

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.

1987 RACE SCHEDULE

<u>DATE</u>	<u>EVENT</u>	<u>ORGANIZER</u>	<u>POINTS</u>
June 20/21	Seattle Conference & Vintage	CONFER.	NO
July 10/11	Portland Historic	HMRA	YES
July 11/12	CASC Driver Training	SCCBC	NO
July 18/19	Westwood Historic	VRC	YES
Aug. 7/8/9	Tacoma GP & Vintage	VR	possible
Aug. 22/23	Monterey Historic	HMSA	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

July 1987

EDITORIAL

This newsletter is a quicky because there are some important social announcements that you have to receive before they've already been held. Hope Canada Post helps out.

As you can see, this is written by the Assistant Editor. That's because the editor has found it necessary to resign, at least for a while. As you know, it isn't like John MacGregor to start something and not finish it, (although that may not include races); however, John probably did not contemplate many changes in his life when he undertook the editorship. Well, cupid planned otherwise and John has other plans, including a move to Victoria. Good luck John old friend, hope you keep V.R.C. in your new life - Karen's too.

The new editor - and our 100th member for 1987 (Dave owes her a beer) is Susan White. Although a new member, Susan is no stranger to us as she has been Art Clendenan's guest and partner at many meetings and events. If Art won't be her assistant, the current gallant assistant editor will continue, otherwise I shall gladly defer to Art. Now that's the kind of club spirit we want - take on a major and important task like the editorship, the same night you become a new member. Thank you for setting an example for others to follow Susan.

The rest of this editorial will be a pot pourri of comments as I think of them.

HISTORIC WEEKEND

As I write this (on the day after our Historic Weekend) I am still experiencing the elation. Another success and best of all, no serious property damage (to cars) was evident. Incidents last year caused me some worry about what to expect this year, but outside of some skating around on "someone's" oil which was scary and potentially dangerous I don't think there was an incident that came close to being serious. What was that Winfield? Sure your steering column became disconnected but you were always in control weren't you?

It was good to see new drivers do well, especially my prize student Freydis Welland. It was also good to see new cars perform well and to see our members and guest competitors from beyond the immediate vicinity of Westwood, enjoying themselves. Everyone was a winner, because they had a good time. Yes Chris, I did enjoy myself despite the four letter words as I tore apart my clutch linkage for the 12th time. I also learned that the Hewland works quite well without a clutch if you have a few strong people to get you started. Just have to hold your mouth in the right configuration and cock your head to the right. To all those who worked behind the scenes, including our two gate ladies Mary Ridington and Faye Lathrop who suffered a lot of unnecessary and unpleasant abuse from gate crashers, a few competitors and others, you are the unsung heroes and a big thank you. Without you it would not have been.

Susan will be publishing the results and some photographs - also any reports from our Race Director and the Organizer in the next newsletter.

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Incidentally, a few of my non V.R.C. friends came as spectators and were astonished at the caliber of cars and racing. Very favourably impressed. I was really impressed with the significant improvement in the variety and quality of cars entered by V.R.C. members. We're getting there folks!

"FOX PAW"

I made a real "fox paw" (typist please correct spelling) when I wrote a note to the editor for the last bulletin. He was my editor-in-chief at the time and I was really sucking up to him, but now that he's quit, I can tell the rest of it. You see, I made it sound like MacGregor did all the work for our May closed event. Well he didn't. We have a very quiet, self effacing Race Director who "hides his light under a bushel" as they say. I've never organized a race myself, but as President of this club I gained a lot of insight as to what is involved, and believe me it's a big job. Arranging the support services for the event, insurance and all the other little details is no mean task. One of our observant members pointed out my "fox paw" and I apologize for a serious oversight. On behalf of all who participated many thanks Alan for your major role in making that event the success that it was.

BAR-B-QUE

Elizabeth asked me to tell everyone that due to the rules at the Jericho Tennis Club, adults only are allowed on the premises after 5:00 P.M., "ergo, adult function". In other words, no ankle biters. Gees, these Jericho residents are no fun at all what with the dress code at the Mess hall, etc. By the way, the photograph on the "Social Notes" page was not my choice, but Elizabeth's. Probably the last Triumph nonsense from these people though. Now they're sporting Loti shirts and have joined the hordes of people who are sporting Lotus Sevens.

