby gives his point of view

It gives me great pleasure to bring out this very special edition of the Vantage. It is not often that I find myself in the right place at the right time. This year fortunately my editorship coincides with the tenth anniversary of the founding of our club.

There is tremendous enthusiasm within the club's executive to see a first class Vantage issue in celebration of our ten years of racing. The Executives each contributed articles for publication which will convey their spirit of enthusiasm for the club, and their conviction of it's continued strength, success and most of all fun.

Fun is the key to this club's success, it is that intangible sensation which has been made real by the spirit and activities of the club and its members. As you read through this Vantage you will re-experience the fun of the past ten years. The photographs make the past become real again. Regrettably many photos from the previous years are missing, but I'm sure you will be able to fill in any gaps.

Re-printed you will find the first page of the Vantage, when it was a news sheet. Reading through old Vantages, I'm impressed by the high level of creativity and enthusiasm expressed by its creators Brian Johnston and Miles Fenton, and cannot help to be reminded that this club endowed with great and willing talent who are this club's finest resource.

Special mention must be made of the cartoons created by Miles Fenton. They epitomize the fun and spirit of the past, and thanks to Miles' permission, reprinted here. They amuse and entertain again with their wit and charm.

I am delighted that this year's Vantage can give space enough to tell part of the club's history. Much of which will be news to many of the members and I am sure it will give one and all a clearer vision of our future through an appreciation of our past. Thank you to David Birchall who remembers the club from its first meeting till today, and to Robert Follows who gave the club its premier race event and the club's coffers vitality.

Read and enjoy. It won't be long before the 20th Anniversary issue hits your mailbox.



PRESIDENT'S MESSAGE

This issue of Vantage commemorates the 10th anniversary of the Vintage Racing Club of B.C., an organization that 10 years ago declared its purpose to be, "to restore race, and exchange information, stock and parts concerning vintage sports and racing automobiles". I tip my hat to those few enthusiasts who had the foresight to charter a club whose purpose has brought us to the forefront of the fastest growing form of motor sport.

I have considered it an honour to be President of the Vintage Racing club of B.C. during the past two

years and view my entry to the ranks of the past presidents with mixed emotions. The past two years have been exciting ones for me. It has been a period during which the club has changed significantly. Our membership, at over 80, has doubled during that period, a rate of increase that is equalled by the increase in the involvement of those who have filled executive positions during that time. The club has significantly increased its activity, its vitality and its presence in not only vintage racing, but in motorsport generally.

Through the efforts of its dedicated members, the VRC has become recognized and respected for its

quality motorsport events such as our May '86 driver training/closed race event and our contribution to the World Exposition on Transportation —EXPO 86 — through our 6th annual Historic Racing Weekend, which drew the largest number of entries ever.

EXPO 86 in which we participated, demonstrated how valuable the automobile has been to mankind, over the years. Racing has played an important part in automotive engineering; therefore, the cars we find, restore and race, are an important part of our heritage. It did not occur to me until after my third visit to Expo, having viewed the many films and static displays that presented the evolution of transportation, that what we do is far more important than I had ever considered it to be. Our purpose as a club took on new meaning. I realized that some of the cars that we race (not mine), are more significant than some of those that were being shown as museum pieces. Consider for a moment that we actually use these machines in exactly the same way, and for exactly the same purpose that they used when new.

That cannot be said about very many other groups dedicated to the preservation of significant artifacts! Perhaps we have a duty — no, a mission — to ferret out these relics, revive them, preserve them and demonstrate them, with renewed vigor. Perhaps I get carried away a little bit.

Those who founded this club, undoubtedly had a dream. As I look at the club today and observe the interest and enthusiasm among its members, most of whom are actively participating in its various functions, I have to conclude that their dream has come true. This club has high standards which give it a solid position in vintage racing in Canada and the U.S. Those standards must not be compromised or that dream will be shattered.

I said earlier that I view the end of my term with mixed emotions. On one hand, I shall be somewhat relieved to hand over the responsibilities and devote more time to preparation and racing. On the other hand I shall miss the contact with members and others who share our interest. I am thankful, however, that out of these contacts have grown some good friendships which I otherwise would not have gained.

I believe that this club is fortunate to have had a very hard working executive during the past year — which is not to say that previous executives were not hard working. I could not have asked for a better group with which to work. A variety of personalities blended together to

make an effective team, one that I shall greatly miss. To them Mike Rigby, John MacGregor, Lorrie Hunt and John Ridington — thank you for a tremendous job well done. You're great. To Rob Follows — the steadying influence — thank you, we couldn't do without you. Alan Murtagh, club photographer and "Senator" Jack Hawkes (Past President), thanks for your contributions.

Vintage racing in the Pacific Northwest is about to rise to a new plateau as new interests appear on the scene in the United States. Others will be looking to us to share, to lead, to counsel and to participate. In true VRC of B.C. spirit, we'll be there!

Leigh Anderson
President



SECRETARY'S REPORT FOR THE YEAR 1986

The best news was the very sharp jump in membership enrollment for this year. We finished the year with a total of 85 members. Considering last year's total was 55, the members' efforts to bring in new faces was really appreciated. If our club is to remain as *the force* in Vintage Racing in the Northwest, we will require even more members.

Thank you all for doing your share.

John Ridington
Secretary

MONEY MATTERS

Those sharp eyed members who read the financial report before turning to the race results, club events and so on, have likely noticed that this is not your usual annual statement. The complete lack of exciting columns of figures followed by a large, positive bottom line, is the clue. The reason for this nonstatement is that our fiscal year is the calendar year and all the 1986 business (some Historic Weekend receiveables for example) has not yet been completed. That said, the annual financial statement will appear in the January newsletter where it properly belongs.

It is interesting to note that 1986 was the first year that the executive had tried to carefully plan the financial life of the club. A budget was prepared, expense limits set and all was well in our fiscal world. Now, you and I and a small sleekit beastie in the Scottish Highlands know all about best laid plans. Revenues increased beyond our wildest dreams. Expenses were up too, but not as much as our income. In short, the club is in the best finan-



cial condition ever and our carefully planned buget was happily forgotten.

No numbers now (remember, January newsletter) but it is safe to say that if membership continues to increase and our events continue to prosper, the Vintage Racing Club has a positive financial future.

