



Vintage Racing Club of British Columbia

Vantage – May 2004

2004 VRCBC Executive

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President	Evan Williams	604.531.4806	531.4806	ewilliams@dwg.com
Past President	Dave Williams	604.524.4108	273.5624	David@iat-yvr.com
Vice President	Ian Wood	604.433.4717	433.9392	IanWoodesq@aol.com
Race Director	Hugh Archer	604.266.1830	261.8251	harcher@telus.net
Secretary	Mike Tate	604.538.8553	538.8561	miketate@shaw.ca
Treasurer	Ivan Lessner	604.538.2713	538.4517	a3b66614@telus.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. Meeting place is Beluga's Bar & Grille 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 2004.

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

The VANTAGE is made available to all members of the Vintage Racing Club of British Columbia via the Club's Web site.

Cut off date for articles, paid advertisements and Marketplace for the next issue is the 15th. Of the month.

MAILING ADDRESS

16730 Northview Crescent, Surrey, BC V3S 0A8

**ONCE AGAIN, THIS MONTH, THE EXECUTIVE WISHES TO THANK BOB HAYES
FOR HIS TREMENDOUS EFFORTS IN PUBLISHING YOUR MAGAZINE**

RACING NEWS - VRCBC



The second **REVS** series race is history now. Check the web site to see who is in the lead. There are lots of points still available in the two remaining races (August and October), so sign up now, you still have a chance at a podium finish ! Enter for the races on a standard CACC form and send to Tina. Enter for the series on a special form available from the web site and send to Evan Williams. The special form can be found at:-

<http://www.vrcbc.ca/revsentry.pdf>

HMR

A big thank you to Ian Wood and his organizing committee for a wonderful event. See the May Minutes for all the details.

The 2004 Historic Motor Races featured



The highlight car of our HMR weekend.

The Sun Shone and the Cats Purred!

The 2004 VRCBC Historic Motor Races are now in the history books and they will go down as the most successful event that we have ever held at Mission Raceway Park. I always said if we did our publicity homework and the sun shone and the rain stayed in the clouds our Historic Motor Races would be a great success and indeed they were. The change of weekend certainly lost us at least twenty entrants as it conflicted with a number of other social events in Washington State, but never-the-less it was wonderful to see how many people adapted their schedules to be with us once again.

I hear time and time again, especially from our VRCBC members from South of the border, that the Mission event has a wonderfully relaxed atmosphere that is quite unique, I feel this is something we should preserve and even enhance in the future. Big isn't always beautiful and too much can be as bad as too little, I feel we have it just right in the atmosphere department.

From a stunning rendition of the national anthems, (with an extra verse for our Southerly Cousins !), the weekend ran efficiently and with the usual great vintage spirit. Although there were too many people involved to thank them all, I am sure that Evan, our President, would agree that certain people went above and beyond the call to make things work so well; Ian Wood our Chairman, Vince Howlett our sole Broadcaster, Hugh Archer our Race Director, Alan McColl & his paddock team, Lee Anderson, Terry Ward & Tom Roy from the SCCBC, Bruce Yeo, Irene Chambers and the META people, and so many more who made the event a great success. For the first time ever we received complaints of the type I love to hear . . . "there's no more room in the grand stands, is there any other good point to watch the race from?" . . . music to my ears! The car coral, courtesy of Wes Stinson and the parade organized very patiently by Ian Wood, as he dealt with several layers of federal, provincial & municipal government and 'the boys in blue', were both outstandingly successful. What a joy it was to see literally a track full of cars leave to go around Mission; this type of publicity can do us nothing but good. Talking of publicity, we even got some news time despite a threatened general strike! As always the trackside evening function was great fun to be at, casual, relaxed and a wonderful counter point to a hectic days racing. Conviviality flowed with the ease of beer and a hundred stories were swapped, some of them I am sure apocryphal, but great fun never the less.