The importance of participation in our social events cannot be over estimated.

QUESTIONNAIRE

Remember the one that appeared in the last issue? You are asked to respond if you wish to influence direction..

STICKY TIRES

As some of you know, my entry form for Portland was rejected because there is a four letter word on my tires - YOKO - as in Yokohoma. After spending a small fortune in telephone calls trying to get an answer, "yes Mr. Anderson, we'll definitely call you next week" and "next week" and "next week", I finally traced Steve Earl himself through a desperate telephone call to the P.I.R. manager and got to speak to Steve at noon on the day preceeding the race. After he said "no", we had a long amiable chat about tires. It seems that there are several reasons for rejecting Yok'o's and anything that compares. Too sticky (did you check out the AVONS on the MALLICK? - goo!). Low profile (60 series). Not in keeping with the original appearance. They don't allow the car to drift. Stickiness gives a several second edge and may be too hard on the suspension, but essentially they are viewed as cheaters.

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I'm not arguing with the rules. Who am I? All I request is consistency because consistency = fairness where I come from. That's what we must try to achieve in the application of rules in our club too. Without that we'll always have disgruntled members. So when we are debating rule changes, as we will likely be doing in the near future, lets remember consistency of application and enforcement.

I struggle with the question of sticky tires because the Elva Mk 6, being one of the earliest rear engine racers, always had oversteer problems and spin-outs were quite common until suspension modifications were made and stickier tires were used. Does safety count for anything in this regard? I guarantee that I would have spun badly on the great oil slick on Sunday if I had not had "state-of-the-art" tires. Talk to Robin and Wally about how safe that feels. Interesting questions, what? Speaking of originality, etc., see copy of ELVA newsletter and Stirling Moss's problem with his gearbox.

By the way, I will be in support of a more definitive ruling on tires. so long as any resulting "tightening up" is phased in. I still love my YOKOS though.

FINALE

It just dawned on me that I now have to type this rambling commentary. That ought to take about 5 hours.

Excuse me for being so verbose. It's my last kick at the cat.

Leigh Anderson,
Assistant Editor & P.P.

P.S. Just had my cheque and entry form returned to me by Steve Earl and noticed that the logo of the Historic Motor Sports Association includes a checkered flag, flanked by an American flag and a Canadian flag. Never noticed that before. Pretty significant I'd say.

MONTHLY MEETING of the VINTAGE RACING CLUB of B.C.

Held at the Officer's Mess, Jericho Detachment, June 9/87

President David Birchall called the meeting to order at 8:05 pm.
There were 40 members present.

Treasurer

-Ray reported that we have \$11,900.00 in the bank account.

Racing Director

- Reported on our very successful Driver Training, giving full credit to John MacGregor's organizing and teaching skills. Results of the race were as follows; 1st. race-Gil Stuart of Calgary in his '66 Corvette.
- 2nd. race-Robin Marshall in his Lotus 17.
- SIR-very few people planning on going, 2-4 at best, not a good showing.
- Sept. meeting, suggestion was to share it with ~~the~~ bikes, to reduce costs and to help another club. Members agreed to this plan.
- Night practice-Thur. 6:00pm to dusk, cost \$15.00. It is believed that you do not have to belong to the SCCBC-this is being checked.
- Bob Smith asked if the club would provide tow money for club members going to distant events.
- Affiliate status with SCCA, discussion arose with Bernie, Miles, John Rob contributing. Perhaps we as a club subsidise our members?
- Tacoma Grand Prix, to run we ^{may} have to join VR, Alan is to check.

Secretary

- Members is at 94.
- Decals will be available in about two weeks, estimated cost is \$2.50 each.

Past President

No report

Historic Weekend

- Gave out posters and cards to members, they are to be circulated to those shops, places, where we can profit from the publicity.

Social Chairperson

- Thank you to John and Mary Ridington for having the Driver Training party at their house.
- There is a barbeque on Saturday at SIR, who is planning to attend?
- The Kensler's have kindly offered their place after the Tacoma event for a small party, details later. About 12-14 members planned to come.

MARKETPLACE

Nigel Davis-needs Triumph Spitfire steering rack.

