



## Vintage Racing Club of British Columbia

**VANTAGE APRIL 2003**  
The voice of the VRCBC



Evan Williams in his Ford Anglia at speed at Westwood in 1972.

The first VRCBC vintage grid at Mission Raceway is this month April 13th. ARE YOU READY TO RUMBLE!! The Sovren's Defrost event follows the next weekend (Friday and Saturday if your car still runs). Great events to tune up for the HMR next month. Especially as it features FORD - you know the old saying Fix Or Repair Daily.

This month we feature the English Fords- The Lotus Cortina and Twin cam Escort

### 2003 VRCBC Executive

		Telephone	Fax	e-mail
President	Dave Williams	604-524-4108	604-273-5624	<a href="mailto:David@iat-vvr.com">David@iat-vvr.com</a>
Past President	Mike Tate	604-538-8553	604-538-8561	<a href="mailto:miketate@shaw.ca">miketate@shaw.ca</a>
Vice President	Evan Williams	604-531-4806	604-536-7949	<a href="mailto:evanwilliams@shaw.ca">evanwilliams@shaw.ca</a>
Race Director	Mike Tate	604-538-8553	604-538-8561	<a href="mailto:miketate@shaw.ca">miketate@shaw.ca</a>
Secretary	Andrew Taylor	604-534-1983		<a href="mailto:ajtsho@yahoo.co.uk">ajtsho@yahoo.co.uk</a>
Treasurer	Ivan Lessner	604-538-2713	604-538-4517	<a href="mailto:a3b66614@telus.net">a3b66614@telus.net</a>

### 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. Meeting place is Cruisers Pit Stop Diner 21671 Fraser Hwy, 1.5 km east of Langley.

### ANNUAL DUES

Single Membership \$50.00; Family Membership \$60.00  
The Membership Coordinator, Ivan Lessner, is accepting applications for 2003.

### PURPOSE OF THE CLUB

"The purpose of the Club is to restore, race and exchange information concerning vintage sports and racing automobiles. The Club was established in 1976 by a group of Vancouver based friends as a means of sharing with others their enthusiasm for racing and appreciation of the incredible vintage racing machines of bygone days. The Vintage Racing Club supports the philosophy of racing competition that encourages participation, sportsmanship and display of the vehicle in its natural state on the track. There are no prizes or trophies, merely the great enjoyment of a well prepared vintage racing machine at speed."

### NEWSLETTER

Editor Bob Hayes [Legrand198@hotmail.com](mailto:Legrand198@hotmail.com)  
604 948 1120 #205 1670 56th Ave Delta ,BC, Canada V4I 2M7

The VANTAGE is available 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 April 15th.

### MAILING ADDRESS

Vintage Racing Club of British Columbia  
16730 Northview Crescent, Surrey, BC V3S 0A8

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The birth of the Lotus Cortina came due to Walter Hayes, Fords number one man in England in the early 1960's. He was involved in Fords desires to publicize its cars thru performance and racing. He asked Colin Chapman who was building lotus engines based on the cortina engine to provide some of these hipformance engines to be installed in 1000 1963 Cortinas to make them eligible for Group 2 rally and road racing. These cars were available for 1100 pounds, and 2900 were built as Mk 1's. In 1963 almost 300 of them were completed and they immediately became the dominate force in saloon car racing in England, they were racing against the 3.8 Jag sedans, and the 427 Galaxie's. The big cars were fast but with Jim Clark driving the Lotus Cortinas at selected events, if it rained he won and if he could force the pace the big cars would loose their brakes and fade.



Jackie Stewarts Lotus Cortina on the pole for the 1965 12 hr sedan race at Marlboro Raceway in Maryland.

The engine put out approx 105 horsepower in stock form with dual webers, allowing for 50 mph in first, 70 in second, 90 in third and 105 in top. With proper tuning this could be increased to over 170 hp in later years , unfortunately the rear suspension certainly did not like all the extra power, and the front eventually needed to be addressed once the rear suspension was fixed. Like most cars the weak part breaks, you fix it, then the next weakest part fails.

The 1965 Lotus Cortina was available in the US after Jim Clarks Indy 500 win in 1965 for the price of \$3400.00.The Mark 11 came out in March of 1967 and the Lotus Cortina was no longer an official model.  
The Biggest win in North America was probably the June 8th Trans Am at the Bryar 250 where it bear all the over 2 litre cars as well, driven by Alan Moffat. But the story doesn't stop here.

