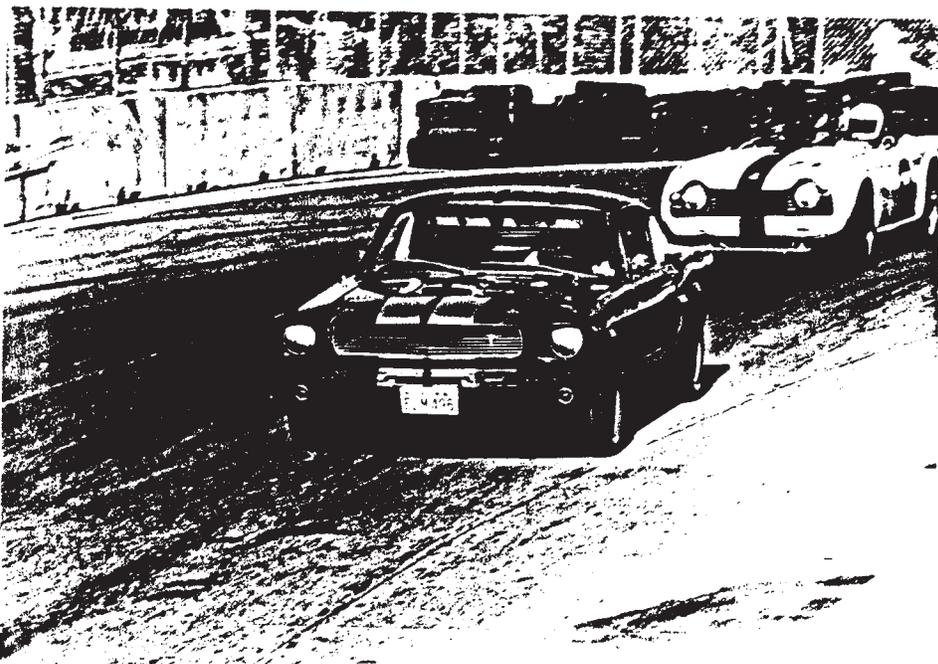


APRIL

NEWSLETTER 87

vintage racing club

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



VINTAGE RACING CLUB, LADY DRIVER OF THE YEAR, 1986, SUE KENSLER IN HER POWERFUL SHELBY GT350H, SHOWN "BLOWING THE DOORS OFF" THE EDITOR'S TR4 AT THE TACOMA GP.

CLUB EXECUTIVES:

Past President	Leigh Anderson	536-5292
President	Dave Birchall	581-4685
Vice President	Robert Follows	926-3338
Treasurer	Ray Nicols	941-5624
Secretary	John Ridington	946-1545
Competition	Allen Richardson	222-1778

Other Officials:

Race Organizer	Robert Follows	926-3338
Social Convener	Elizabeth Smith	943-2779
Club Photographer	vacant	
News Sheet Editor	John MacGregor	536-4228

MONTHLY MEETINGS:

Officers Mess Jericho Det.
 4100 W.4th Ave., Vancouver
 Second Tuesday of every month.
 7:30 starting time
 Dress Code: NO jeans, T-shirts, sandals

CLUB ADDRESS:

Vintage Racing Club of B.C.
 P.O. Box 23393 AMF
 Vancouver, B.C., V7B 1W1

Dues: \$30/ year

Advertising Rates: Business cards \$5/ issue, Full page \$30/
 Half page \$16/

Deadline for all contributions, third Tuesday of every month:



Famous Last Words:

With some minor detailing and assembly it should be ready for the weekend! A free beer to first person to identify the Vintage Racer and car.

MONTHLY GENERAL MEETING OF THE VINTAGE RACING CLUB OF BC

Held at the Jericho Officer's Mess - March 10, 1987

President Dave Birchall brought the meeting to order at 7:52 pm, there were 40 members present.

- Dave talked about the need to involve our club in the META car show that was to be put on at the westwood Mall. Miles offered his cars and his support. A show of hands indicated we would have a good turnout.
- The SCCBC need our support at work parties at Westwood on Sunday Mar. 22 at 9:00 am. Bring saws, axes, chain saws, etc. A show of hands indicated that we would have about 12 - 15 members.

