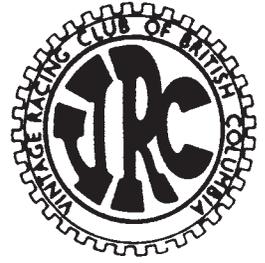


vantage

vintage racing club of british columbia



CLUB EXECUTIVES:

Past President	Leigh Anderson	536 5292
President	Dave Birchall	732 8907
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 Editors	Susan White	
	Art Clendenan	984 3494

MONTHLY MEETINGS:

Officers Mess Jericho Det.
4100 West 4th Avenue, Vancouver.

Second Tuesday of every month, 7.30PM
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. per year

ADVERTISING RATES: Business cards \$5. per issue
Full page \$30., Half page \$15. per issue

Deadline for all contributions is the 3rd Tuesday of every month

1987 RACE SCHEDULE

Date	Event	Organizer	Points
Aug 7/8/9	Tacoma GP & Vintage	VR	No
Aug 22/23	Monterey Historic	HMSA	Yes
Sept 5/6/7	Olympia	SCCA	Yes
Sept 12	VRC Club race Westwood	VRC	Yes
Oct 10	Westwood Enduro	SCCBC	Yes
Nov 28	Annual General Meeting	VRC	No

The saying goes that a picture is worth a thousand words. Those of you who do not know me by name should be able to recognize either the car or the young lady on the front page. I should mention here that Art was asked if he and I would take over the newsletter, but somehow my name was the only one that came up, so here I am. (I plan to make Art lick the stamps as his contribution).

We would like to echo Leigh's good wishes to John and Karen, hopefully they will be flying in to join us at the meetings and social events. Speaking of which the barbeque at the tennis club was enjoyed by all, but Niki was the only one brave enough to swim in the balmy pool. Thanks to Liz for organizing and to chief marinader and cook Alex Katramadakis for arranging the location. Those of you who attended will already have seen the photographs (sans captions) that Art & I took at Westwood. It was hard to chose which ones to publish but not at all difficult to make up the comments - only took a litre of wine between us. A few photographs have been sent to 'Victory Lane' to accompany an article written by Robert Follows about the 7th Historic Weekend.

Some of you will know that I was working in the tower during the racing, and I can recommend that location to any of you who are 'between cars' or unable to race for whatever reason. You would not only learn what is involved in the timing, lapping, calculating and handicapping, but also know what is happening all around the track as we have a radio. Try it sometime! You might like it. (It's also drier than working the corners in the rain.)

The results of the Historic Weekend have been carefully tabulated from available information, any errors &/or omissions are entirely intentional. Please direct your complaints to someone else. So fire me!

The deadline for contributions to this newsletter is still the third Tuesday of each month, so if you wish to put pen to paper or, preferably, fingers to typewriter, we will be more than pleased to accept your articles at the meetings, or you could phone us to arrange delivery.

Susan White Co-Ed

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

Held at the Officer's Mess, Jericho Detachment, July 14, 1987

President David Birchall called the meeting to order at 8:04 pm.

Guests-Jim Fenster; Dan Pantages-CASC-BC Racing Director; CASC Vice President Peter Brand and his wife, Fredie Brand.

Log Book-Peter Brand said he would look into getting these for us.

Treasurer-in the bank we have \$12,652.40.

Secretary-we have 100 members, Susan White has the honour of being that unique person, thank you Susan.

-the decals were made available to the members for \$2.50 each.

Racing Director-Seattle Race, there were 17 Vintage cars and one Canadian entry, Bob Smith.

-Tacoma-Aug. 7,8,9. No roll bars, reduced cost of \$75, don't have to join VR. Our thanks to Bill Ferguson for his involvement in getting these concessions for us. At this time we look to have about 8 cars entered.

Past President-reported that John MacGregor is moving to Victoria and won't be able to continue as Editor. We require a new Editor, Leigh to stay on as Assistant Editor.

Vice President and Director-Historic Weekend-70 entries to date. Needs marshalls and scorekeepers. Reception Friday night at the Sheraton Villa at 6:00 pm.

25th Aniversary of CASC-BC-Peter Brand told us of the gathering at the Best Western Rainbow Country Inn in Chilliwack on Nov. 13-15. Reserve early; if you have any old pictures, programs, etc. forward them to Peter at CASC for display purposes.

"Boot Sale"-Mike Welland suggested that we have a "Boot" Sale. For those of you who don't know, this is a sale that is conducted from the trunk, or "boot" of your car.

Social Convener-the gathering at Bob and Jan Walker's is Aug. 29 and 30, see the map published in your last bulletin.

-Tacoma, SOVERN are putting on a party, Sat. at South Tacoma Motors-contact is Sharon Webster. Party at the Kensler's

on Sunday.
-Party at Jericho Tennis Club on Thursday, July 30 at 5:30 pm.

MARKETPLACE

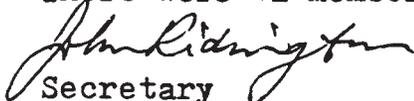
Gunter-4 P6's, 185 by 16.

-1 set 86 mm pistons and liners for TR-4.

-tow bar.

Mike-wants Cosmic Mags and '65 to '67 MGB.

There were 41 members present. Meeting adjourned at 8:57 pm.


Secretary

TENTATIVE POINTS TOTAL

	WW 4/19	DT 5/23	PORT 7/10,11	WH 7/18,19	TOTAL
SMITH,BOB	31	40	29	24	124
PICHLER	31	40		24	95
CLENDENAN	30	40		24	94
MACGREGOR	30	40		24	94
WALKER	30	40		24	94
FOLLOWS		40	29	24	93
MARSHALL		40	29	24	93
RENORD		40	28	24	92
ANDERSON	24	40		24	88
WELLAND M		40	23	24	87
INGHAM	31	40			71
DAMM		40		24	64
DAVIS		40		24	64
DUERNBURGER		40		24	64
FAWELL		40		24	64
HUNT		40		24	64
KENSLER,SUE		40		24	64
SCHON		40		24	64
WELLAND F		40		24	64
KENSLER,ROSS		40		20	60
FRASER		40		17	57
CLEGG		40		10	50
LARSON			27	23	50
SMITH E			29	20	49
NUDELMAN			24	24	48
CATHEY			30	17	47
MORTON		40			40
STUART		25			25
ARCHER				24	24
BIRCHALL				24	24
BYWATER				24	24
ENTWISTLE				24	24
FERGUSON K				24	24
FERGUSON W				24	24
RICHARDSON				24	24
SAMSON				24	24
SIPMA				24	24
STILLING				24	24
STEIN				20	20
COOKE R			16		16
COOKE M			14		14
RIGBY		10			10

NOTE #1: As we did last year full points will be assigned for Driver Training if that driver enters one other points event this year.

NOTE #2: Misteks can happen, feel free to update my data politely.

THE TACOMA TWIST

About a dozen of us VRC members took to tackling the Tacoma track (how do you like that for alliteration?) on August 7,8, & 9th and, despite a little grumbling over the amount of track time, I don't think one of us could say that it was not an exciting weekend. The calibre of racing - including ours- was superior, the parties were great, the weather was fantastic, as were the facilities and the camaraderie.

Many of us travelled to Tacoma Thursday night to register early and avoid the mad rush to get into the pit area, which is very difficult to access as it is inside the Tacoma Dome, and that is located on the infield of the track. We learned from our mistakes last year which saw us waiting for hours to cross the track with vehicles. VR people, including Bobby Unser, met us at registration and we were processed efficiently. The entry fee (\$75.US) included three passes for crew, family, or friends. These passes were worth about \$35. each if they had been purchased at the gate. After a bit of a hassle, trying to get our cars into the Dome - Sue Kensler showed her other side when she took on a very stubborn, officious jerk of a Dome official - we returned to our lodgings for a quiet evening as we were told we had to be on deck at 7AM. Fortunately few of us followed that instruction because, due to a building code violation, the track was closed until after noon, throwing the schedule out by about three hours. Oh well, we made good use of the time making last minute adjustments, polishing, looking at the other cars, meeting new vintage racers, and getting to know one another better.