L. Hunt,
Treasurer



EXECUTIVE

1976/77

PRESIDENT: *PHIL ESWORTHY*
VICE PRESIDENT: *MILES FENTON (LATER DOUG LUPTON)*
SECRETARY: *MARSHA ESWORTHY*
TREASURER: *STEVE DIGGINS (LATER MARSHA ESWORTHY)*
EDITOR: *BRIAN JOHNSTON*

1978

PRESIDENT: *PHIL ESWORTHY (LATER DOUG LUPTON)*
VICE PRESIDENT: *DOUG LUPTON*
SECRETARY: *RORY PRICE*
TREASURER: *MARSHA ESWORTHY (LATER BRIAN ROUNDING)*
EDITOR: *BRIAN JOHNSTON*

1979

PRESIDENT: *RAY COOKE*
VICE PRESIDENT: *BOB NICHOLSON*
SECRETARY: *RICHARD TANG*
TREASURER: *LORRIE HUNT*
EDITOR: *BRIAN JOHNSTON*

1980

PRESIDENT: *ROBIN MARSHALL*
VICE PRESIDENT: *BOB NICHOLSON*
SECRETARY: *RICHARD TANG*
TREASURER: *LORRIE HUNT*
EDITOR: *BRIAN JOHNSTON*

1981

PRESIDENT: *ROBERT FOLLOWS*
VICE PRESIDENT: *DAVID BIRCHALL*
SECRETARY: *RAY COOKE*
TREASURER: *LORRIE HUNT*
EDITORS: *FENTON/BIRCHALL/FOLLOWS*

1982

PRESIDENT: *ROBERT FOLLOWS*
VICE PRESIDENT: *DAVID BIRCHALL*
SECRETARY: *RAY COOKE*
TREASURER: *LORRIE HUNT*
EDITORS: *BIRCHALL/FOLLOWS & FOLLOWS*

1983

PRESIDENT: *JOHN MAYCOCK (LATER JACK HAWKES)*
VICE PRESIDENT: *KEN INGHAM*
SECRETARY/EDITOR: *PAMELA WOOD*
TREASURER: *LORRIE HUNT*

1984

PRESIDENT: *JACK HAWKES*
VICE PRESIDENT: *DAVID BIRCHALL*
SECRETARY/EDITOR: *PAMELA WOOD*
TREASURER: *LORRIE HUNT*
RACE DIRECTOR: *LEIGH ANDERSON*

1985

PRESIDENT: *LEIGH ANDERSON*
VICE PRESIDENT: *GREG BRUNT*
SECRETARY: *MICK RIGBY*
TREASURER: *LORRIE HUNT*
RACE DIRECTOR: *JOHN MacGREGOR*

1986

PRESIDENT: *LEIGH ANDERSON*
VICE PRESIDENT: *MICHAEL RIGBY*
SECRETARY: *JOHN RIDINGTON*
TREASURER: *LORRIE HUNT*
RACE DIRECTOR: *JOHN MacGREGOR*

A HISTORY OF THE VINTAGE RACING CLUB

BY DAVID BIRCHALL

A QUICK LAP OF THE VRC

My Gawd, is it really 10 years since we began all this nonsense? November 28th, 1976 was the exact date it started. Significantly it was raining when some 25 refugees from the MG/Jaguar Club, the Austin Healey Club and a few independents gathered at Colin Fitzgerald's (he of Octagon Motors) house in Kerrisdale.

Vintage Racing was still a recent phenomena in North America. The Monterey Histories were only 3 years old, there was no Vintage racing north of San Francisco and no other Vintage racing organization in Canada although within a few months a group was formed in Toronto (VARAC).

We even elected the first executive at that first meeting. Phil Esworthy, a Jaguar Club member, was our first club President beating Miles Fenton, (for whom I had voted since he looked like a Vintage Racer to me!) into the Vice President's position.

Enthusiasm was tremendously high following that first meeting and we all thought it hilarious when told we would have to guarantee a minimum entry of 15 cars for races at Westwood; we would be turning people away surely?

Brian Johnston was appointed editor at the first executive meeting and did a marvelous job for several years producing a high quality, informative and entertaining newsletter.

Monthly club meetings were held from early 1977 onwards at Peter Price's Sports and Vintage Cars at 393 Powell St. Since the usual contents of Peter's shop included his Allard J2, various Jaguars, A.C.'s, Ferraris and Lottii, it was the perfect spot and remained the Club's meeting place until 1980.

Since no member of the VRC possessed a racing license and very few had ever been on a race track

every member had to undergo driver-training. A special Vintage only day was set at Westwood by the Sports Car Club of B.C. (SCCBC) who were very helpful in getting the racing activities of the VRC underway. Oh yes, it rained for that driver training session too...

The first race for the VRC was as a supporting event for the Trans AM race on June 4th & 5th, 1977 at Westwood. Some 22 Vintage cars took the green flag and a surprising number finished. The front 2 rows of the grid were all M.G. and the reverse order grid culminated with Ray Cooke's Cobra alongside Jon Schuberger's full race Bug Eye Sprite.

The M.G.'s were Miles Fenton (1934 ND), Ian Newby (1932 J2), Stan Huntly (1951 TD racer), and Stewart Nicholson (1954 TF).

The Bug-eye won after a tremendous dice with the Cobra. Other entries included John Swann, Austin-Healey 3000, Bill Huntly; Austin-Healey 100-4, Bob Nickolson; 300 SL Gullwing, Peter Price; Allard J2, Brian Johnston; Arnold Special, Steve Newly; Bug-eye

Sprite, Fritz Duernberger; Alfa Romeo SZ, Phil Esworthy; Jaguar XK150, Art Laver; MGA a husband and wife team in Morgans and others lost in the mists of time...

Two more Vintage races were run in 1977 at Westwood and one at the now defunct track just outside Victoria. The VRC had arrived! Indeed such was the enthusiasm that a Vintage Weekend was announced for the 1978 season. It was delayed for awhile...