Alan Richardson - talked about our racing schedule, as follows;

- Knox Mtn. - NO, because of their safety rules - cages must be CASC spec.
- SCCA Driver training & Race, Olympia WA on Apr. 11/12.
Entry \$80.00 for both race and training, \$55.00 race only;
Cdn \$ at par.
- May 22 - classroom session for our Driver Training - Guilford Park
- May 23 - tracktime for our Driver Training at Westwood.
- John MacGregor is the organizer.
- June 20/21 at SIR-Conference event
- July 11/12 at Portland, run by Steve Earl
- July 18/19 our Historic Weekend - our premier event.
- July 31 - Aug. 2 the Alpha Romeo event, Portland
- Aug. 1/2, the Whistler Hillclimb
- Aug. 8/9, the Tacoma Grand Prix, sponsored by VR.
- Aug. 22/23, Laguna Seca
- Sept. 7, Olympia event, SOVERN sponsored
- Sept. 12, Westwood, club event.
- Oct. 10, the Enduro event, with VRC having a grid.
- Nov. 28, our Annual General Meeting.

John Ridington - presented costs/ideas on decal and a car badge, members approved the decal. Miles is to review.

Ray Nichols - the Treasurer's report showed we have \$3,387.17 cash on hand. We also have a bond that is approximatley \$6,600.00.

- Ray mentioned that we have, in his experience, a real Public Relation problem, in short we have to clean up our act in terms of helping and co-operating with other clubs and people in the sport.

General - The All British Field Meet, the club members were encouraged to bring out their cars. There is a slalom on Sunday at SFU.

Tech questions - your race cars must have catch tanks, for oil and water.

Marketplace

- 8 gallon fuel cell - Mike Welland, \$250 - \$325, square type
- trailer, single axle - Robin Marshall, \$350
- all of his fleet of cars - Miles Fenton
- Brian Stilling needs set of Nomex, 6' 1", slim 210 lbs.
- Morgan 4+4 - Alan Murtaugh
- all of his cars - Adrian Radcliffe

Meeting adjourned at 9:05 pm.

John Ridington
Secretary

1987 RACE SCHEDULE

<u>DATE</u>	<u>EVENT</u>	<u>ORGANIZER</u>	<u>POINTS</u>
May 8/9	All British Field Meet		NO
May 23	VRC Driver Training & Club Race (lecture May 22, pm)	VRC	YES
June 20/21	Seattle Conference (possible vintage)	CONFER.	NO
July 9/10	Portland Historic	HMRA	YES
July 11/12	CASC Driver Training	SCCBC	NO
July 18/19	Westwood Historic	VRC	YES
Aug. 1/2	Whistler Hillclimb	BCMA	YES
Aug. 7/8/9	Tacoma GP & Vintage	VR	possible
Aug. 22/23	Monterey Historic	HMRA	YES
Sept. 5/6/7	Olympia (possible vintage)	SCCA	possible
Sept. 12	VRC Club - Race - Westwood VRC	VRC	YES
Oct. 10	Westwood Enduro	SCCBC	YES
Nov. 28	Annual General Meeting	VRC	NO

We have eight events that are counting towards our point championship with a possible two more events. There is a good mix of events so that you can be either a consistant entrant or an occasional one and still have fun.

The Historic Weekend - Westwood - July 18/19. (Rob Follows)

This years Historic Racing Weekend is already attracting a very high caliber entry from California and also I don't expect quite the numbers as in Expo year; the quality will be excellent. I think it behoves us to keep the standard of our own entries as high as possible and I shall be observing the club rules when it comes to accepting entries.

It is an interesting point that the entries we have received closest to the race are often the most blatently non-conforming cars. Last year I said I would accept no local cars within a week of the race, this will apply this year also.

We will require up-to-date photos of cars that have not previously raced at the historic weekend.

Vintage Driver Training 22/23 May 1987

- Aims** - To provide driver training necessary for CASC requirements for the Vintage Racing Licence,
- To provide an opportunity for members and families to receive actual Westwood track experience under controlled conditions,
- Fun for those experienced drivers without vintage racing cars.