There were about 70 vintage cars in two groups, ranging from a Stutz roadster (it didn't race) to a 1981 Formula-one racer sponsored by Rothmans. Our group, the sports car grid, numbered about 40, to be run in a single race!!!! Most of us were unhappy about this for several reasons, the main one being that there was a tremendous speed differential. At one end of the displacement spectrum was Tom Armstrong's Oldsmobile powered Webster and on the other was Terry Larson's Fiat. Not a very safe set of circumstances. We were told at the drivers' meeting that VR had nothing to do with that - it was the race organizers - and that extreme caution should be exercised. There were also warnings about the penalties for causing damage to another race car or injury to another racer. We were reminded that it wasn't a real race, that we were there for fun, not to win, because there is no reward for winning. Well, pardon me, if I digress a bit, but, why in hell is it called a RACE? Why not call it a PARADE? From the time I could run a foot RACE, the object was to win. In school you get ribbons and other awards for winning a RACE. We are programmed to think of a race as a competition, the object of which is to win - or at least do your very best. Human beings - most of us anyhow - are naturally competative, so, placed in a situation like we were in, how do you control the urge to compete? Come on, who are you kidding VR? We're grown people. I'm not suggesting that anyone went out there to win at all cost, but, when a Lotus Elan 26R, and two Alfa GTA's shot by me, hell bent for leather, on the first lap, jockeying for position at turn

5, and when I began my second lap under a caution flag to find Bill Camarane's Lotus 7 against the wall, I said to myself, "these guys are racing!". I tailed the Alfas for two laps (the Lotus disappeared pursuing the Webster), before I realized that I was driving at about 8/10ths and was uncomfortable, so I let them go and waited for someone else to come along. Those walls were formidable! But I do digress.

The other vintage group, inappropriately named the Vintage Formula One group, included all open wheel cars from formula juniors to Indy cars. There were some very interesting formula one cars in the group including two BRM's, McLarens, an older, rear engined Ferrari, Brabham, Pete Lovely's Lotus, and Peter Giddings Maserati, which he drove superbly. Last year, you may remember, open wheel vintage cars were not allowed at all. In a letter on behalf of our club I recommended they allow them in the future. Guess what? They had 5, that's FIVE, track sessions compared to our two. There was a reason, in fact there were several reasons - Sir Jack Brabham, Roger Ward, The Uners, Ronnie Bucknum, Bob Bendurant, Denise McCluggage, Stan Peterson, to name most of them, and even Sam Hanks was there, although he didn't race. It was exciting rubbing shoulders with these racing greats, a few of whom mingled with us not-so-famous vintage racers. Jerry Bodwell was running his second race ever in his beautiful Stanguillini, - his first race was our Historic Weekend - and he could not believe that after only two races he was out there with former world champions. What a thrill. And what a show they put on for the crowd - which was small for such a major event. The big Vintage Formula One race was won by Stan Peterson in his BRM after battling for first place with Sir Jack Brabham in, what else, Art Evan's Brabham. Bobby Unser Jr., who was using crutches (not in the race), blasted his way through the pack to come between Peterson and Brabham but, as he was driving a rather new Formula Atlantic, I don't think he got credit for placing. Pete Lovely, in his beautifully prepared Lotus, with an engine half the size of the first and second placed finishers, came third. There were some other exciting dices taking place too. Denise and Roger, Lotus 18 and Cooper Juniors respectively, also put on a good show.

At the conclusion of our non race, the Webster, Lotus 26R, Alfa GTA, and my Elva were directed into the "winners' circle" to burst champagne bottles and be congratulated (handshake) by Miss Hurst Shifter, Linda Vaughan. I knew that I had somehow allowed Robin Marshall to pass me near the end of the non race (a gentlemanly gesture) but they insisted. I did not climb to the stage and share in the glory, knowing that I was fifth to take the checkered flag, not fourth. I just wanted to get to hell out of there. All of our members did well, managing in the process to avoid scrapes with the vertical concrete. Bill Ferguson had his Bobsy twins out together for the first time but, unfortunately was plagued with mechanical problems. Bill was brave to be out there after his mishap last year. I won't list how each person placed because that isn't important in a vintage race.

Some of us went to Tacoma for more reasons than to run the vintage race. As I mentioned earlier, the Formula Atlantic,

Sports 2000, NASCAR, and Formula Russell were exciting. The other reason we went was for the social activities, because that's the other half of vintage racing - the people. South Tacoma Motors, one of the sponsors, had a hospitality suite for us vintage types, then there was the SOVREN party at Sharon Webster's place Friday night, and, on Saturday night, the Ranier, South Tacoma, VR sponsored party at the Holiday Inn, followed by a delightful Mexican theme party at the Kenslers. [(Did anyone steal the toilet seat like they do before parties in Mexico? - Eds)] Sue and Ross had tons of delicious Mexican food and spirits for vintage racing types and once again proved to be hosts "extraordinaire". Even our favourite tech and pre-grid people, Mike Currie and Karen Smith were there. When Mike announced, to our utter disbelief, that he had just turned 39, Sue, in her inimitable way, produced a birthday cake. She doesn't count well though, there were 49 candles on it!

Despite the lack of track time and the mismatched, crowded grid, it was a good event, and I think I speak for all VRC members who attended when I say, "We had a good time".

Leigh Anderson
Past President.

THE RACE DIRECTORS REVUE

This will be mercifully brief for those of you suffering from an overdose of my humour. Eleven of our brave souls faced the wrath of the Earle of Portland and his scrutineering minions. It would have been an even dozen but for the poor nameless Elva pilot who was silly enough to have sticky Japanese tires. Victim of another unstated rule. Logic would dictate that we award no points for Portland, since we award no points to events which exclude any of our normally eligible cars due to differing rules. However, at this point I will allow the Portland points to stand, on the basis that this rule was applied illogically, frivolously, and sporadically and only on one of our members. I don't wish to rain on the parade. However, I see a lesson in this little episode. We ourselves must strive to avoid applying our own standards as capriciously as this case appears to indicate. Our good name depends on our perceived fairness and justice. One careless ruling can taint years of goodwill.

THE HISTORIC WEEKEND was another classic event enjoyed by all. It featured big grids, with close dices everywhere. It also proved to be relatively merciful on the machinery. My own heartfelt thanks go to all the dedicated workers who make the big show go. If I dare to start listing highlights I am sure to miss yours, but the weather was perfect and I am still the fastest Europa driver in Group "B". Seriously, I am sure that I speak for all of us when I say it was simply wonderful for us to get out there and play with our friends and all of our neat toys. There is an enormous effort behind every entrant, and the weekends are all too few, but some of them make it worthwhile, this was one of them. Thanks.

Even last changes or additions may ONLY be

The DRIVER, ENTRANT or CREW CHIEF,

Driver _____

Free Passes (see Supplemental Regs.)

*1. _____

*2. _____

**3. _____

(* regionals only per Supp. Regs.)

(** nationals only per Supp. Regs.)

Prepaid Passes:

1. _____

2. _____

3. _____

Minors:

1. _____

2. _____

3. _____

4. _____

These people may buy their own passes:

1. _____

2. _____

3. _____

4. _____

5. _____

6. _____

7. _____

8. _____

9. _____

10. _____

ATTENTION CANADIAN RACERS

Entry is Canadian \$ at PAR with US\$.