As 1978 rolled around more interesting cars kept appearing, many of them as a result of Peter Price. While snooping in a back alley he spied a rather battered Lotus Elite. Rather battered because it had been "T boned" in turn 2 at Westwood by an over anxious Bug-eye fitted with a Chevy V8. Peter and his trusty helper "Portuguese Jack" rebuilt the car including making a new L.H. door from scratch and this is the Elite with which Adrian Ratcliff has a strange relationship. It is reputedly the ex Innes Ireland car and he hated the thing according to his book.



Peter Price took to racing "LT1" a very special Jaguar XK120 owned by Bill Makin. This is one of three lightweight XK 120's built for the 1951 LeMans 24 hour race. It never raced for the factory because they developed the "C" type instead but it became probably the fastest XK120 in the world by the end of the fifties with a "D" type engine and 4 wheel disc brakes. Peter was very successful in this car at VRC events and also at Portland and Laguna Seca.

The highlight of the 1978 season was to have been the Vintage Weekend, scheduled for August 12th & 13th. But it was not to be. Incredibly we had a drought that summer and racing at Westwood was cancelled due to the forest fire risk. The Vintage weekend concept was not

the first professional road race in Canada, the 1959 Carling 300, behind a "D" type Jaguar and a Maserati 300S. The car was quite capable of beating all but the quickest Lotus Elevens and I had great fun with it before selling it to Mike Cotsworth in San Francisco in 1981.

Other people and cars racing then but not seen now included Don Bain (Ian's brother) in a quick TR3a, David Cubitt in an Aston Martin DB MK111, John Hilton in a MGA, John Davenport in a Lotus Elite, Ron Kubarra in an Elva Courier, Peter Hunt in his Daimler SP250, and many more.

Robin Marshall joined us in 1978 driving a pristine black with red pinstripe Lotus 7, notice 7 not 17. He acquired the Lotus 17 from



tried again until 1981 when Robert Follows realized we had to have it if the club was to grow beyond its formative stage. The races in 1978 were highlighted by a series of running battles between Peter in LT1, John Swann in his ex SCCA Healey 3000 and Bill Spohn's MGA.

This writer acquired the "Climax Special" after one race in a souped-up Healey 3000 persuaded him there was more to racing than horsepower.

The Climax Special was as its name suggests a conventry Climax powered sports racing special built in 1957-58 by Don Whitehead who is now coincidentally my boss! Don and the car took 3rd place overall in

Brian Johnston late in 1978 but it didn't look anything like it does now. Coincidentally Peter Price located 2 Lotus 17s sitting in a shed just over the U.S. border so for awhile we had 3 of these rare cars although only Robin's ever ran at Westwood.

The first Portland Historic race took place in July 1978 and the VRC was there in force. It is not generally realized that the insignia of the Historic Motor Sports Association (HMSA), Steve Earl's group that organizes the Portland and Laguna Seca Historic extravaganzas uses the crossed flags of the U.S.A. and Canada. This came about as a direct result of VRC and participation in these events.

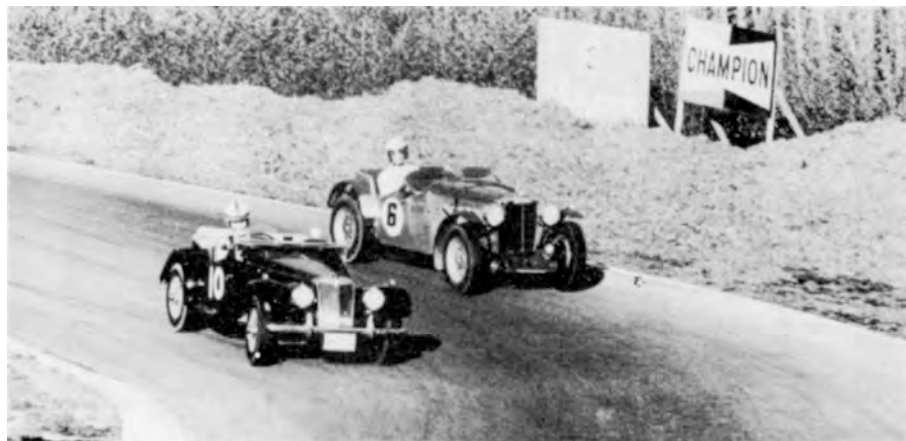




Throughout the first few seasons of the club Miles Fenton was the only regular competition in a pre-war car, however, in 1979 Robert Follows joined the VRC and he and Miles had some great dices. It must have been around this time that Miles so nearly won a race at Westwood in his 1934 M.G. One by one other cars dropped out of the race with mechanical problems until only Miles was left running. Wonderful, we all thought, Miles is going to win a race at last. The lap sign appeared but not Miles, he had run

out of gas at the hairpin!

1980 saw an increase in participation in VRC races and there was much talk of joining the conference group as a full fledged class, this would have meant something like 15 races per season though and was not pursued. Robin Marshall as president of the club instituted a points championship which he promptly won! 1980 saw the first appearance of a Shelby GT350 in our races when Jim Fluge brought his gold, decal bedecked car up from the States. Few people had the



courage to stay alongside Jim going into a corner?

1981 of course, saw the first Vintage weekend at Westwood organized by Robert Follows and myself with Miles Fenton as "ideas" man. Although a minor event by recent standards it was the turning point for the club. Rob had detailed these events elsewhere.

1982 saw a tremendous increase in participants in the Vintage Weekend but still only mediocre grids for other races. The most important point was that the club's confidence was growing and with it the ability to organize races and attract entrants.

The monthly meetings had been held at the Sheraton Villa in Burnaby since 1980 but the austere setting had done nothing to help the meetings or the number of members. In 1983 we moved to the Rowing Club in Stanley Park and things improved but there seemed to be a conflict between members of the Rowing Club and our members.

When the Rowing Club closed for renovations at the end of 1984 we tried the Rugby Club briefly before moving to the Officers Mess where we seem to have found the best location yet.

Since 1981 we have had yearly meetings at John and Betty Hunholz house in Seattle. The intent of these meetings, to encourage potential vintage racers in Washington to join us, is starting to bear fruit but it has taken a long time and a great deal of effort on the part of John and Betty and the various executives.

The VRC has seen a strong infusion of much needed new blood in the past couple of years and has grown accordingly.

We can look forward to the next 10 years of the VRC with great enthusiasm, sure that those who carry the responsibility for running the club can look back over the last ten years and great efforts made in founding and developing the Vintage Racing Club and the Vintage racing movement.