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#### The Ford Escort Twincam



**In late 1966 the Escort was finally getting ready to be introduced as a smaller and lighter alternative to the Cortina. To make the twincam engine fit into the Escort was a nightmare as its engine compartment was smaller than the Cortina's and the side draft webers encroached on the brake master cylinder. Due to the lower weight and some of the tricks learned with the original Lotus Cortina, the twin cam was faster and more reliable as a base for rally and road racing. Unfortunately they all had to be specially made and only about 900 of them were ever made before they were replaced in June of 1971 by the Cosworth BDA 1600 Cortina.**

#### Escort Twin Cam - Specification

**Engine** 4-cylinder 1558cc Ford pre-Crossflow block fitted with DOHC Lotus cast alloy cylinder head and twin sidedraught dual choke Weber 40 DCOE carburettors  
**Peak power:** 109.5 bhp @ 6000rpm  
**Peak torque:** 107 lb ft @ 4700rpm

**Transmission** 4 speed manual "2000E" gearbox with 8" hydraulic clutch and 3.77:1 final drive ratio

**Suspension** Front: Coil sprung independent arrangement with McPherson struts, track control arms and anti-roll bar

Rear: Live axle with semi-elliptic leaf springs, radius arms and telescopic dampers

Wheels and Tyres: 5.5" x 13" Lotus Cortina steel rims fitted with 165x13" tyres

**Braking** Hydraulically operated

Front: 9.62" discs

Rear: 9.0" x 1.75" drums  
**Performance** 0-60 mph: 9.9 secs, Top speed: 113 mp

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2003 Vintage events - check before you drive!!  
 VINTAGE SCHEDULE

April 4/5/6 Bremerton SCCA Vintage grid  
 April 12/13 Portland SCCA Vintage Grid  
 April 13 Mission CACC Vintage grid  
 April 18/19 Seattle Sovren Vintage defrost  
 April 26/27 Bremerton SCCA Vintage Grid  
 May 10/11 Seattle Sovren Vintage weekend  
 May 23/24/25 Seattle ScCa Vintage grid  
 May 24/25 Mission VRCBC Historic weekend  
 June 13/14/15 Portland SCCA Rose Cup Vintage grid  
 June 27/28 Mosport VARAC 24th Vintage Festival  
 July 4/5/6 Portland ScCa Vintage grid  
 July 4/5/6 Seattle Sovren Pacific Northwest Historics  
 July 4/5/6 Mt Tremblant Sommet de legends Historic Grand prix cars  
 July 11/12/13 Portland Historic weekend  
 Aug 9/10 Bremerton Sovren ScCa weekend  
 Aug 16/17 Portland SCCa Vintage grid  
 Aug 16 Mission Cacc Vintage grid  
 Aug 23/ 24 Calgary CVRC Vintage weekend  
 Aug 30 Sept 1 Portland Sovren Vintage weekend  
 Sept 7 Mission Cacc Vintage grid  
 Sept 20/ 21 Seattle Sovren Vintage weekend  
 Sept 27/28 Portland SCCA Vintage grid  
 Sept 27/28 Mary Hill Sovren Hill climb

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DUES are now payable for the 2003 season. Send your cheque to VRCBC Single membership \$50 family\$60cdn

CACC Competition Licenses are to be purchased from Rod Mores CACC Treasurer 11113-84B Ave Delta B C V4C 6Z2  
 Then Dave Bell will issue the License his Phone # is 604 839 3476, email Licensing@caccautosport.organd

Sovren Event applications available on their web site [www.sovren.org](http://www.sovren.org)

HISTORIC MOTOR RACE ENTRY FORMS ARE AVAILABLE FROM THE [CLUB WEB SITE](#) OR FROM EVAN WILLIAMS,  
 THIS YEARS REGISTRAR email [evanwilliams@shaw.ca](mailto:evanwilliams@shaw.ca)

#### BUY AND SELL

Matching Legrand MK 21 FF's Scholar and Ivey Motors- complete with single axles trailers Negotiable, sold only as a set. \$10,000  
 US  
 Rodger Hayes [rhayes@helix.net](mailto:rhayes@helix.net)