I experienced what so many of you have come to know as 'true vintage spirit' in action this weekend, when the car I was racing blew a head gasket. Robin Bee, (probably one of the most knowledgeable people about MG engines in this neck of the woods), and upwards of ten helpers enabled me to get back on track on Sunday. People all set about their tasks quietly and efficiently under Robin's leadership, he talked us through every move he was making and required everyone to take part from pulling studs, to cleaning the head and even cutting fresh gaskets, it was an absolutely incredible experience which made me push even harder on Sunday out of respect for everyone's effort and the TVR went beautifully.

It's this type of generosity and kindness that makes vintage racing so special. As special perhaps, as seeing and hearing the vintage D Type Jaguar that neatly complimented our major sponsor's efforts from Richmond Jaguar. I must confess I was sorry not to see David Cohen's semi-lightweight E-Type out racing with Günter Pitchler, but never the less, there was a brave representation of Jaguars including Evan's red E Type, which did a determined final race effort in only third gear! I wondered why I got by him so easily . . . no clutch . . . that will do it.

The drivers, crews and teams put on a hell of a show and, of course, I can't close without mentioning the META workers, who together with the CACC & SCCBC helped us make the event possible and of course our Registrar Alan Donaldson with his team who did all the necessary behind the scenes paper work and organization.

Well done one and all, that's what I say!

The sun shone . . . the cats purred and we had a great vintage racing weekend . . . and it doesn't get any better than that.

Mike Tate, VRCBC Secretary 2004

Minutes of the Vintage Racing Club of British Columbia May 11th 2004

**Tuesday, 11/05/04 held at the Beluga Bar & Grill,
216th Street and Fraser Highway, Langley, BC.**

The meeting was called to order at 8.15pm by the President Evan Williams after a lengthy Executive meeting covering the HMR 2004 race meeting.

The minutes of the April General meeting having been presented to the members and being available on the website at www.vrcbc.ca were proposed for adoption by David Williams and seconded by Mike Tate. The minutes were accepted unanimously.

HMR 2004 – a full report on the HMR 2004 was given led by the Chairman, Ian Wood. It was recorded that there were 67 entries of which many were from the United States. The numbers were less than expected which was considered to be the result of the revised 2004 weekend date.

Ian reported that liaising with the SCCBC was a very smooth operation and the co-operation between the two clubs was of the highest order. Our thanks go out to Ed Smart, Bruce Yeo, Terry and Cheryl Ward and the entire teams from the SCCBC, CACC and META. It was reported that there were very few racing incidents and these were taken care of in the most professional manner. Ian felt that this race weekend will bring the VRCBC and the SCCBC even closer together. The corporate sponsors were thanked by all those present.

The financial state of affairs in respect of the VRCBC HMR will be reported back to the VRCBC by Ivan Lessner, (who is currently away in Europe), at the next VRCBC meeting. It was declared that the VIP passes/mini posters were a great success as was the parade which hosted 76 cars. Ian dealt with many levels of government to make the Mission VRCBC parade happen and every Retail outlet on the parade route was informed of the activity and positive feedback was received.

The anthems sung by Christie McColl, were received in a most enthusiastic manner. The event was slightly short staffed which will be addressed by the VRCBC for the future. Ian passed compliments to Vince Howlet, Mike Tate and all the visitors to the broadcast booth who helped make the race stories unfold. Alan McColl was complimented on his excellent work as Paddock Marshall.

Ian thanked Leigh Anderson especially for his organization of the Saturday evening BBQ, which was a great success. The car corals broke all records, for which we are very thankful to Wes Stinson. 130 period cars turned out with the previous Westwood record being 122 cars in 1989. The VRCBC relay was again a success and efficiently run by Bob and Liz Smith.

It was considered that the decibel levels should be recorded and displayed for VRCBC participants in the future. The public that were spoken to declared that the HMR races

were very entertaining. It was agreed that in the area of registration that the operation needs to be open from 7am on both Saturday and Sunday.