(do NOT write BELOW this line)

rev. 4-86



Cathy Simon
NW Region Registrar
2003 171st Pl. S.E.
Bothell, WA 98012

SOCIAL NOTES

For those of us lucky enough to attend the Tacoma Grand Prix couple of weeks ago, social life as well as track life was in the fast lane. Friday saw a mere 20 minutes of track time but 120-240 minutes of first class party-ing. Our neighbours from the south, SOVREN, hosted an informal get-together at the home of one of their members, Sharon "Corvette" Webster. We believe Corvette should be her middle name as she has at least three working examples of the breed reposing in various locations in her home. Beer flowed freely from a tankard reputed to be bottomless that was powered by that great American invention, "the hand pump" (draw a pint, pump five strokes). Munchies, wonderful dips, sandwiches and candles in sculptured paper bags helped to keep us navigating and upright.

The South Tacoma Motor Company (AKA Anne and John "Allard" Wallerich) provided an hospitality suite open to racers and their pitt crew during the entire event. It featured veggies, dip, fruit and of course liquid refreshment in the form of a bathtub full of iced beer and coolers. The hospitality suite, in addition to all the above overlooked one of the most difficult sections of the track. We found it really interesting to watch the Vintage Formula 1 cars navigating through this part of the course.

Saturday evening the South Tacoma Motor Co. was the host for the award ceremony and wind up party. This was a unique event as virtually everyone who ran a car over the weekend was recognized with an award; either "Official Finisher", "Best Excuse", "Worst Excuse", "Oldest Driver", "Slidingest Car", "Best All Round Person", and so on.

Later that same evening, the party die-hards relocated to Sue and Ross Kensler's home for an informal wind-down party. Sue and Ross as the usual wonderful hosts they are, had prepared a Mexican feast. The enchiladas were probably the best I have ever tasted and the beer was icy cold. Instead of a bathtub, the beer was in a 45 gallon drum full of ice. How Ross got it out of his dining room afterwards would probably make an interesting story. Maybe we can hear first hand from Ross how the feat was accomplished.

All in all Tacoma was a first class event socially and one we will remember for a long time. We have sent cards of thanks to everyone who so generously hosted the above events.

Our next up-coming social event is the camp-out at Bob and Jan Walkers in Vernon. This should be super-good fun. So far as we know, at least six couples are planning to attend. So remember to mark it on your calendar for the last weekend in August, commencing on the 28th when you get there in the evening.

We have one other new social event on the calendar to look forward to. It will be an informal get-together at Ray and Marilyn Nicholl's home on Saturday, 12 September following our one day event at Westwood. As with the party earlier in the year it will be a BYOB affair. We will start relaxing right after the racing ends at Westwood. Ray says he has plenty of space to park cars and trailers at home, so plan to come right from the track. We are planning to order pizza (assorted varieties) from a near-by shop. The cost per person will be \$5.00. As at the May event, you will be able to trade your \$5.00 for a map and directions to the Nicholl estate. If you'd like to come, but won't be at Westwood on the 12th, let either Bob or myself know and we will make sure you get the map and directions.

Bob: Work- 276-5412

Liz: Work - 666-5533

Home: 943-2779

We are looking forward to seeing you at these events.

Our thanks must go out to one of our newer members, Alex Katramadakis, who so kindly organized the Bar-b-que at the Jericho Tennis Club. Not only did Alex organize the event, but also volunteered to bar-b-que steaks, fish or whatever for people complete with his special sauces from his bottomless picnic basket. And if that was'nt enough, Alex also brought an exotic dessert which he assured us was completely lo-cal, despite the whipped cream, pastry and gooey centre. The tennis club was truly a lovely setting for the bar-b-que, particularly as Alex had reserved a group of tables right beside the water. Thank you again Alex.



TOASTING THE PRESIDENT (QUEEN ALSO) AT PORTLAND, 10 JULY, 1987
 (AND NO, THERE ARE'NT TWO SHIRTS LIKE THAT IN THE WORLD, THE CAMERA LIES)

European Titles

The 12 model names listed below are from 20 and 30 years ago. If your memory is up to it, match the model names to the correct car brands and list the country of manufacture.

MODEL NAME	FOREIGN CAR BRAND	COUNTRY
1. Javelin	A. Ford	_____
2. Arondo	B. Hillman	_____
3. Kapitan	C. Borgward	_____
4. Vedette	D. Porsche	_____
5. Princess	E. Panhard	_____
6. Minx	F. Opel	_____
7. Disco Volante	G. Allard	_____
8. Hansa	H. Jewett	_____
9. 375 America	I. Austin	_____
10. 1500 America	J. Alfa Romeo	_____
11. Dyna	K. Simca	_____
12. Monte Carlo	L. Ferrari	_____



COUNTRIES

France—Germany—Great Britain—Italy

12. G-GB
 11. E-France
 10. D-Germany
 9. L-Italy
 8. C-Germany
 7. J-Italy
 6. B-GB
 5. I-GB
 4. A-France
 3. F-Germany
 2. K-France
 1. H-GB
- EUROPEAN TITLES**

Official Entry Information



EDITORIAL GRAN PREMIO, S.C.

La Carrera

San Felipe-Ensenada International Road Race

SEPTEMBER 19, 1987

All cars in La Carrera must be stock appearing. Within that stricture, there will be two sub-divisions: modified and production. Anything can be changed in a modified car provided it maintains the original stock appearance. Production cars, on the other hand, are essentially showroom stock. Since there will be no protests or tear-downs, any modifications such as increasing the displacement, balancing, polishing, etc. may be carried out so long as the modification(s) cannot be observed without disassembly.

In all Divisions, such non-essential items as bumpers, trim and headlamps may be removed. Additionally, items such as mufflers, shocks, etc. may be replaced with non-original parts.

RESULTS OF HISTORIC RACE WEEKEND, WESTWOOD, JULY 87.

Scratch race group "A"

Finish	Grid	Car #	Driver	Car
1	1	101	Baldocchi	Nardi Crosley Spider
2	2	24	Stein	Austin Healey Sprite
3	4	4	Isselhard	Austin Healey 100-4
4	15	9	Welland F	Lotus 7
5	8	1	Egli	Porsche 356
6	19	211	Valiante	Zagato
7	7	0	Schon	Porsche 356
8	13	64	Miller	Porsche 356C
9	6	123	Rennord	Alfa Giulietta Sprint
10	20	291	Thorson	Lotus 7
11	5	18	Fawell	Austin Healey 3000
12	24	148	DeHaan	Austin Healey 3000
13	14	81	Rossao	Porsche 356
14	11	7	Archer	Porsche 356B
15	12	14	Dann	Alfa Sprint Special
16	9	37	Nudelman	Abarth
17	16	27	Entwistle	Lotus 7
18	21	16	Samson	Alfa Giulietta Sprint
19	3	45	Racine	Aardvark
20	17	58	Simpa	Alfa Giulietta Sprint
21	25	122	Meehan	Alfa Giulietta Sprint
22	22	77	Hunt	Austin Healey Sprite
23	26	711	Brynelson	Triumph TR 4
24	23	281	Kensler S	Shelby Mustang GT 350
25	10	63	Larsen	Fiat Abarth 850
26 DNF	18	99	Smith E	Lotus 7

Handicap group "A"

Finish	Grid	Car#	Driver	Car
1	1	63	Larsen	Fiat Abarth
2	14	81	Rossao	Porsche 356
3	12	14	Dann	Alfa Sprint
4	4	711	Brynelson	Triumph TR 4
5	2	381	Kensler S.	Shelby Mustang
6	7	991	Smith E.	Lotus 7
7	8	58	Simpa	Alfa Giulietta
8	18	64	Miller	Porsche 356
9	3	56	Cathey	Healey 100-4
10	10	16	Samson	Alfa Giulietta
11	6	77	Hunt	Healey Sprite
12	20	211	Valiante	Zagato
13	5	251	Fitzgerald	MG TD
14	21	1	Egli	Porsche 356
15	16	123	Rennard	Alfa Giulietta
16	23	41	Guttaan M.	Lancia Fulvia
17	13	7	Archer	Porsche 356
18	11	27	Entwistle	Lotus 7
19	19	0	Schon	Porsche 356
20	17	18	Fawell	Healey 3000
21	15	291	Thorson	Lotus 7
22	26	101	Baldocci	Nardi
23	9	45	Racine	Aardvark
24	27	37	Nudelman	Abarth
25	24	4	Isselhard	Healey 100-4
26	22	9	Welland F	Lotus 7
27DNF	25	24	Stein	Healey Sprite