- Requirements** - VRC club membership,
- Provincial or State drivers licence,
- Clean, mechanically sound, with seat belts, small or compact car,
- Snell approved helmet, any year,
- \$50 Cdn entry fee

- Training** - Compulsory pre-track instruction on Friday evening at:
Guildford Park Secondary School
Room 100, 106A Ave & 146th Street
Surrey, B.C.
7:30 pm - 10:30 pm
- Driver training, Westwood, 7:30 am - 16:00 pm, 23 May, rain or shine
- Training will provide experience in all facets of vintage racing, starts, finishes, cornering techniques, flags, signs, and emergencies.

- Awards** - Certificates will be given on completion of training at Westwood.
- A party for all will be held at the Riddington Estate 5898 Crescent, Ladner, B.C. Saturday evening.

- N.B.** - We hope to limit driver training entry to 20, so be quick if you are interested.

Race No. 1, Westwood, 19 April 1987

Seven vintage enthusiasts entered the first event of the year, an SCCBC Regional at Westwood. Although nippy, the sun shone most of the day making the season opener pleasant for all. Ken Ingham in his recently acquired Morgan +8 gave Bob Smith and the TR5 some real competition, both running 1:28s. Art Clendenen in the ex Birchall Marcos, Gunther Pinchler in the ex MacGregor TR4, Bob Walker in his well tuned Morgan, and John MacGregor in his BRG TR4 were all running together in the low 1:30s and having a bit of a go. Only Leigh Anderson in the beater Elva was lacking competition, fortunately his Elva expired with terminal gear box failure. (Missed a shift, eh?)

RACE 1

Anderson	Elva	11 laps
Ingham	Morgan	11 laps
Smith	TR5	11 laps
Pinchler	TR4	11 laps
Clendenen	Marcos	10 laps
Walker	Morgan	10 laps
MacGregor	TR4	10 laps

RACE 2

Smith	TR5	10 laps
Ingham	Morgan	10 laps
Walker	Morgan	10 laps
Pinchler	TR4	10 laps
MacGregor	TR4	10 laps
Clendenen	Marcos	10 laps
Anderson	Elva	3 laps



Ken Ingham's new fast Morgan +8. Checking to see where the smell is coming from Ken? Anderson in the Elva asleep at the switch as usual.

The Smiths at work, trying in vain to conceal the gaping holes.



Art Clendenen with his new Marcos. "where's the brakes".



Opening a Triumph bonnett always attracts an admiring crowd.



Letter to the Editor:

Your editorial in the March NewsSheet prompts me to put pen to paper. I feel I must state the other side of the coin and in doing point out some inaccuracies in yours.

In proposing changes in the regulation of vintage racing I wonder whether we forget where we have come from and have lost our direction for the future. This form of racing has developed from the desire of enthusiasts for old sports cars and racing cars to exercise their accurately restored and well presented vehicles in a manner visually approaching contemporary racing. As owners of these cars we should perhaps remember that we are not racing drivers (or we would be driving formula fords) but merely pretending to be racing drivers. There is an unhealthy trend away from the truly historic vehicles to the stripped-out specials which use modern engines, wheels, tyres and besport "improvements" that render them indistinguishable from the leftovers of modern racing.

We are not in the Vintage Racing Club to make more rules, but merely to guide the sanctioning body that will all too readily do it for us. There is no benefit to the club to insist on roll-over protection - it is a personal benefit. Therefore, it is at present strongly recommended and should stay so. There is currenty pressure in VARAC in Eastern Canada to enforce external hood releases, window nets, head restraints and external kill switches - Each device very praiseworthy I am sure, but one more step away from the correct vintage racing car.

If these rules become madatory you will exclude all the most exciting cars that we love to see: - No Testa Rosas, no DB3Ss, no Lago Talbots or Monza Alfas or pre-war cars of any description. Half the Lotus XI's will disappear, as will my Cooper. Is this really what we want?

I must take you to task on your facts. None of the West Coast organizations with which we mingle demand rool-over bars. Perhaps Conference does, but they have no experience with Historic Racing. In fact it is their very insistance on modern racing modifications that has precluded Historic Racing from their events.