Long may the Vintage Racing Club of B.C. continue...



ARC people





... JUST ONE MORE LITTLE ADJUSTMENT,
YOU SHEEP SHAGGIN' MOTHERLESS SON-OF-A
ONE EYED PYJAMA PYTHON.....



VICE PRESIDENT

MICHAEL RIGBY

I know this is a retrospective and we're supposed to look at the past, but having only been around the club for four years and knowing that others have covered it beautifully, I'd like to dwell on this year and the next.

This year I set out to do two things, and very nearly succeeded in completing both!

It seemed (and still does) that as membership grew we would need more than just the single grid of cars offered by race dates organized by the SCCBC. Taking the lead shown by Robert Follows in 1985, I proposed that we try organizing two, single day, club only events in 1986.

The first event held on May 17th, was organized by myself and John MacGregor to combine racing and drivers school. This event was a tremendous success for all concerned. Membership went up by about 30 people as a direct result, and at least 5 new competitors are regularly on our grids to boot.

Embolded by this success and the enthusiasm shown by members

a second race was planned. The date already had been granted and set back in February. I regret the weather did not favour the event and we had to cancel. Had we raced the "Sixty Savage Minutes" Enduro, and had we charged SCCBC prices, the club would have made money and 22 members would have raced while another dozen or so would have competed in the time trials.

The important point to note, is that this club can and should organize three races at Westwood next year including the Annual Historic Weekend. Add to these three one or two of SCCBC's events and we would have a terrific home season, weather permitting.

I am not worried about new clubs getting into racing in Washington or elsewhere, nor am I concerned about SCCA, or Conference involvement in vintage event organizing. The reasons being that new interest in the U.S.A. will translate into more cars on our grids (eligibility problems notwithstanding), be sure of it. Involvement by U.S. sanctioning bodies, alone or in partnership with our club or a U.S. club will guarantee assured U.S. race dates, something which we could never count

on in the past. If this club gets involved with what's happening in Washington we not only have a good chance of influencing the shape and tone of Vintage Racing in the Pacific Northwest as never before, but we will reap financial benefits as well! We may not increase U.S. membership, (though I hope we do), but we will ensure the profitability of our own race dates.

Decisions on these issues will be the province of the new executive, as I will not be among them, having decided to take a break in 1987, I wish them every success and will support them and the club in any way I can.

In closing, I would like to thank all members of the club executive with whom I have worked over the last two years for their guidance and support. Working with them has produced many personal ups and very few downs, quite an accomplishment for such a diverse group.

I owe a personal thanks to Robert Follows who shared unstinting his knowledge of race organization. Without which I could not have attempted this year's two race events.

I look forward to next season and more of racing the way it used to be!

FOLLOW THAT MG...



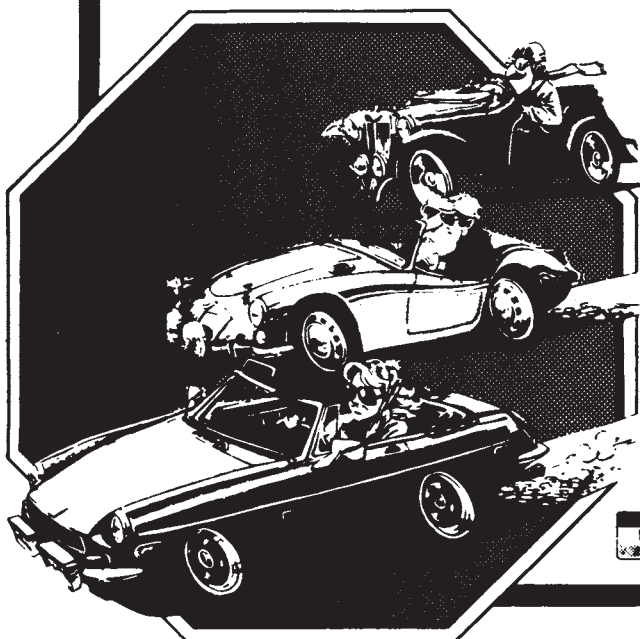
TO
THE LARGEST STOCK
OF PARTS & ACCESSORIES
IN CANADA
ALL AT EXCEPTIONAL
PRICES!

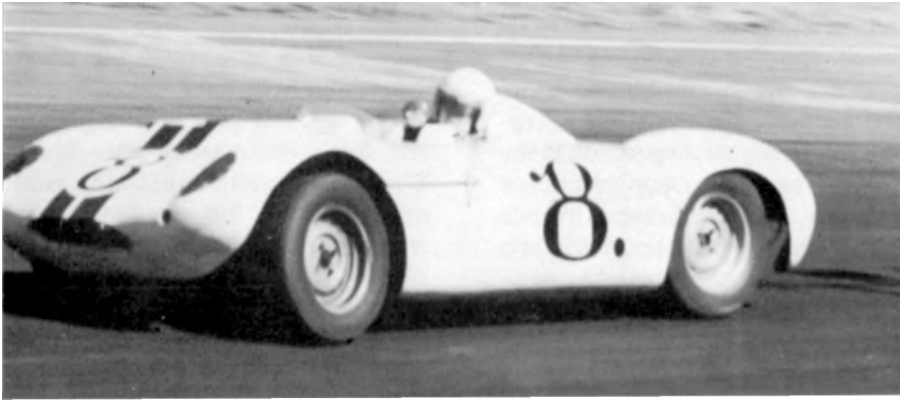
OCTAGON Motor Group Limited

159 West 2nd Avenue
VANCOUVER, BRITISH COLUMBIA

V5Y 1B8

PHONE (604) 874-2246





**YRS TRLY (+10)
AKA: BRIAN JOHNSTON**

The Earth hadn't cooled yet, and wonderful beasts growled their menacing threats at all about, to reassert their claim to supremacy.