Scratch race group "B"

Finish	Grid	Car #	Driver	Car
1	2	87	Ferguson	Bobsy Sports Racing
2	1	104	Kearney	Morgan Super Sport
3	9	9	Welland	Lotus 7
4	13	33	Lanius	Alfa Giulia Sprint GTA
5	11	442	Smith	Triumph TR 5
6	4	1101	Buckingham	Lancia B 20
7	7	8	Richardson	Lotus Europa
9	3	6	Clendenan	Marcos
9	7	11	Stilling	Jaguar "E" Type
10	8	117	Duernberger	Alfa Giulietta S Z
11	14	31	Pichler	Triumph TR 4
12	10	5	Birchall	Lotus Cortina
13	12	55	Newell	Aston Martin DB3 S
14	17	191	Medeiros	Morgan 4/4
15	15	15	Walker	Morgan 4/4
16	19	61		Alfa?
17	22	21	Davis	Lotus 7
18	16	32	Fraser	Alfa Giulietta Zagato
19	20	71	McGregor	Triumph TR 4
20	21	2	Bywater	Jaguar "E" Type
21	18	17	Bodwell	Stanguellini
22	5	56	Cathey	Austin Healey 100-4
DNF	13, 41, 78, 291			
DNS	44.			

Handicap group "B"

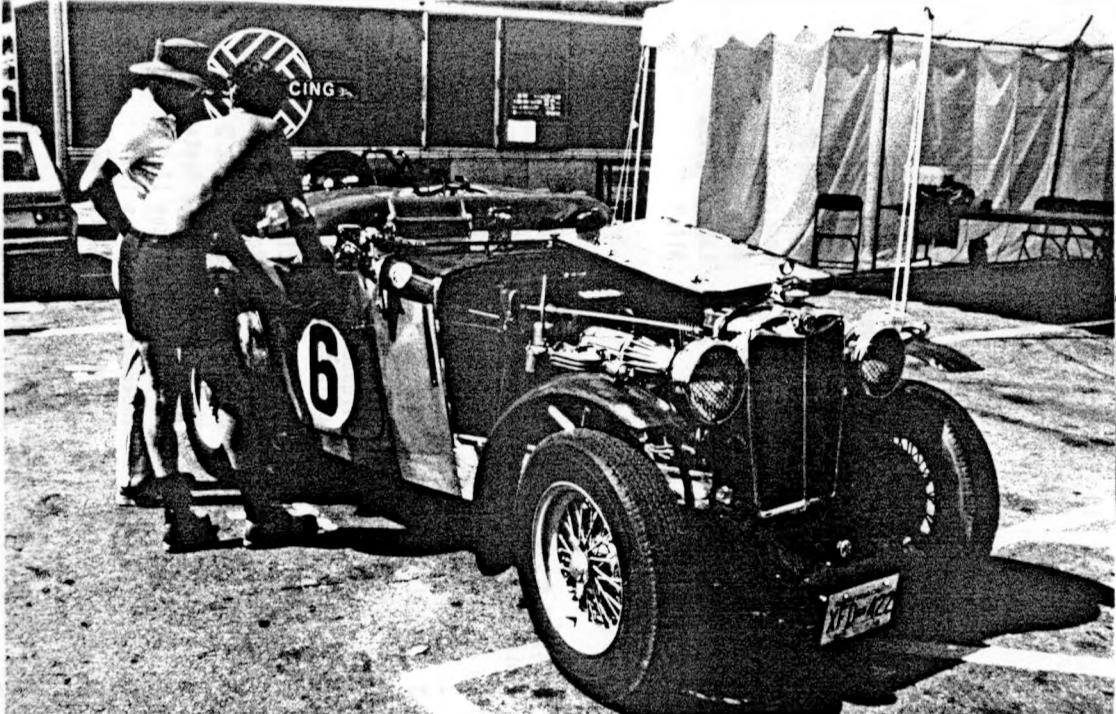
Finish	Grid	Car#	Driver	Car
1	1	17	Bodwell	Stanguellini
2	8	31	Pinchler	Triumph TR4
3	2	2	Bywater	Jaguar E Type
4	7	55	Newell	Aston DB3 S
5	11	6	Clendenan	Marcos
6	12	11	Stilling	Jaguar E Type
7	19	9	Welland M	Lotus 7
8	3	71	McGregor	Triumph TR4
9	6	15	Walker	Morgan 4/4
10	21	104	Kearney	Morgan S/Sport
11	14	8	Richardson	Lotus Europa
12	9	5	Birchall	Lotus Cortina
13	4	21	Davis	Lotus 7
14	17	442	Smith B	Triumph TR5
15	22	87	Ferguson K	Bobsy
16	10	117	Duernberger	Alfa SZ
17	18	33	Lanius	Alfa GTA
18	20	13	De Boer	Siata 300 BC
19	15	1101	Buckingham	Lancia
20	13	78	Murtagh	Datsun 2000
21	16	41	Guttaan	Lancia Fulvia
22	5	61		Alfa?

Scratch race group "C"

Finish	Grid	Car#	Driver	Car
1	3	111	Hill	Royale
2	1	121	Racine	Mallock U2
3	2	46	Juchli	Jaguar "E" Type
4	3	4	Giddings	Maserati 250F
5	6	29	Chizar	Lister Corvette
6	4	88	Ferguson	Bobsy Sports Racing
7	8	555	Marshall	Lotus 17
8	11	83	Kopf	Porsche 550 ARS
9	12	65	McClintock	Shelby GT 350
10	9	12	Anderson	Elva Mark 6
11	7	3	McCaw	McLaren Mark 2
12	10	43	Follows	Cooper "Bobtail" Climax
13	5	102	Watts	Lister Jaguar Costin

Handicap group "C"

Finish	Grid	Car #	Driver	Car
1	2	43	Follows	Cooper
2	10	4	Giddings	Maserati
3	11	46	Juchli	Jaguar E Type
4	9	29	Chizar	Lister Corvette
5	8	88	Ferguson	Bobsy
6	5	65	McClintock	Shelby GT 350
7	7	12	Anderson	Elva
8	13	111	Hill	Royale
9	4	3	McCaw	McLaren Mk 2
10	1	838	Kensler	Shelby Mustang
11	6	555	Marshall	Lotus 17
12	3	52	Thomason	Lotus 11
13	12	121	Racine	Mallock U2