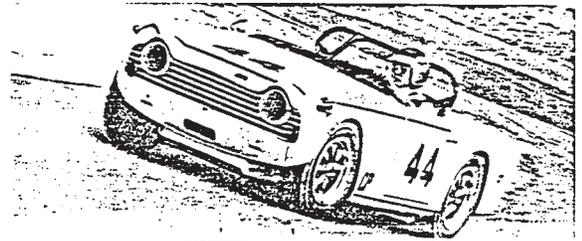
The description of coverage on the vintage race track can hardly be further from the truth. To my knowledge there were no deaths in North America in 1986. The greatest threat to our health is our own age and decrepitude. Of the two deaths of which I am aware in the USA in recent years one was most likely a heart attack and the second heat exhaustion. Both would appear to have happened before the cars went out of control. Vintage racing has been notably safe considering the numbers involved.

I have always maintained that while it is satisfying to win personal races on the track, the need to win the particular race is meaningless because of the arbitrary selection of the grids. If you are unable to make your original Widget Mk I go as fast as your ego requires, then you should buy a faster car, but don't put on huge mags with 60 profile types and drop in Widget Mk V engine and stripe out every piece of trim, because to my mind it ain't vintage racing.

I wish to in no way minimize the importance of safety in our hobby because as a race organizer I am acutely aware of the problems. However safety must come from our hearts and our attitude to this peculiar form of motor sport rather than in more rules and regulations.

Yours truly,

Robert Follows



TRIUMPH TR. 5

Leiland Motor Corporation of North America, 111 Gateway Place, Teaneck, New Jersey 07666.

SEPTEMBER 1968

CAR and DRIVER

Editor, Vintage Racing Newsletter

Dear 14 Inch Rim 60 Series John,

I suspect we all came away from the last meeting with our feathers unnecessarily ruffled - I know mine were. We, the great vintage racing unwashed, had thought the eligibility rules previously hammered out and published had settled all the major arguments that we have had over the past years and the rare clarification of eligibility would be handled by our elected executive. Now it seems it is the literal interpretation of these rules by our executive that has us at odds with each other again. I can visualize it is not easy being a member of an executive that feels it must address these contentious issues that effect all race cars when few of them have current race cars themselves. A thankless job to be sure.

I personally get a great deal out of our meetings and I enjoy the conversation, comaraderie and cool ones, as much as I enjoy the light bantering and good natured barbs heard at the meeting itself. That is until last meeting when - ZAP - we were told to put our headlights back in ("told" was later modified to "suggested") - and - here we were 4 days away from the season opener! Before the dust had settled on this one we were being informed that cars that left the factory with 15" rims (or whatever size) would race on that size. Anything else made the car look unvintage and ugly. (Note our "official" rules allow for 10% or 1.5" on a 15" rim - either larger or smaller.)

Although "vintage racing was not meant to be cheap racing" I, for one, have great difficulty convincing myself and my bank manager that my sturdy 14" rims can now be set aside so I can re-equip with 15 inches - particularly when my 14" rims and tires are the same diameter as the stock rims and tires that come with the car.

I am the first to agree that Triumphs are somewhat less than dazzlingly beautiful but it really was my terrible Triumph, (an intentional copy of the 1967/68 factory works car number 44 with it's gaping black holes for headlights and 14" rims) that got an honourable mention for the best looking car competatively racing at last year's Historic. It's a good thing Alan got that on video as it certainly won't slip by again. (On the other hand - with headlights and 15" rims it should be a shoe-in this year.)

Undoubtedly, as ladies and gentlemen participants of this vintage hobby, we'll all do our best to abide by our Club's rules. Headlights, being relatively inexpensive although perhaps somewhat hazardous, will be stuck back in. Rim and tire change also, I guess (no less than 70 series?) but this may take me a pay cheque or two longer to accomplish. The big thing is we now must ask ourselves - what next? How far are we expected to go to de-prepare our cars for racing? Windshields, bumpers, interior, seats, dash boards, rear view mirrors, door handles, chrometrim, windshield wipers, after factory colours? The list goes on but where are we expected to stop? Are we to be a Vintage Racing Class or Vintage Show - Room Stock? And what of next year's executive? What if they advocate we return to race prepared? As owners and drivers we need some definitive answers and these answers can only come from ourselves. I, for one, really want to play the proper vintage racing

I hope the bad vibes I felt were generated at the last meeting won't prevent anyone from coming to the next one. Whether you or I personally feel our executive are right or wrong in their attempt to see the majority of the member's wishes are carried out, they do need our support - as we need theirs. They donate their time and energy on our behalf and on behalf of vintage racing as they see it.