1969 Camaro , 302 , T 10, roll cage, fuel cell, Fire system, \$10,000US  
 Rodger Hayes [rhayes@helix.net](mailto:rhayes@helix.net)

Datsun 510 quick competitive car, cage 4 wheel disc, lap record holder at Pacific raceway  
 With trailer \$6800, could be converted to vintage.  
 Robert Barg -604 942 6685

1969 RCA Formula Vee basket case- frame has been restored, need mechanicals, \$950.  
 Robert Barg 604 942 6685

Possible garage /shop space available Pitt Meadows area  
 Robert Barg 604-942-6685

1967 Corvette vintage racer ex trans am car has flares, and is not legal for local Vintage races \$39,000 cdn. 604 590 2448

1937 Riley Adelphi 1 1/2 litre... offers to Rob Follows.

3 layer nomex suits for young beginner/starter racer, ex McGregor see Bob Smith.

Coventry Climax engine as removed from navy fire pump. Low hours. Complete with magneto and lady Godiva cast emblem on cam cover. \$750. Bob Smith

Tires nicely broken in with a few more laps left in them-  
 2 Bridgestone Steel 185/70/HR13.  
 2 Michelin MXV 205/60/HR13.  
 1 Goodyear poly on 5 bolt rim with 1/2" tread, 225/75R/14  
 1 Uniroyal with 1/2" tread, 225/75R/14  
 Bag of assorted inner tubes.

Any or all - free to good home. Actually, free to a bad home as well.  
 Bob Smith 604 943-2779.

Lots of used 15 inch tires, see Evan Williams (604-531-4806)

**VINTAGE RACING CLUB of B.C. General Meeting Minutes**

**March 11th, 2003**

The meeting was called to order by the Vice President, Evan Williams, at 8:05 p.m.

Quorum present

12 members, 1 guests Yale Sharp

**Motion:** to adopt the minutes from the last meeting (February 11th, 2003) as circulated in Vantage and as presented to the meeting:

**proposed:** Mike Tate

**seconded:** Leigh Anderson.....motion carried

**Birth Announcement** A daughter Madeline Clare, 7lbs.1oz. to Catherine & Ian Wood.

**Treasurer's report:** Ivan Lessner informed the club that it is in excellent financial condition. Total bank credits are approximately \$32,000.00. Memberships are coming in slowly and everyone is encouraged to send in their dues as soon as possible.

**Race Director:** Mike Tate will attend CACC AGM Sunday March 16th. and report back to the Club. Mike opened a discussion on the eligibility of exhibition cars at the HMR and at Vintage Grids. Hayes Bros. FFs are deemed O.K. for "H.M.R." race only, but not for other grids. Mike asked Ian Wood to comment on safety issues at Mission Raceway. Ian stated that no passengers will be permitted in race cars unless wearing FULL protective safety equipment. This applies to victory laps and lunch time car club circuits. Mike wants volunteers to help at the SOVREN May 11th. event. He suggests a novelty race be staged by the VRCBC. Maybe a relay race or a LeMans start, or W.H.Y. Suggestions please.

**New Business:**  
 Leigh Anderson extended accolades to Mike Tate for involvement & work generating the V.R.C.B.C. web site and garnering sponsor moneys for the HMR race. Mike graciously stated that the web site credit must go to Gunter Pichler. Much applause.

**HMR 2003:**  
 Ian Wood again applauds the fact that sponsor money is available for posters, post-card size leaflets & programs. T-shirts to be given to driver entrants (black), turn workers (white) and are at a cost of \$11-\$12  
 Ian stated that a Volstadt indy type race car should be present at the event. Historically interesting Ford Powered Indy car, ex. Mario Andretti. There are some GT 40 debut problems with local car undergoing rebuild (David Cohen), but 2 other owners have been approached.

**Old Business:**  
 Bob Smith reported on the Custom Car show at the Tradex. Bob showed his F4 Ford race car of special note. He also noted that there is a collector show at the Tradex on 14th.& 15th. of April.

**Buy & Sell:**  
 Bob Barg offers rental space at Pit Meadows air port for race car work etc.

The motion to adjourn the meeting at 9:25 was proposed by Perrin Hayes and seconded by Ken McClelland.

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 Secretary  
 Andrew Taylor

[Vantage Archives](#)

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