For sale, Ian Baine-'62 MGA

- Porsche 356

- Jenson Interceptor

Robin Marshall-single axle trailer for sale

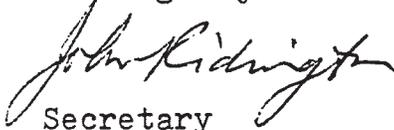
-4 P6 Pirelli tires, 185/60 14" for sale

Mike Welland-old Cosmic Mags for '65 to '67 MGB needed

Art Clendenan needs 3-45mm DCOE carburetors

Greg Brunt-needs MiniCooper exhaust and intake manifold

Meeting adjourned at 8:56pm.



Secretary

DRIVER TRAINING 1987

Once again a very popular event, great weather, and a great turnout. Congratulations to all who completed this most exciting day:

Karen Brynelsen	TR250	Darrel Ingham	Morgan
Bernard Butler	510	Hugh Archer	Porsche
Phil Entwistle	Lotus 7	Ivan Lessner	AH3000
Greg Brunt	Subaru	Liz Smith	TR5
Brian Stilling	XKE	Art Clendenan	Marcos
Hans Sipma	Alfa	Bruce Erlick	Toyota
Jan Walker	Morgan	Mark Smith	TR5
Wes Stinson	Pinto	Ron Hibbard	Firefly
Donna Thorson	Lotus 7	Gunter Pichler	TR4
John McGarvie	Honda	Paul Rossmo	Porsche
Jes Doyle	TR3	Geoffry Bywater	XKE
Bill Damm	Alfa	John Fairclough	Aston
Carson Damm	Alfa	Sue Kensler	GT350
Arnold Smith	Porsche	Gil Stuart	Corvette
Freydis Welland	Saab	Ken Wiggington	Alfa
		Greg Rennord	Alfa

I would also solicit a big round of applause for our senior drivers who most effectively unveiled the wonders of Vintage Racing at Westwood to the trainees.

Ross Kensler	Laurie Fraser
Lorrie Hunt	Karl Schon
Bob Smith	Robin Marshall
Leigh Anderson	Miles Fenton
Mike Welland	Alan Murtagh
Ken Ingham	John Riddington
Rob Follows	Jack Hawkes
Bill Damm	Dave Birchall
Nigel Davis	Adrian Ratcliff
Bob Walker	Allen Richardson
Jamie Morton	Brian Johnstone

V.R.C. SOCIAL NOTES

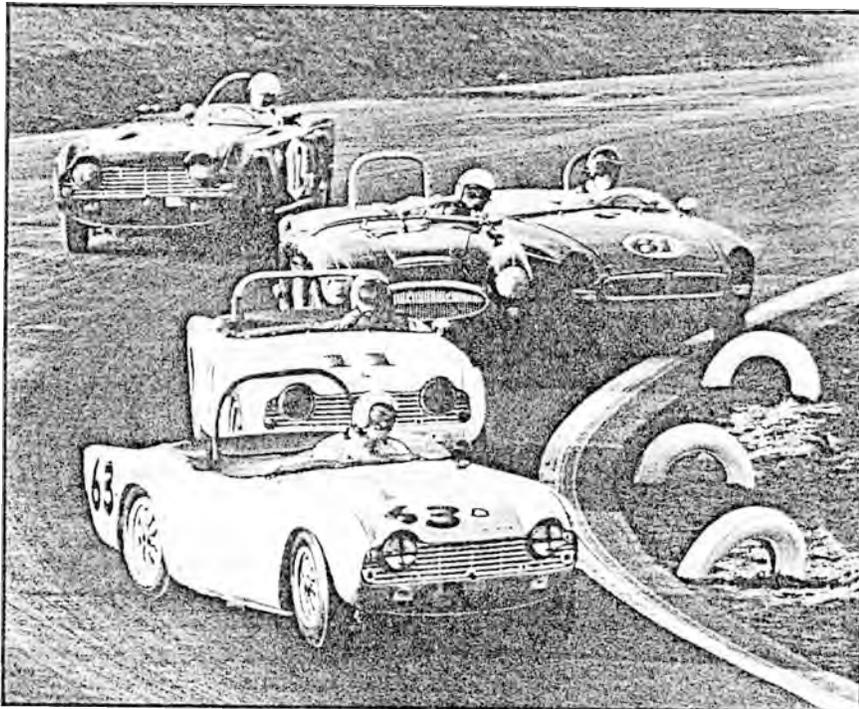
We have a few new events to look forward to:

The VRC Summer Bar-B-Que and get together is taking place on Thursday 30 July at the Jericho Tennis Club - see poster included for details. Hope you and yours will be part of this evening.