Technical inspection approvals as a 'roving operation' were very much appreciated, for which we thank all involved. Tires are still an issue with some marques but the club is to be advised that Yokohama Tires are still issuing a 195 X 15 in 008.

Tall Tires – only 4 cars in this category joined the parade which was a little disappointing. More work required here.

Race Director – Hugh Archer advised that the SOVREN Spring Sprints were scheduled for this coming weekend, but that because of a lack of participation Hugh had advised SOVREN that the VRCBC Special Race would not be happening.

A discussion ensued with regard to the race preparation of some of the cars including a 'Classic Class' Race entrant. These matters have now been made known to the owners. It was agreed that the 'Classic Car Entrants' will have to be encouraged such that the class will grow and to ensure that a solid level of cosmetic preparation is achieved.

The Race Director advised everyone that the next REVS race entry would be on August 15th, 2004.

It was emphasized that all MUST fit the criteria as described in the Vintage regulations in 2004 to ensure a high level of competition. It is especially important that the REVS entries be presented and acknowledged by the club as soon as is possible.

The VRCBC, it was noted, does not have a method of checking and analyzing the vast majority of its racing vehicles and relies upon the honest preparation of a period correct car by its members.

New Business:

The All British Field Meet will occur in two weeks time.

It was recommended that any of the left over HMR programs be distributed at the ABFM. Ian to organize.

Treasurer's Report:

The Treasurer, Ivan Lessner, is currently in Europe attending to family and business matters.

For Sale:

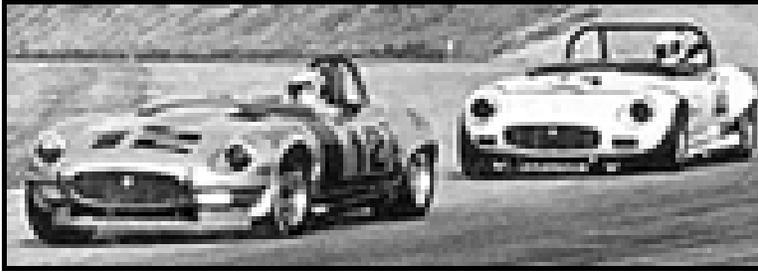
1973 Datsun – call Bob Barg at 604-721-1794

The next meeting of the VRCBC will take place at Beluga Bar and Grill (on Tuesday June 8th, 2004 unless a new venue is advised by email).

All business being satisfactorily concluded the meeting was closed at 9.30pm.

Mike Tate, VRCBC, Secretary 2004

Upcoming events in June are as follows:-



Huffaker E type leading the Group 44 E Type

The Wine Country Classic is just a week away, they are also featuring Jaguar this year and it's on the newly refurbished Sears Point race track. It's not as big as the Monterey Historics but it has its own charm, www.winecountryclassics.com June 5th and 6th
Featuring Jaguar.

NorPac Vintage Racing Series for 2004 The schedule is:

May 29/30/31 - (NWR) - Pacific Raceway - Kent, WA

June 11/12/13 - (OR) - PIR - Portland, OR

Aug 14/15 - (OR) - PIR - Portland, OR

Oct 29/30/31 - (SFR) - Laguna Seca, CA

The NorPac Vintage Racing Series will provide an opportunity to race as part of a series that emphasizes participation over finishing position at the premier racing sites of the Northern Pacific Division from Monterey to Seattle. The tracks involved are both historically significant and are also newly developed and updated. Keeping more cars and drivers active in sports car road racing over a longer period of time is recognized as vitally important to our sport.

The NorPac Vintage Racing Series will utilize a common set of rules that support these philosophies (see the Supplemental Regulations). The four clubs involved wanted to get these dates announced early in the season so individual planning for event attendance could take place. Work is under way to finalize details for the series and that information will be available shortly.