The time was the early sixties, and as a post pubescent male of the auto-enthusiast genre, I was hooked by the aura (Castrol-R assisted), of magnificent creatures like the Sadler Mark V, the Comstock X, the Dailu, the Scarab, the Cheetah, a variety of Jaguars, a Testa-Rosa, and among all the animalistic snarls — a lovely floral composition, named 'Lotus' — that blew their collective fur backwards. Those weren't the 'Gold Old Days' then; they were *now*, and I was in it, and part of it *racing!*

It is not that time stood still, but things interfered with the clock. As much as I would like the hands to

stall, they relentlessly ground ahead, rendering all in their paths helpless against the intrusions of 'responsibilities', 'business', 'career' and 'success': Time forcing itself upon one's desires and fantasies and creating a more mature and seasoned individual; and years marched by.

The seasoning only served to sear the soul for those misspent days among the fire-breathers and the trappings of the homestead, the family, business and career only served as hindrances to the realization of the fantasy of being back among that primitive savagery.

In time's hands, the mortgage company's care and instruction, the banker, lawyer and accountant's sage ramblings, one matured and prepared himself for his place among his peers — always planning for the days ahead in the hazy tomorrows, when again the wind can rush through his hair, and his

eyes tear from the wind whipping over a long louvered bonnet.

That time is *still now*. Granted, the hair destined for windrush has thinned considerably; the keen sighted eyes require a glazed prosthesis to enable focusing on the end of the bonnet beyond the louvers, but the seared soul is alive and well, and beating behind an adrenaline free-basing heart, that pounds in the proud chest stuffed into a one-size too small Nomex hide, behind the wheel of one of that variety of Jaguar, once again intent on having its fur rubbed backwards by a ferocious flower.

It is a wonderful experience, to be transported back into that small place in ancient history, as though time were reversed: to sit in the same seats and click the same switches, sniff the same air and remember the keen looks on the faces of those about to do battle all around. Strange though, in my recollections of the fantasy, I don't recall seeing so many wrinkles!

P.S. As the editor for the VRC and founder of Vantage, it was my honour and privilege to work with the executives as they came and went; therein exerting some constant influence and avoiding election campaigns; therein also assisting in the perpetration of numerous *roomerz!*

P.P.S. Best of crunched cogs to all of us in the next ten years of enthusiastic vintage racing!!





THE HISTORIC WEEKEND A Short History by Robert Follows

1986 marks the 10th anniversary of the Vintage Racing Club and is the year we presented our 6th Historic Racing Weekend.

The Historic Racing Weekend was designed to be the main focus of the V.R.C. and to encourage local interest in vintage racing. Six years later, the event has exceeded even our greatest expectations and the Club has, in its turn, grown into a dynamic, successful mature organization.

In 1980 the Club was four years old and was struggling to maintain sufficient entries to field a grid in the local Sports Car Club of B.C. events. The monthly Club meetings were enthusiastic but low in attendance after the change in venue from Peter Price's premises to the rather sterile Sheraton Villa. At this stage I was elected president of the Club and I felt that the time was ripe for us to attempt to organize our own event. It seemed a daunting task at the time and the problem was how to fill a weekend with interesting events that would draw all enthusiasts and potential members.

The meeting was planned as a spectator event from the beginning and we turned to the one make car clubs for support. This we received

in full, especially from the Rolls Royce Owners Club, the Lotus Club and the Austin Healey Club, who all helped with the organization. The first year, in addition to the racing, saw a peoples-choice concours, a slalom between the pits and the hairpin and a short hillclimb from the back straight anti-clockwise to the old bridge. The lower paddock was crammed with 27 racing entrants and 47 concours cars of all shapes and sizes. The two days were adequately filled with activity and we were an instant success. Entries were actually a little disappointing as a mail strike had prevented us from communicating with potential entrants in the U.S.A.

The flavour of early club racing was sought with handicap races, relay races and standing starts (Le Mans starts were ruled out by the narrowness of the track). Winners were rewarded by laurel wreaths and the first three places received high quality plaques. The event was sanctioned by C.A.S.C. and Peter Brand agreed to be our Clerk of the Course. Freddie Brand became our handicapper. These two were ideally suited to the job in hand as they had organized many events in England and understood our philosophy. It was Peter's creative understanding of the regulations that ensured that the maximum number of people competed with the minimum of fuss. We enjoyed the complete support of the Sports Car Club who lent us the track, and

M.E.T.A. who marshalled the event. Without this assistance, the event would not have happened.

The second year I arranged to run the event a week after Steve Earle's Portland Historic, and consequently the meeting was moved forward to late July from its original August date. Steve also generously agreed to publicize the Weekend through his mailings and so began a mutually beneficial relationship which has resulted in very significant support from the western states of the U.S.A. The immediate interest in the meeting took us somewhat by surprise and the appearance of a Grand Prix Talbot Lago, a 906 Porsche, a T33 Alfa Romeo and a Grand Sport Corvette gave us all a terrific boost and set a standard from which the Weekend has continued to grow.

A new dimension was added to the second meeting in 1982 when the small band of motorcycle enthusiasts gelled into none other than the Deers Leap Motor Cycle Road Racing Preservation Society (or Vintage Sprintage to those who find that a mouthful.) The initial involvement of a few vintage motorcycle racers has grown, under the enthusiastic organization of Wayne Ingram and Ian Watson, into a major participation in the Historic Racing Weekend and has resulted in our meeting becoming the largest vintage motorcycle race in the West. The enthusiasm and daring of our two wheeled fraternity is totally awesome!



After organizing the event for two years as President of the Club and a third year as Past-President, R. Follows, Esq. was getting a little ragged at the edges, spending most of his summer orchestrating your extravaganza. There was a deathly silence when others were invited to take over — so, enter Pegasus Vintage Racing — my proprietorship which became the organizer and promoter with a financial stake in the event.

Every year I have tried to improve the Weekend in some way. 1984 saw our first proper programme — with a cover in glorious technicolor — and 1985 our first full-colour poster. The victory wreathes, by Betty Hunholtz, blossomed into magnificent affairs with carnations and multicolour ribbons that would do credit to a Grand Prix winner. The plaques are now enamelled and specially designed with the Club logo.

We have also learned from our mistakes (most of the time) i.e. the barbeque was scrapped after several years of financial disaster and undercooked chicken. The basic concept has, however, remained unchanged. It remains very much a Club event and I am delighted to witness the much greater involvement by the Club members in the last year or two.