There - I've said it and I feel better. See you at the next meeting.



Bob Smith
(one of the terrible Triumphs)

ELECTRICAL SMOKE

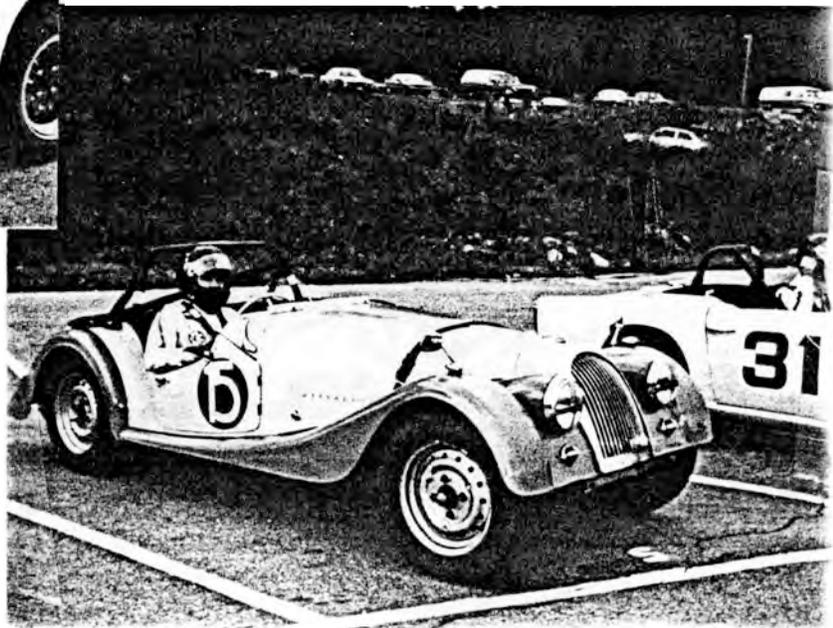
As I understood it, electrical components use smoke as an operating fluid. Have you ever noticed that when the smoke leads out of an electrical item, it no longer works? Sometimes, if the leak is small, the device continues to function after the leak is fixed. A large leak is usually fatal.

Further evidence of this theory is provided by the following example. A plug (smoke feed pipe) is placed in a wall outlet. The device develops a leak, so the feed pipe is removed from the outlet and the leak stops.

Experimentation with Lucas electrical system tends to bear out the original hypothesis.



Gunther Pinchler, an aspiring Triumph driver - 1:32, not bad!



Rob Walker in his ex Fangio Grand Prix Morgan, claimed he laped in 1:00 flat!

THE SOCIAL DIRECTOR SPEAKS

Social plans for the 1987 racing season are beginning to gel.

There will be a victory celebration after the driver training school at the country estate of Mary and John Riddington in Ladner. This will be a very low key casual event so the Riddingtons can enjoy a day at the track also.

As last year, we will be collecting \$5.00 from each person who will be attending. Please see either Bob or myself at the ground school on Friday night or at the track on Saturday. In exchange for your paltry \$5.00 you will receive a map (your ticket to the event) and a scrumptious chicken dinner personally cooked by the Colonel. Bring whatever it is you wish to drink as only coffee, tea and water are supplied. If you have questions call Bob or myself at home 943-2779 or Bob at work 276-5412 (24 hrs).