To those of us attending the Tacoma Grand Prix there are several events of a social nature. On Friday evening, 7 August, SOVREN is hosting a vintage get-together at the home of one of their members, Sharon Webster. On Saturday evening, South Tacoma Motors is springing for a party so we can unwind after a day of dicing. Later that same evening, Sue and Ross Kensler (of 350 fame) have invited us all to their abode for whatever turns us on at the time. (Cold beer for sure!) The when, where, why and what to bring will be revealed either at registration on arrival or during the course of the G.P. itself. This is a great opportunity for all us vintage racing enthusiasts to get to know others of their ilk from all over the Pacific Northwest.

Our last - certainly not least - summer social event is the "campout" at Jan and Bob Walker's at the end of August. Jan and Bob live on Okanagan Lake near Vernon and have all the amenities that go with it; sail boat, canoe, row boat, houseboat etc. which we are free to use. They also say fishing is great so bring your gear and fishing licence or if cycling is your bag - your bicycle. For accomodation there is a campground and R.V. park 2.2 miles away and the Lakeside Motel just across the lake. For those (like us) who have spent all their money on their cars, there is tenting on the Walker's lawn. (We have heard a confirmed maybe that a Dixiland Band will be playing on Saturday nite!) Looks like something for everyone. See map and directions to the Walker estate included in this newsletter. Bob and I will be leaving Vancouver after work on Friday (no, not by Lotus) August 29th for the short trek to Vernon. See you there.

Liz



In 1964, the Sports Car Club of America's annual club-racing championship runoffs got underway at Riverside, California with racing like this. Although later relocated to Daytona and then to Road Atlanta, the racing and the tradition continue to this day.

SOVREN VINTAGE RACE - S.I.R.

Only one brave Canadian VRC member made the trek south to the SOVREN sponsored Vintage races at S.I.R. 21 June. The Terrible Triumph held the banner once again!

The weather was a little less than undriveable as the green flag for the vintage race seemed to be geared to the big rain bucket in the sky. Gawd it was wet! The only thing that kept us from freezing was the warm hospitality of our new-found SOVREN friends as we confirmed vintage racers all share the same creed - to enjoy.

We did note some cars that we wouldn't normally see on our VRC grids - MGB, TR6 and Richard Mattei's absolutely meticulously prepared Porche. I think they gridded close to 20 cars. Hopefully next year VRC can supply a dozen or so as the track is certainly unique and, not unlike our beloved Westwood, can disappear at any time.

PORTLAND 1987

The 1987 Portland race was an event that will be remembered by all who attended for a variety of reasons. As usual, the weather was warm and sunny only this year there was a pleasant breeze which kept people and cars running at near normal operating temperatures.

Saturday morning was taken up by registration, tech and car tweaking, while in the afternoon everyone was occupied with practicing. Virtually the only casualty in practice was the normally disgustingly reliable Team Triumph TR5 which developed a pronounced miss in sustained right hand turns, followed by a series of mysterious electrical malfunctions which only the Prince of Darkness, Mr. Lucas himself could unravel. These trials and tribulations were overcome and Team Triumph went on to complete the 7 and 12 lap races in both Groups 1 & 2.

Mike Welland appeared, at least in practice, to have the gremlins evicted from his Lotus and was turning in the most creditable lap times until a mechanical failure in the 12 lap race reduced him to spectator status from a unique position on the back straight. Robin Marshall, as usual, was towed in during practice, but eventually set a new Triple Nickel record by completing both the 7 and 12 lap races without mishap.

Laurie Fraser, dogged by mechanical problems, missed the 12 lap race, but unlike Mad Mike, the Alfa at least made it to the pits under its own steam. The Cooper Climax of Rob Follows turned in its usual performance, never missing a beat over the entire two day period.