While we have managed to sell sufficient advertising to finance our programme, I can safely say that we have come nowhere close to attracting a major sponsor for the entire meeting. This is not through lack of trying. Despite the glamour and excitement that we ourselves attach to the Weekend, few in business appear to agree. The prospect of a new track will surely increase the interest of both business and spectators alike.

There are many people who deserve credit for major assistance, but of Club members there are several who merit mention. Most of the early members will claim that the concept of a vintage weekend was theirs, but as the author of this article, I can categorically state that it was mine! I was ably assisted by David Birchall at the beginning and



Miles Fenton has designed the super posters for four of our six years, setting the tone of the Weekend. Lorrie and Regan Hunt have been our very capable Treasurer and Registrar from the start and have helped me immeasurably in the smooth running of the event. Michael Rigby has been our P.R. man for the last two years and has beaten on the doors of media and advertisers alike. Glenn Lathrop has emerged as the Power in the Paddock, and Ian Watson and Wayne Ingram have been responsible for flogging 80-odd recalcitrant madcap motorcyclists into some semblance of racing discipline. My wife, Niki, has been a constant source of encouragement and help (she claims the wreath concept) and is at this moment editing every word I write.

All of us involved in the organization have learned an enormous amount concerning the production of the Weekend and I am most grateful that there were those more experienced than ourselves to prompt us. We now have good crowd control and after several years of marginal adequacy, we now have timing and scoring second to none. All our results were typed and displayed within 30 minutes of the chequered flag (I hope you noticed!) The handicapping under Freddie Brand and latterly, Greg Brunt, has been first class and produced close races which appeal to everybody. The Relay Race is an annual shambles,

and great fun, but this is more as a result of mechanical failure than faulty handicapping.

This year the Historic Racing Weekend became an EXPO endorsed event. It gave us the largest entry we have ever seen, with 95 cars and 70 motorcycles, but I suspect this is unlikely to be repeated in the near future despite the rapid growth in the Club and the general interest in vintage racing. We had our greatest spectator attendance despite the conflict of two major events and of course, EXPO itself.

The Historic Weekend has encouraged our special blend of racing and stimulated Club activity. The importance of handicap races has been appreciated in such a varied field of cars and drivers, and their significance has resulted in the incorporation of handicaps in more of our own events.

I feel that the winners' wreaths and plaques have not been misinterpreted as a reward for winning, as we all know that the grid selection is quite arbitrary. They represent, however, a feeling of celebration and confer on a meeting an atmosphere similar to the spirit of early racing. This is what we set out to do and the fact that racers return year after year from far afield proves that we must be doing something right.

My congratulations to the Vintage Racing Club on its tenth anniversary and may it continue to flourish.

RACING SUMMARY 1986

VINTAGE DRIVER TRAINING AND RACE 17th MAY WESTWOOD

Boy was it wet, but somehow no one seemed to notice. Thirty-eight enthusiastic club members participated in our first Vintage Drivers School, (many to become famous drivers during the season). The event was a hit and we shall do it again in 1987. The senior driver instructors also got a chance to play in the rain as part of the Vintage Race card organized by Mike Rigby.



TACOMA GRAND PRIX AUGUST 10

Another first for us, a race through the streets of Tacoma as part of the Grand Prix program. Everyone was initially intimidated running between the imposing retaining walls, but once used to the walls the racing became fun. The weekend highlight was sharing the Vintage grid with Indy winner Bobby Unser, even gave him a few tips on handling vintage race cars.



PORTLAND HISTORIC JULY 18 and 19

10 members went South to run in Steve Earl's annual Portland races. Again, fine weather and excellent organization greeted the competitors. This is a real racing event. Numerous formula one, CANAM, and famous racing cars filled the grids. The races were very hotly contested and we left our mark, Smith and MacGregor in their TRs came one, two in their very competitive production class.



WESTWOOD VINTAGE SEPTEMBER 22

Mike Rigby organized a great race meet but forgot to arrange the weather, the fog and rain did us in. It proved to be a fine opportunity for a social gathering.

CASC ENDURO OCTOBER 11

The club turned out with an excellent 20 car grid for this final event of the year. The weather was outstanding, the cars outstanding, and the drivers outstanding. We closed out with new beer, old chicken, and the winners' champagne, Anderson for the Scratch Race and Birchall for the Handicap Race.

WESTWOOD HISTORIC JULY 12 and 13

An entry of over 90 cars, some excellent weather and much close racing, made this our finest Historic to date, all thanks to Rob Follows. Our racers did well winning three of the eight race card, Jeff Clegg in the Alfa, Allan Richardson in his Europa and Elizabeth Smith winning her first race driving a TR4. Karl Schon was the recipient of the award for best presented club race car.



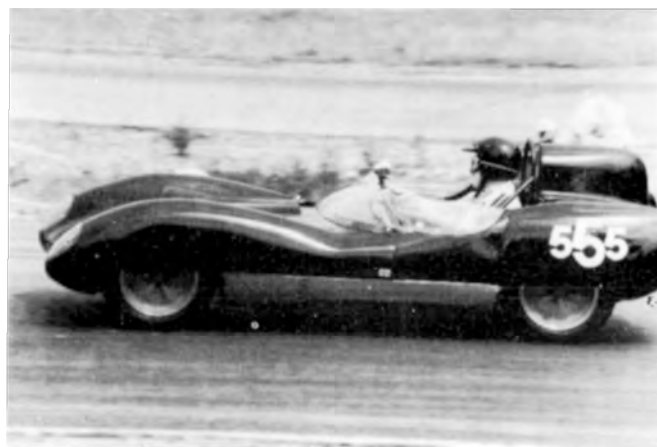
OLYMPIA VINTAGE SEPTEMBER 1

With SCCA assistance, Terry Larsen and John MacGregor organized a one day club vintage race on the old Olympia airport circuit. The event was very low key, lots of racing, the emphasis on fun. We staged a new event, a mini team enduro, Cammerano/Marshall in the Lotus beating MacGregor/Anderson in the TR4 by only eight seconds. The pit work and driver changes would make the Keystone Cops proud!