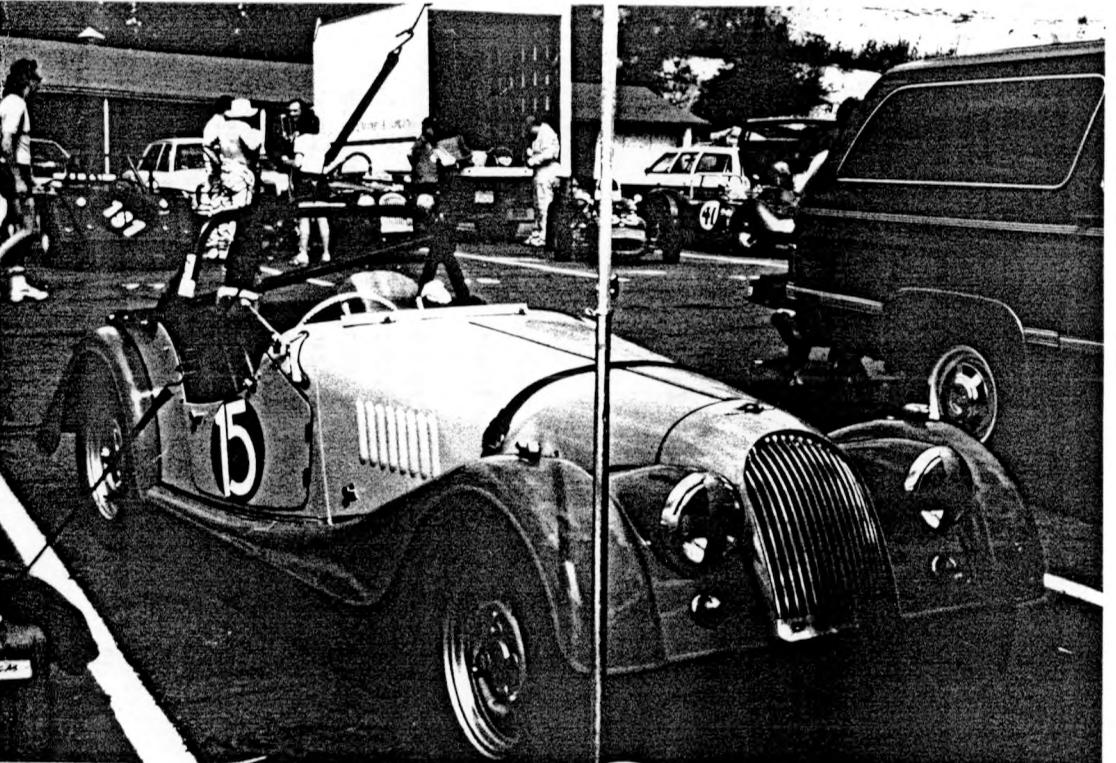
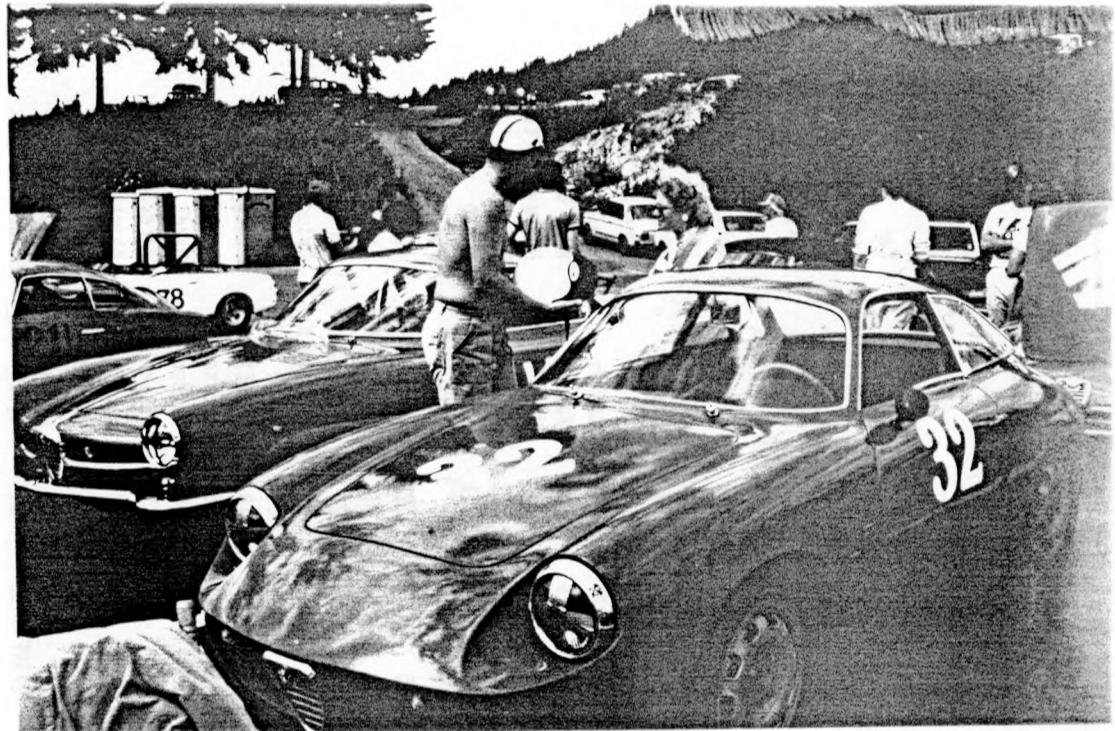
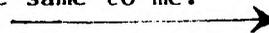


TOPLESS
IN THE PITTS

This is how you close
the door, Miles.



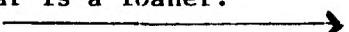
All these red cars
look the same to me.

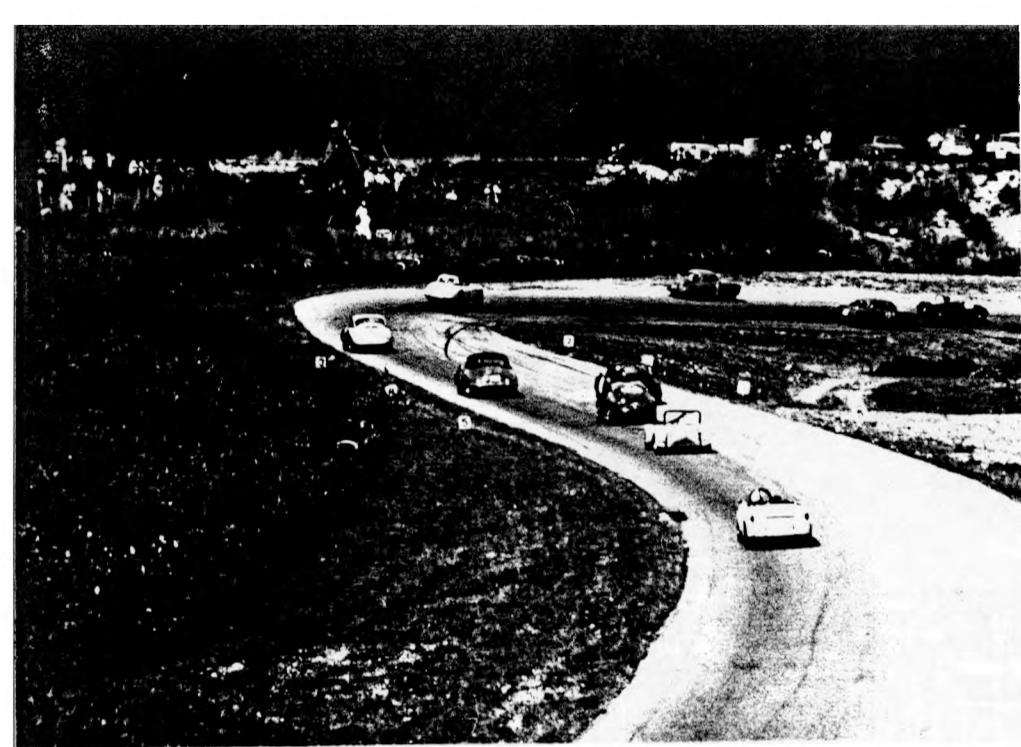


Where' the Doc?



Race director lost
his shirt. Even the
car is a loaner.