American members of our club attended this event in force. Terry Larson and his diminutive Fiat Abarth was originally gridded in Group 4 along with some very fast cars, but was later moved into group 2 where he was able to play with his peers. The Cooks arrived in grand style; Maureen with her Lotus 20B and Ray with his recently completed Brabham BT5. The other half of Team Thorson, Thor, drove the Super 7 to a strong finish in both the 7 and 12 lap events. Jerome Cathy, in his meticulously prepared AH100-4 (and brand new matching trailer), as always drove consistently, turning in lap times which never varied by more than tenths of seconds. And yes, that was Winfield Stein that perfected the Sprite Pirouette during the main event at turn nine.

Ian Bain, unfortunately sans car but with pit crew, again attended the event (Ian never misses one) and gave much appreciated encouragement and moral support to us all.

A great idea, and one that bears repeating, was the VRC happy hour which was held after the Saturday practices. This gave everyone a chance to swap lies and consider very weighty matters, such as where to have dinner.

ALL IN ALL, A MOST SUCCESSFUL WEEKEND.

VRC Campout

Location:

**Walker's Okanagan
Beach Resort**

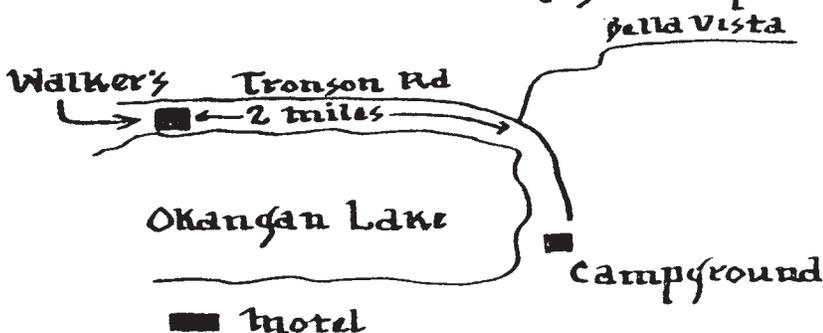
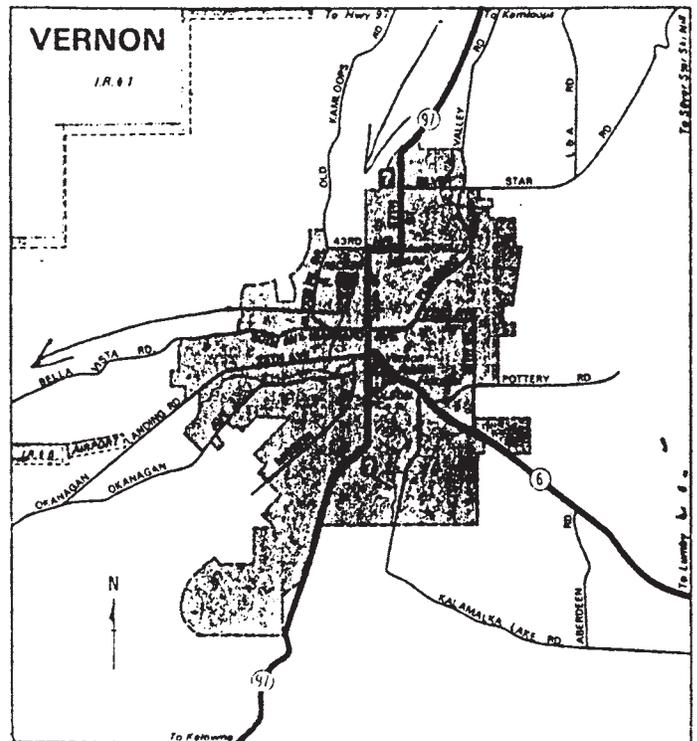
Date: August 29-31, 1987

How to get there:

If you use the Coquihalla (Hwy 5),
Continue through to Kamloops.*
From Kamloops follow Hwy 97 south
into Vernon. Turn right onto 30th
Avenue (downtown Vernon) and follow

it until it runs into Bella Vista. Follow Bella Vista to Tronson and
turn right. The Walker's house is on the lake side of Tronson Rd. It
is a white, flat roofed house and has a sign at the top of the
driveway that says the "Walkers."