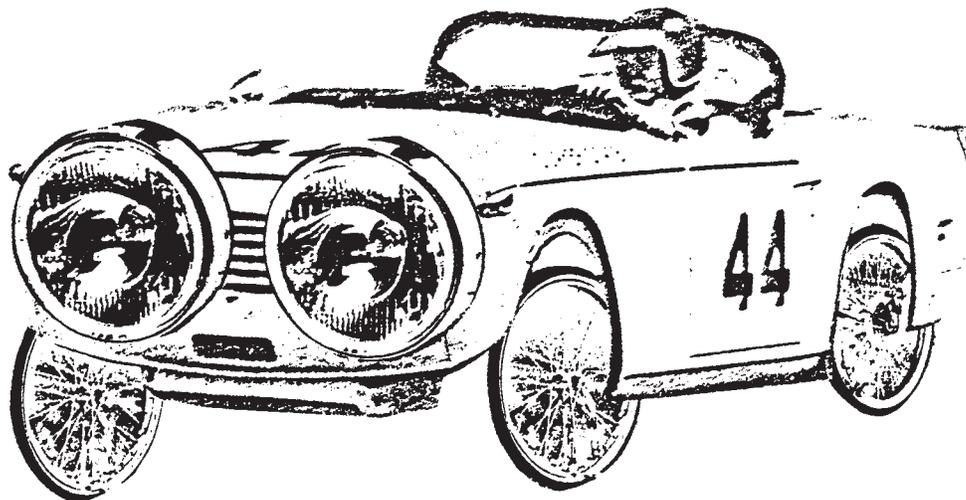
Looking further down the road (track) we are hoping to have a hospitality room (suite) in conjunction with the out-of-town events such as Portland, Seattle and Tacoma. This will give us a place to meet, tell lies, discuss the pros and cons of headlights and generally socialize and get organized for evening outings etc.

We are also looking for a location to have a summer Bar-B-Q. The type of event planned would include the whole family - preferably at a beach and/or park. Just a relaxed social gathering where we would each bring our own drink, munchies and exotic meal. Anyone out there know of a good location?

After the Club's one day event in September, the Nicholl's have once again kindly offered their home for a get together. More on this later.

We are always open to suggestions for the type of social events you feel we should attend, host or be part of. If anyone has ideas be they good, bad or indifferent - speak up. We would love to hear from you.

Elizabeth



Triumph TR5 Factory Works Car to VRC Specs.

OLDEST VINTAGE RACE CAR IN THE CLUB

If we were to live by the true definition of "Vintage" racing we would all have to race pre 1930 cars for that is the cut off date set by the Vintage Sports Car Club, (It was set in 1934!), and is the generally recognized date when discussing "Vintage" cars in the pure sense.

To my knowledge there are only two such cars in our club; Rob Follows 1928 Aston and my 1923 Vauxhall 23/60 flat track racer. I learned of this cars existence through comments made by Ed Arnold and finally acquired it with the assistance of Clive Darvell (he of the Cobra).

The car was located in Prince George, but its history began, for our purposes, in Winnipeg as a tourer. It would have looked similiar to the 3 and 4½ litre Bentleys that most people are more familiar with. In 1928 the car caught fire and the original body was to severely damaged to rebuild. It was acquired by one Percy Weldon who discarded the remains of the original body, shortened the chassis by 2½ feet and fitted a two seat, pointed tail body.

Weldon raced the car through the 1930s on the fairground tracks of the Canadian Prairies with occasional forays into the USA. He kept the car until 1949 when he sold it to the man from whom I bought it. Percy Weldon subsequently moved to B.C. and was curator of the Langley Transportation Museum until his death some five or six years ago. Ed Arnold knew him and said he often spoke nostalgically of his old Vauxhall, Ed didn't realise it was the same car he told me about until I had brought the car to Vancouver. I have been unable to trace any relative of Percy Weldon although I believe he has a sister somewhere. There is a picture of him with Barney Oldfield and the Blitzen Beny in the Langley museum but I haven't been to see it yet.

The Vauxhall is a big car and of very high quality as all Vauxhalls were until their take-over by General Motors in 1926. After that G.M. used Vauxhall to produce cheap, every day cars. Admittedly they have probably survived as a result of this but in the early 1920's a Vauxhall gave pride of place to no other car on the road particularly their archrival the Bentley.

The engine is a four litre, four cylinder, overhead valve with separate four speed and reverse gearbox. The clutch is a "Heli-Shaw" unit with 27 plates! The bottom end of the engine is massive with five main bearings and four bolts to each connecting rod. Like a modern day dragsters it has roller cam follows and the valves are large although the very closely related, legendary, 30/98 has bigger valves yet. Like many cars of the time there are no front wheel brakes although they were available later in 1923. Roads were cleaner then, obviously.

The car is in rough condition but surprisingly complete. Even the original speedometer is still there and the original switch panel from the tourer body remained with the car over the ensuring 55 years. It will be a major project when I finally have enough courage to tackle it, but one thing is certain, of all the cars I own, the Vauxhall is the only one not for sale. Where would I find another like it?