RACING NUMBERS REGISTERED WITH VRC

0	Schon	Porsche 356	34	Riddington	BMW
1	Follows	Aston Martin LM1	36	Hibbard	TR 4A
2	Clendenan	Healey 3000	37	Nudelman	Abarth Spyder
3	Birchall	Marcos	43	Follows	Cooper Climax
4	Clegg	Alfa Spider	44	Smith	TR 5
5	Nichols	MGA	46	Richardson	Lotus Europa
6	Fenton	Gemini F. JR	47	Cooke, Maureen	Lotus 20 B
7	Cooke, Ray	Brabham	54	Ingham	Arnold Special
8	Johnston	Jag XKE	56	Cathey	Healey 100 M
9	Welland	Lotus 7	58	Simpa	Alpha Giulietta
11	Brunt	Buckler	61	Bush	Corvette
12	Anderson	Elva	63	Larson	Abarth
13	Murtagh	Morgan	67	Ratcliff	Lotus Elite
15	Walker	Morgan	69	Hunt, Peter	Daimler SP250
16	Samson	Alfa Guilietta	70	MacGregor	Triumph TR 250
17	Rigby	Ginetta	71	MacGregor	TR4
18	Fawell	Healey 3000	77	Hunt, Lorrie	Sprite
19	Maycock	Lotus 19	85	Darvil	AC Cobra
21	Davis	Lotus 7	88	Ferguson	Bobsy
23	Griffiths	Lotus 23	99	Smith, Elizabeth	MGA
24	Stilling	Jag XKE	117	Duernberger	Alfa GTZ
25	Morton	Lotus Elite	122	Meehan	Alfa Giulietta
26	Worchester	Lotus	123	Rennord	Lotus Elan
28	Lathrop	Lotus Cortina	350	Pederson	Shelby GT350
31	Pinchler	TR 4	381	Kensler, Sue	Shelby GT350
32	Fraser	Alfa GTA	555	Marshall	Lotus 17
			666	Gibson, Hoot	Bugatti Type 57SC
			777	Elrick	BMW 700S
			838	Kensler, Ross	Shelby GT350

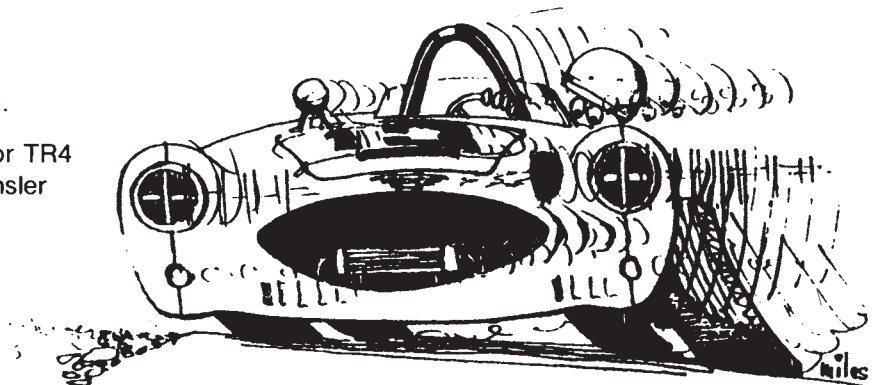


RACING SUMMARY 1986

	Westwood Vintage May 17	Westwood Historic July 12/13	Portland Historic July 18/19	Tacoma Grand Prix Aug. 9/10	Monterey Historic Aug. 23/24	Olympia Vintage Sept. 1	Westwood Vintage Sept. 27	Westwood Enduro Oct. 11	Total Points
MacGregor	34	24	29	32	—	50	10	24	203
Birchall	10	17	10	32	22	49	10	25	185
Morton	40	24	—	32	—	47	10	25	178
Smith, Bob	41	24	29	32	—	40	10	—	176
Kensler, Ross	39	24	—	32	—	49	—	25	169
Kensler, Sue	42	23	—	27	—	44	—	23	159
Anderson	42	24	—	10	—	47	10	25	158
Follows	—	16	29	—	22	49	10	11	147
Weland, Mike	42	24	29	—	—	38	10	—	143
Duernburger	41	24	29	—	22	—	10	—	137
Smith, Elizabeth	42	23	—	—	—	36	10	24	135
Larson	42	—	10	22	—	40	10	—	124
Davis	42	23	—	32	—	—	—	25	122
Marshall	23	—	—	32	—	50	—	12	117
Clendenan	42	—	—	—	—	42	10	22	116
Cooke, Ray	—	—	29	18	10	50	—	—	107
Fawell	42	24	—	—	—	—	10	24	100
Walker	42	24	—	—	—	—	10	24	100
Schon	40	24	—	—	—	—	10	25	99
Richardson	—	24	29	32	—	—	10	—	94
Bush	42	16	—	—	—	29	—	—	87
Cooke, Maureen	—	—	29	—	10	47	—	—	86
Pichler	42	—	—	—	—	—	10	21	73
Weland, Freydis	42	—	—	—	—	28	—	—	70
Fenton	—	17	—	—	22	—	—	19	68
Nudelman	26	—	—	17	—	24	—	—	67
Samson	—	24	—	31	—	—	10	—	65
Stilling	42	23	—	—	—	—	—	—	65
Rigby	—	24	—	10	—	—	10	19	63
Hunholtz, Bill	42	10	—	—	—	—	—	—	52
Fraser	—	—	—	—	—	40	10	—	50
Cathey	—	—	—	—	—	47	—	—	47
Ingham	13	—	—	—	—	—	10	23	46
Darvill	—	17	—	—	—	—	—	25	42
Ferguson	—	23	—	10	—	—	—	—	33
Meehan	—	—	—	32	—	—	—	—	32
Pederson	—	—	—	32	—	—	—	—	32
Ratcliff	—	10	—	—	—	—	10	11	31
Hunt	—	17	—	—	—	—	10	—	27
Murtagh	—	24	—	—	—	—	—	—	24
Sipma	—	24	—	—	—	—	—	—	24
Clegg	—	23	—	—	—	—	—	—	23
Gibson	—	10	—	—	—	—	—	—	10

Points award on the following basis:
10 points per event entered and one
point for each lap completed in competition.

Driver of the Year Award — John MacGregor TR4
Driver Person of the Year Award — Sue Kensler



MONTE CARLO AUTOBODY

850 POWELL STREET
VANCOUVER, B.C. V6A 1H8

CARLOS CASTELLUCCIO 255 4923/24 JOHN RIVARD

BCAA APPROVED

BERT'S AUTOMOTIVE SUPPLY

Division of Bert Laakmann Automotive Ltd.