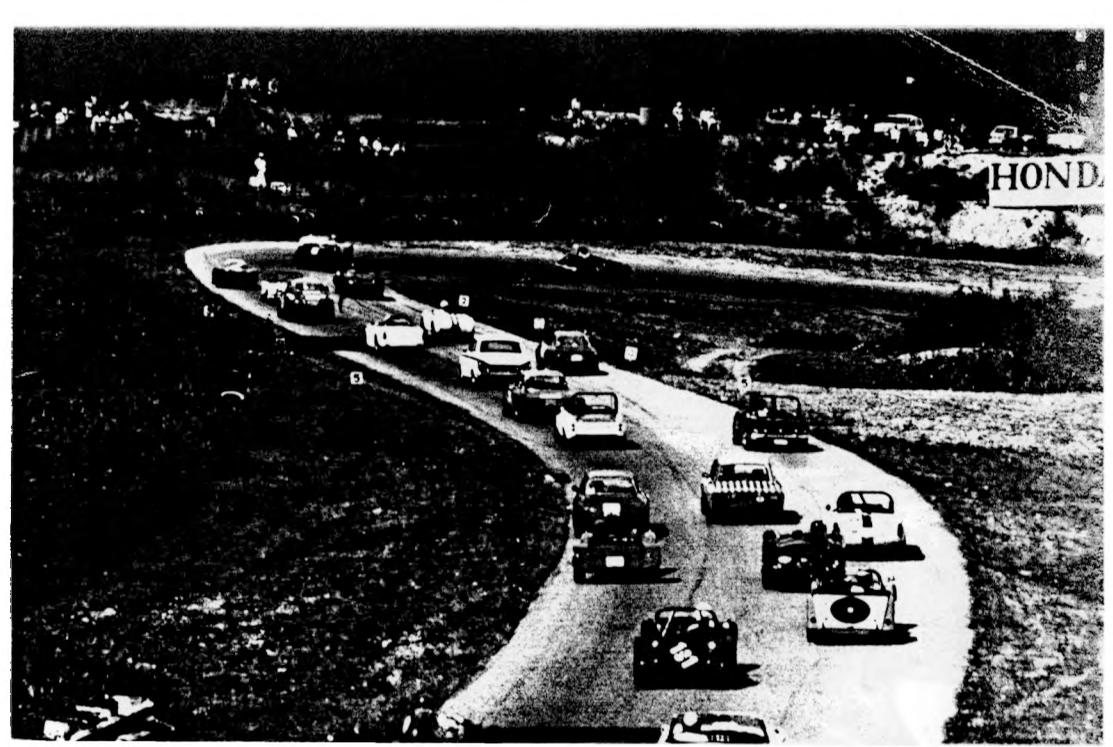




FROM THE TOWER
(note the Honda sign)

Scratch A
←

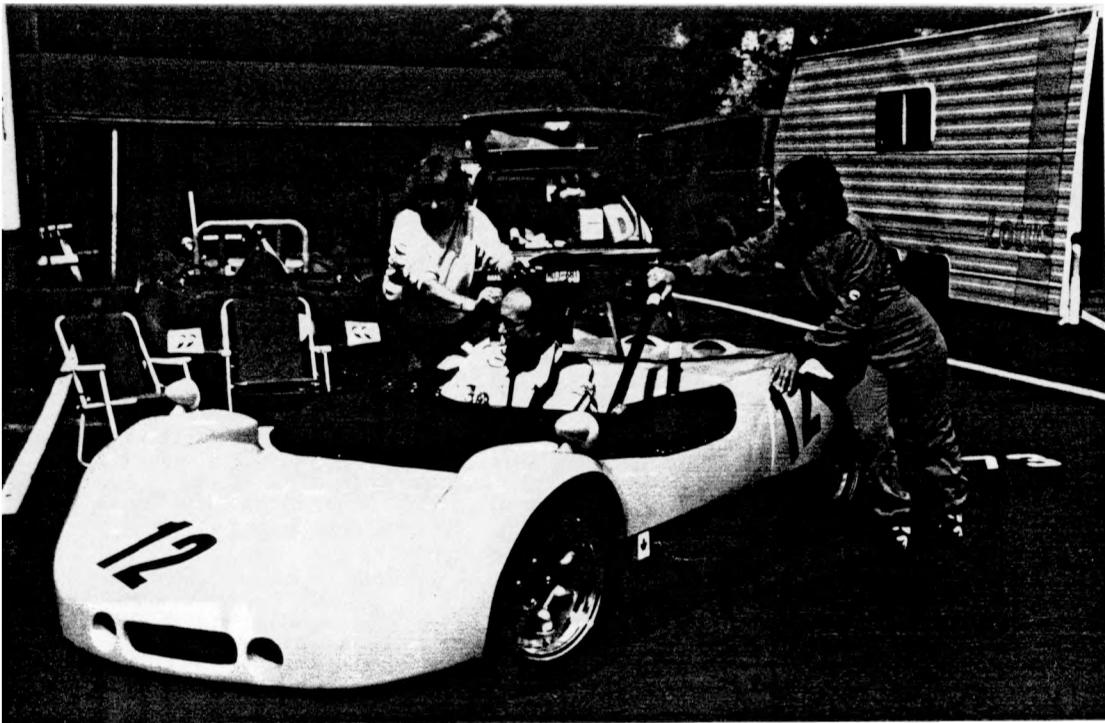
Scratch B
→



Scratch B
←

Scratch C
→

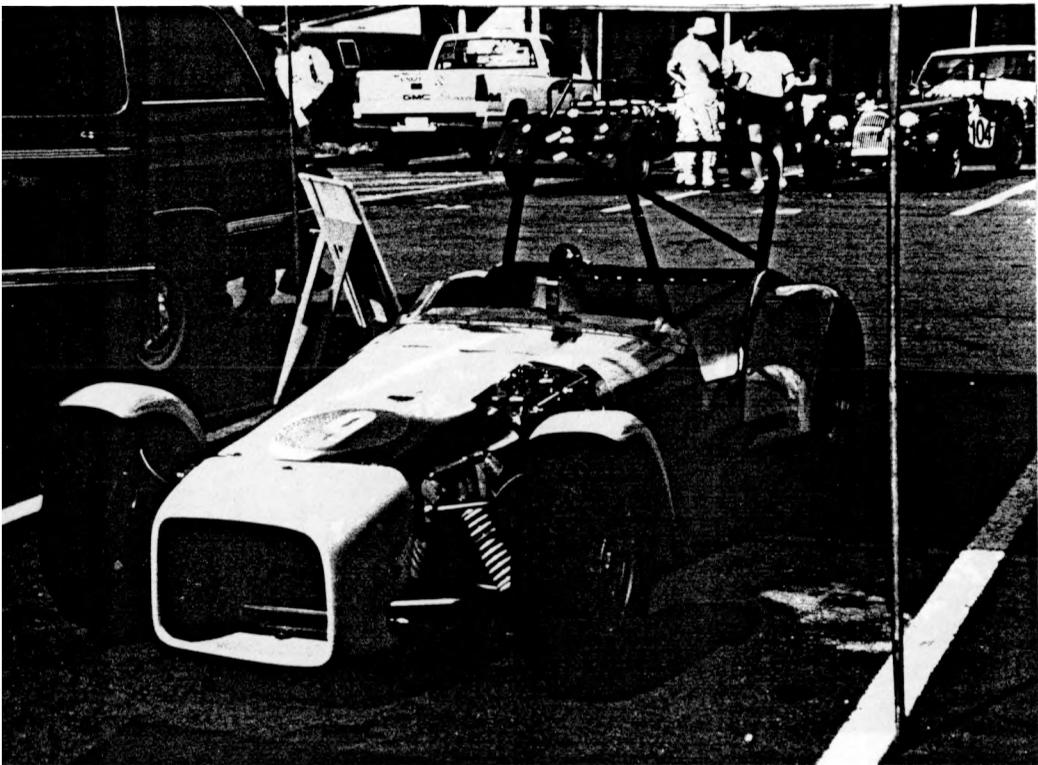
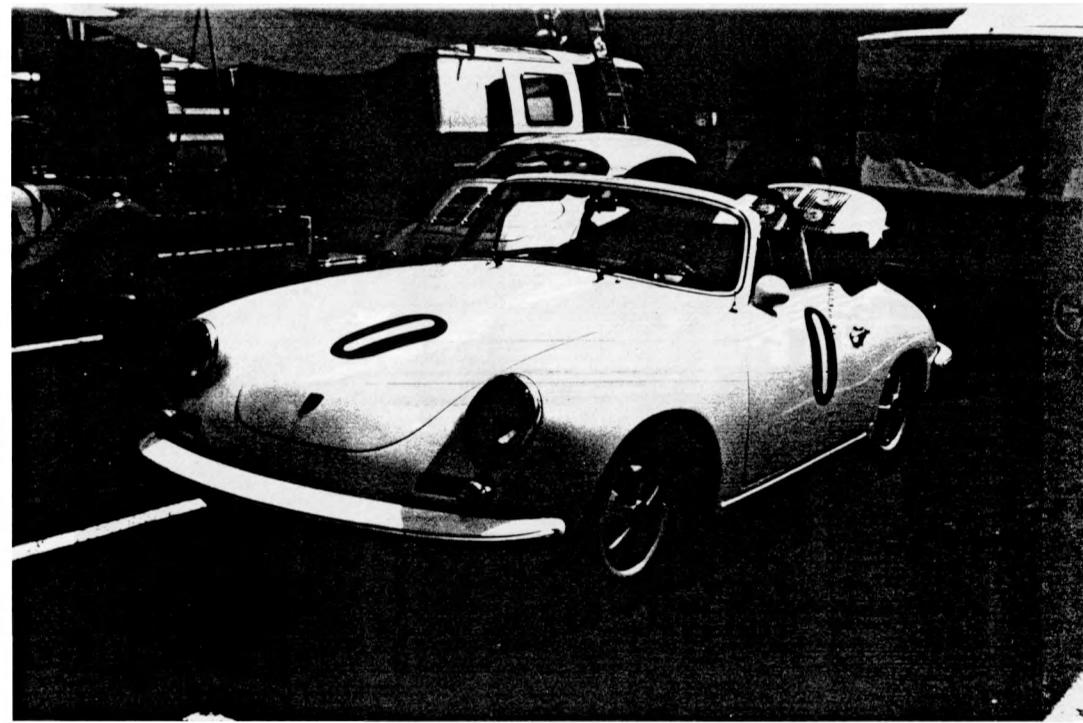