David Birchall

Grab your fire extinguishers, it's COBRA time! Clive Darvell probably wishes that I wouldn't draw attention to that fact that his Cob's carpets turned to ash at the last race of '86. That small misfortune however was a repeat to Clive owning the car. Clive stumbled onto this great classic, literally by accident, I'll let him do the talking. " I wanted to take my wife out to a restaurant I had visited many times on my own, but because it was 400 miles from where we lived we didn't get a chance to go there to often. Anyhow, we got the chance one weekend, so off we went. Finding a parking spot at the restaurant I noticed this Cobra emitting smoke from under the drivers seat. We had the owner paged, and he seemed completley unconcerned, telling us that this wasn't the first time the headers had cooked the carpets. I made some quip as to how he should sell the car before she burned herself up. The result was that Clive made a real low ball offer that night which was turned down, and then accepted about three months later. We know what happened to Cobra prices not too long after, and if your are beginning to feel a little envious, read on. Clive was not quite sure as to just what he'd gotten himself at the time, as the chassis plate had been removed. It took lots of detective work, but lo and behold it seems this is a very special snake indeed.

It goes as thus, Carrol had a friend Ken (Miles), Ken had a wealthy nephew named Bob (Gage), Bob wanted a car. What Bob got and what our hero now owns, was a factory prepared and sorted chassis which had been slated to become an FIA 289. Bob was California Solo 1 champ from 1964 to 68, the factory called up Bob and the Cobra to help out at the Drag Strip one weekend, they tuned the quarter in 11.6, Bob won the winter nationals, that was 1966. The auto cross background is causing Clive some headaches today, the car is running lots of camber on the front, not to mention rubber, the net effect produces some interesting handling. "You can scare the - - - out of yourself just driving down the road," says Clive bluntly, "going over Deer's Leap I can't get near the car's maximum because she just wants to dance all over the track." The problem should soon be sorted, Clive just needs to keep throwing money at the car. New front springs (transverse leaf), new wheels, etc., etc., we wach have our own version of this rhyme. Clive does seem to be luckier than most of us though, you see he had already bought a Lotus 11, a resident, who had tried, but couldn't give the car away. Clive bought the 11 because he liked it's engineering and design, fortunately he didn't get around to making the changes needed to make the car road worthy, as was his original intent. Imagine if you will tottling 'round town, in and out of traffic, one eye on the temperature guage, the other on the undercarriage of a carelessly driven Ford Sedan. "Betty did you feel a bump or something?" "Gerry, I thing there's someone in your transmission." The Eleven is still awaiting restoration, in the mean time Clive built just the place to do the work.

Garage is not the word to use, it describes the function, but not the facility. Baseboard electric heating, banks and banks of florescent flights, walls and ceilings finished to a level usually reserved for operating theatres, these are some of the features of this amazing auto sanctuary. The only feature disturbing the billiard table like floor is the access cover for the recessed hydraulic single post hoist. That's right folks, just like they had in real life service stations, before self service came along. A heavy I beam runs down the center of the work area and is set at ceiling height in concrete at both ends, this slows the engine hoist to slide down it's length so that engine swaps can be done in all bays. Think of this place next winter when you are stripping your cars.

High overhead, next to the motion detectors a coiled cobra keeps watch a statue of course, not far away the real protection sits waiting ... the fire extinguisher

VINTAGE RACE & DRIVER TRAINING APPLICATION

23 MAY 87

ENTRY FEE \$50.00 (\$35.00 U.S.)

PAYABLE TO VINTAGE RACING CLUB

(Circle One)

Entry for Vintage Race
Driver Training for licencing
Driver Training for fun
All of the Above

Driver _____

Address _____

Postal Code _____

Competition History _____

Vehicle Information Year _____ Marque _____

Mail to: John MacGregor
1763-146th Street
White Rock, B.C.
V4A 5V4

* **Note:** Class Session: (Required for Driver Training)

Guilford Park Secondary School
Room 100
106A Ave & 146th Street
Surrey, B.C.

7:30 pm - 10:30 pm May 22 Friday night



vintage racing club

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