* There is a short-cut from the Merritt area to highway 97 which
saves approximately 1/2 - 3/4 hours. Just north of Quilchena, turn
off Hwy 5 onto Douglas Lake Ranch Rd. It is a good gravel road
which joins Hwy 97 at Westwold (north of Vernon). Bob Walker
does not recommend it if you are pulling a car on a trailer.



If you get lost, Jan
and Bob's home phone
number is:

545-9044

Vintage Racing Club

Bar-B-Que

date : Thursday, 30 July, 1987

(rain or shine)

location: Jericho Tennis Club
3837 Point Grey
Vancouver

(near officers mess and RVYC)

Time: 1730 hrs onwards

Amenities provided by the Tennis club

Cash bar , gas bar-b-ques
covered dining area
cutlery and plates
swimming pool
Change rooms , showers
sauna (men only)
dart boards
pool table

What you need to bring

something to bar-b-que
bathing suit
towel
appetite and thirst
enthusiasm

Regrets: The club does not
allow children to be present
after 5 pm (1700 hrs)

This bar-b-que is for VRC members, their pit crew and guests. As several members will be bringing salads to feed the hungry masses (we are optimists), we need some idea of the number of people who will be able to attend. If you think you can make this event, please phone Bob or Liz and let them know. Please be prepared to leave a message on their recorder.

home: 943-2779

Liz (office): 666-5533

Bob (office): 276-5412



THE ELVA OWNERS' CLUB

124 Marine Crescent
Goring-by-Sea
WORTHING
West Sussex BN12 4HR
Tel: Worthing (0903) 42874

PRESIDENT: FRANK G. NICHOLS

NEWSLETTER

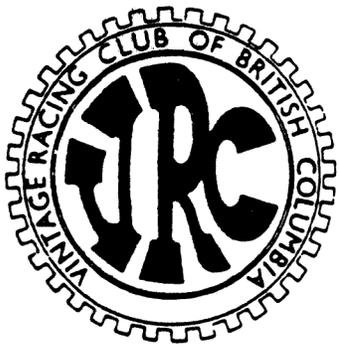
"Who d'you think you are, Stirling Moss?"

The place is Brands Hatch and the date Sunday 3rd May '87, and what a marvellous day! There was sunshine, there was hail, there was a biting wind and there was the first outing for Stirling Moss in his ELVA-BMW Mk.7s. And what a race, Stirling rocketing from his fourth position on the grid (due to a detached oil line during practice) and within a lap or so was out front. Tony Hill in the ex. Mike Harrison Mk.7s was not many feet behind until a broken drive shaft halted his progress, but then the fairytale ending started to look a little more in doubt as Mike Littlewood gradually drew closer in the Lotus 23B. By lap 8 Stirling was getting tangled up with the back markers, and Mike Littlewood seized the opportunity to squeeze past at Druids and take the chequered flag. A superb drive by Mike Littlewood, who thrilled us with his exploits in the ex. Harrison ELVA last season, and a brilliant start for Stirling Moss in his beautifully prepared Mk.7s.

A thrilled Frank Nichols took a ride around the circuit after the race, and Stirling and the ELVA-BMW have received much publicity over this re-introduction for Stirling back into serious motor sport. You will recall that I mentioned in the last Newsletter that an ELVA-BMW was very much on Stirlings short-list of potential cars, and I am pleased that with not a little help and encouragement from the E.O.C., he has made the right choice! The car with chassis number 70/059 was originally built for Ray Terry and campaigned regularly and was then passed through various hands including Georgina Baillie-Hill, until it fell to Richard Thwaites to rebuild the ELVA and win the 1975 Speed Merchants Classic Car Championships. It was during this rebuild that a FT200 Hewland gearbox was fitted, and this has proved to be a bone of contention with the F.I.A. who are insistent that the original Mk.5HD must be used, despite the fact they are like hens teeth and cannot reliably cope with the current bhp now being produced from the BMW motors. Anyway, I hope that this can be resolved before too long, and we all look forward to some great racing over the coming season.

Without doubt an historic time for ELVA, now that we have one of the GREATEST names in motor sport campaigning one of 'our' cars. All the Press and TV coverage must have already put ELVA well and truly back on the map - recognition well deserved and long overdue in the UK.

WELL DONE STIRLING! WELL DONE FRANK, KEITH MARSDEN & ELVA CARS!



vintage racing club

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