Fine, but would it run better with a clutch?



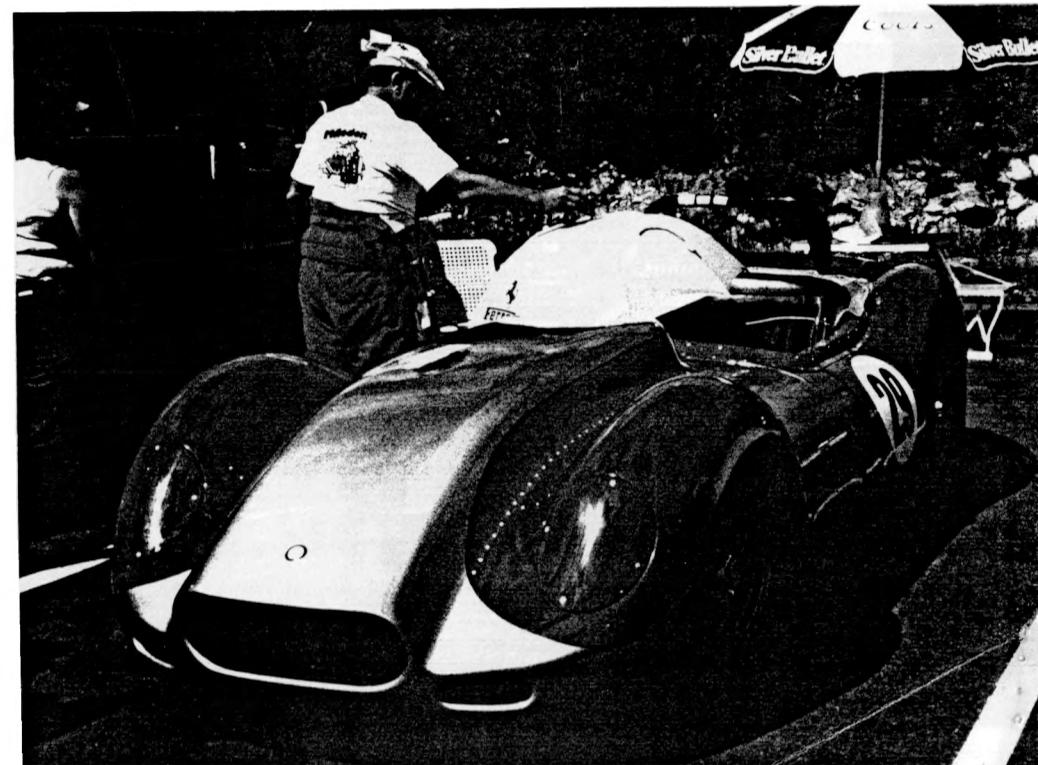
Nice one , Karl.



Number 9, the car with the shrinking seat belts.



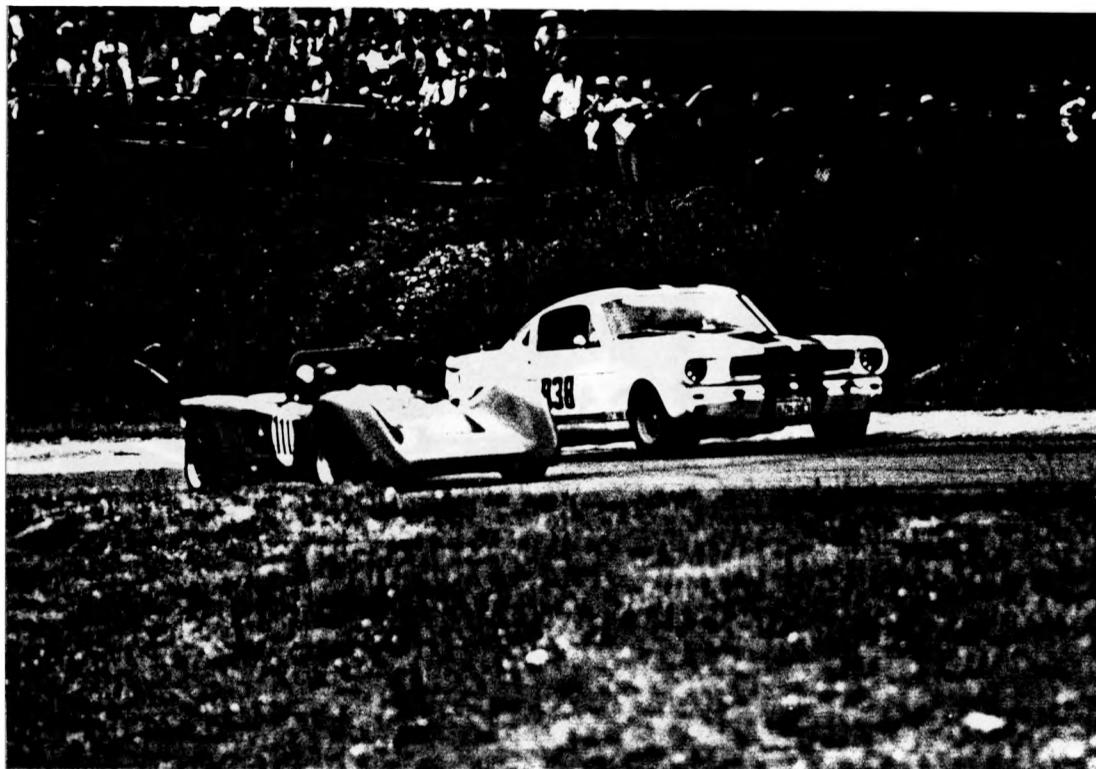
That's a Ferrari umbrella, and it's yellow.