To get on the entry mailing lists right away and for more information, you may contact:

Dan Carchano, Northwest Region: Dan@waterfrontconstruction.com

Dan Mullin, Oregon Region: danm356@yahoo.com

Bruce Goronsky, San Francisco Region: BAGoronsky@aol.com

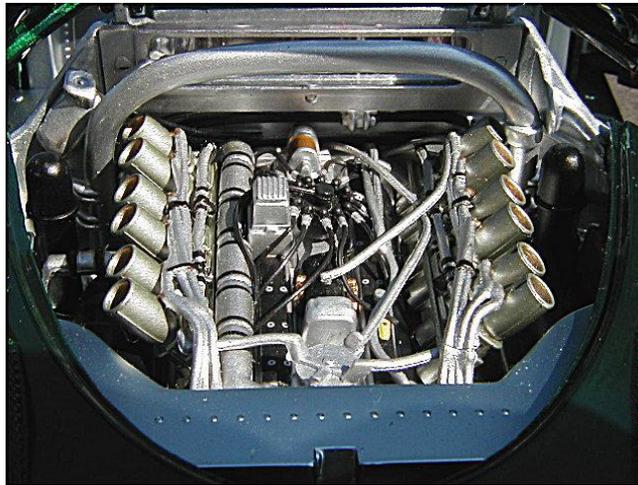
SCCA Oregon has their Portland Rose Cup weekend with a Vintage grid June 12/ 13.

Jaguar story of the Month - the 1966 XJ13



The XJ13 is one of the most stunning Jaguars ever made and some argue that it's also the most beautiful. Developed in the sixties to take Jaguar to Le Mans and give the GT40s a run for their money, the original XJ13 boasted over 500bhp. A mid mounted five litre V12 with twin cam heads provided the power to match the looks and not surprisingly is said to be a blisteringly quick car.

The merger of Jaguar with BMC created a distraction from the racing goals, and budgetary considerations resulted in the Le Mans plans being sidelines. The car was left with an uncertain future.



The development of the new V12 needed to be kept a secret as the six cylinder E Type was selling well and news of a V12 might jeopardize sales if buyers were to hold out for a V12 version. For that reason, Sir William Lyons instructed that the car be kept under covers until its future was more certain.

Naughty Boy !

Going against those instructions, Chief Development Tester Norman Dewis felt the need to give the XJ13 a blast around MIRA one Sunday morning. Dewis set a new unofficial lap record at the facility topping out at 175mph.

Sir William got to hear of his exploits and his infectious enthusiasm for the project won Lyons over and he let Dewis continue development of the car at weekends. Further work went on, but it wasn't enough to ensure that the car could win if entered at Le Mans so the project was once again put on ice.

The development of the V12 hadn't gone to waste however. A detuned derivative of the new engine was put in the E Type for launch in 1972. In preparation for the launch a TV crew was sent to MIRA to film Dewis giving the car a run. The footage would be used to launch the V12 E Type.

Disaster !

They filmed all day and then the crew asked for one final drive by. Dewis flew past on the banking at 140mph when disaster struck. The offside rear wheel collapsed sending the car hurtling into the infield. The XJ13 rolled end over end before coming to a halt on its wheels. Miraculously, Dewis survived but the car was in tatters

The car was rebuilt - with different wheels and some cosmetic changes - and remains one of the most iconic, and valuable cars Jaguar have built.

It remains the property of Jaguar and an offer to buy for £7m was turned down in 2001

Buy Sell

15 Gallon Polyethylene Fuel Cell 2 AN6 pickups, roll over valve, full foam baffling \$100.00 call Gunther at 604 -617-3673

1973 Datsun – call Bob Barg at 604-721-1794

A pair of radiators, in good condition, suitable for a sports or formula race car, price \$325 for the pair are available from Ian Wood, 604-433-4717.

1984 26ft. Citation RV Class C, \$11,000 call Evan @ 604-531-4806 for details

PAIR OF 40 DOCE SIDE DRAFT WEBER CARBS. SET UP FOR TR3/4. COMPLETE WITH MANIFOLDS AND LINKAGES. \$750.00. RANDY 604 538 0150