DRIVE LINE PARTS
Standard & Automatic Transmissions
Clutches - Differentials - Gears - Bearings
U-Joints - Drive Shafts

885 Kingsway, Vancouver, B.C. V5V 3C2 Telephone 879-6841

BRITISH & CONTINENTAL MOTORS

Service 985-9181 Parts 985-0517
1525 Welch Street, North Vancouver, B.C.

MOND AUTO TUNING



FUEL INJECTION REPAIRS & SERVICE

- MAJOR OVERHAULS
- TRANSMISSION REBUILDING
- BRAKES & TUNE UPS
- CYLINDER HEADS REBUILDING
- RINGS & VALVES
- CLUTCHES

QUALIFIED PERSONNEL - ALL WORK CONDITIONALLY GUARANTEED
SPECIALIZING IN JAPANESE & EUROPEAN MAKES
FIAT - DATSUN - TOYOTA - BMW - VOLVO - MAZDA - HONDA - LOTUS
FREE PICK-UP & DELIVERY

278-8827

OPEN SATURDAYS BY APPOINTMENT
2949 No. 3 Road, Richmond (North of Bridgeport)



IMPORT CAR SERVICE

EXPERT REPAIRS ...
AFFORDABLE RATES

TRIUMPH
M.G.
JAGUAR
ROVER
AUSTIN
LOTUS
JENSEN

Commonwealth Motors Ltd.

SPORTS CAR SPECIALISTS



FULL MECHANICAL REPAIRS
Tuning & Carburetion Work
High Performance Conversions
Electrical Specialist.



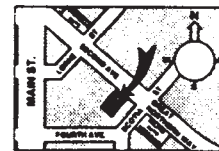
VOLVO
DATSUN
TOYOTA
HONDA
FIAT



"Serving Vancouver Since 1973"

873-1012

272 E. 2nd Ave.
Vancouver



Bob LeFlufy

Divisional Manager
Retail Division
Consumer Products Group

5851 Number Three Road
Richmond, B.C., Canada V6X 2C9
Telephone: (604) 270-8211
Toll Free: 1-800-663-0976
Telex: 04-357707



ABINGDON MOTORS Racing Ltd.

Tel.: (604) 254-7010

Ken Bailey

1126 Franklin Street
Vancouver, B.C. V6R 1J6

the **SONY** store

Sony of Canada Ltd.
Retail Division



*Support our
Advertisers*

ED TRETWOLD

325-3275

COAST IMPORT AUTO SUPPLY
USED PARTS FOR IMPORT CARS

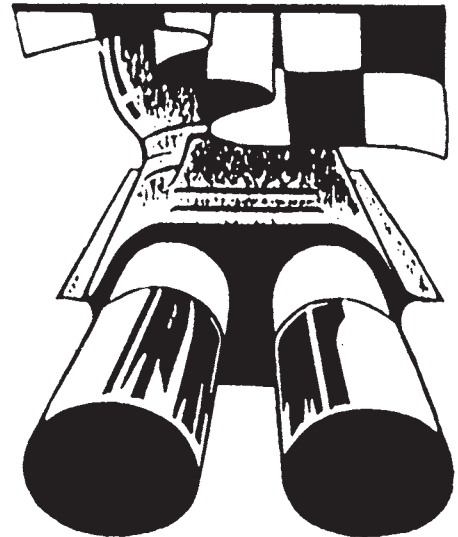
11880 MITCHELL ROAD
MITCHELL ISLAND, RICHMOND, B.C. V6V 1T7

MARTIN McNAMARA

Turin AUTOMOTIVE LTD.

FIAT/LANCIA/FERRARI
PARTS & REPAIRS SPECIALISTS
1405 PEMBERTON AVENUE
NORTH VANCOUVER, B.C. V7P 2R8
TELEPHONE: 980-9939, 980-1914

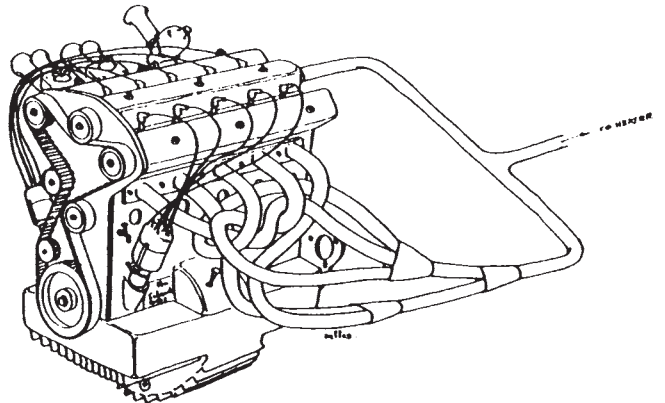
OVERSEAS AUTO



PARTS AND ACCESSORIES FOR THE SMALL CAR

OVERSEAS AUTO

245 EAST 2nd AVENUE, VANCOUVER, B.C. V5T 1B6
TELEPHONE (604) 879-6288



vintage racing club

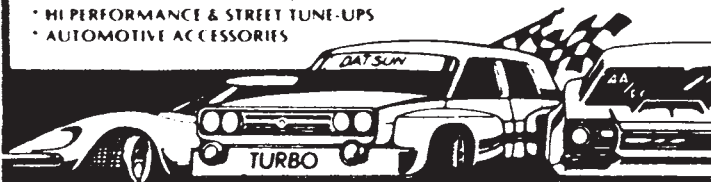
Box 23393, Vancouver, A.M.F.
British Columbia V7B 1W1

**specialty
engineering**

- METAL AND GLASS FLARES
- FACTORY TURBO CHARGING TUNING
- HI PERFORMANCE & STREET TUNE-UPS
- AUTOMOTIVE ACCESSORIES

• MACHINE SHOP SERVICES

- TURBO CHARGERS
- ENGINE REBUILDING
- I.C.B.C. REPAIRS
- ALUMINUM WELDING
- ROLE BARS & CAGES



521-9232

67 BLACKIE
NEW WESTMINSTER