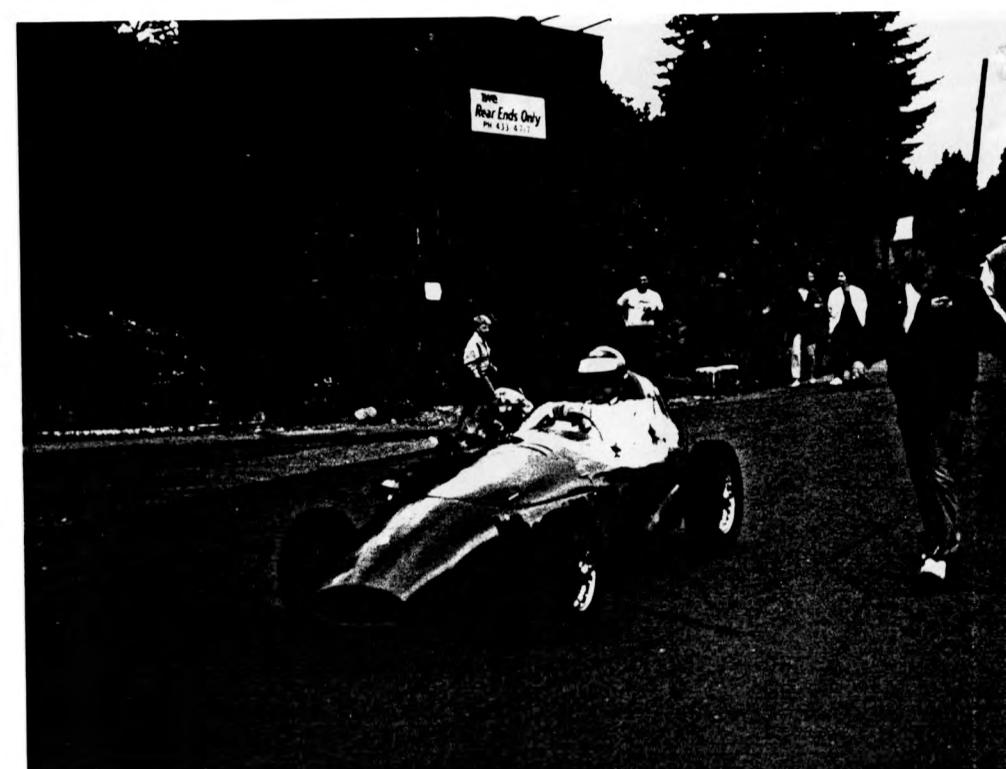
Relay action shot

Relay winning team 6



Group C at the hairpin

Winner handicap B
Stanguellini , yes it's red.

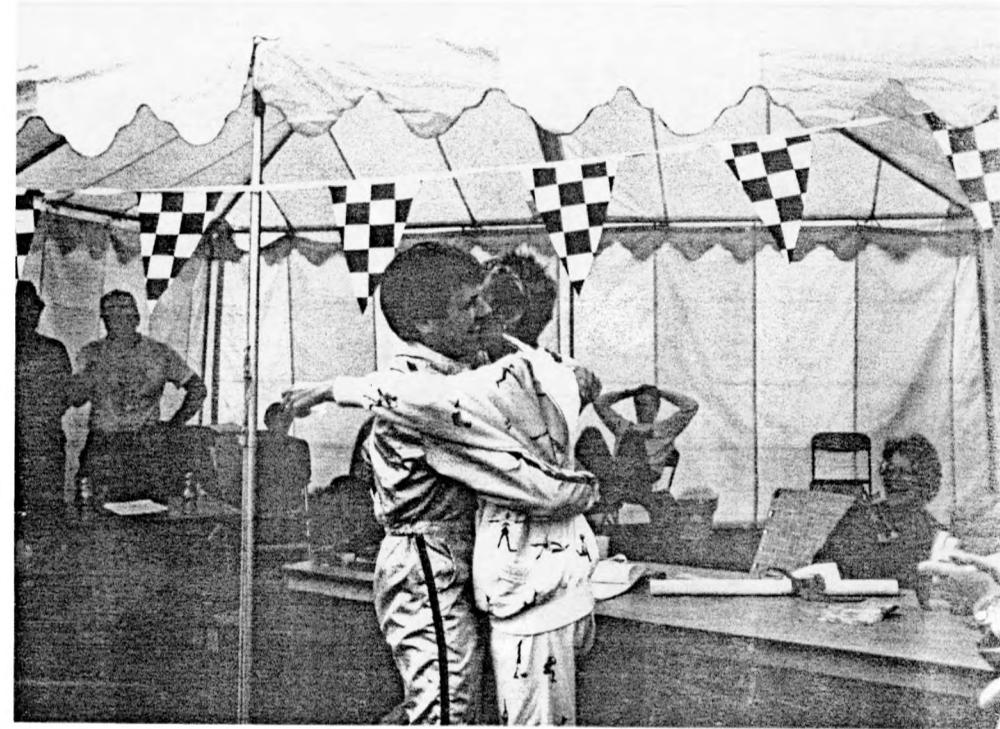
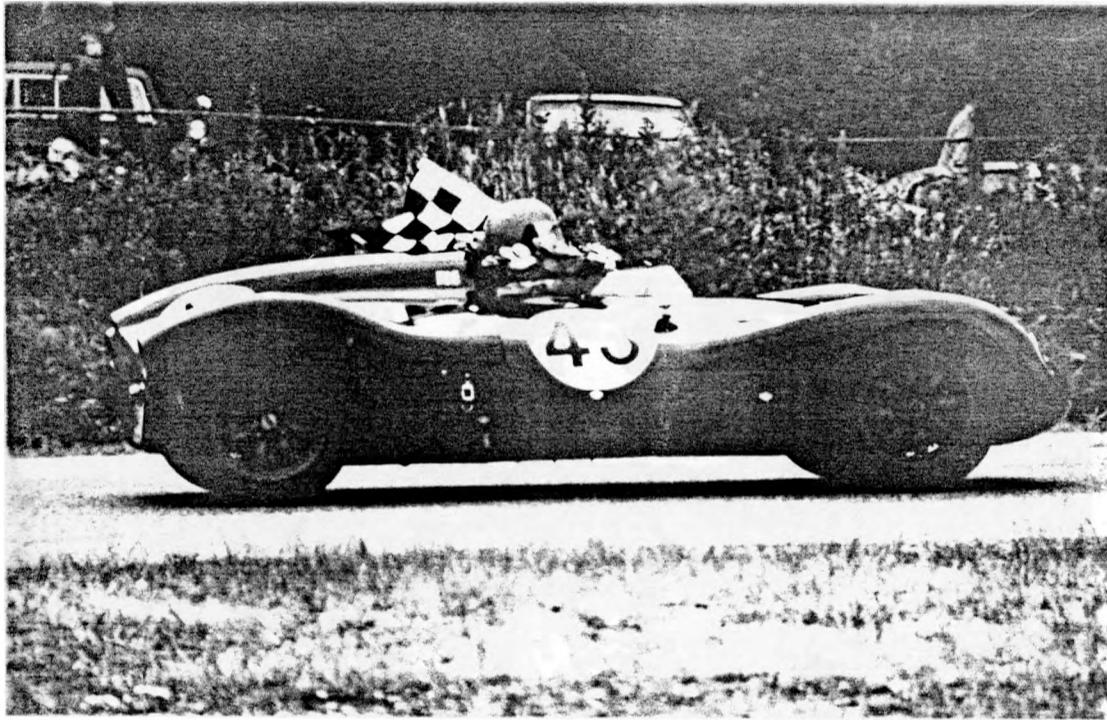


THE WINNERS

Number 43 on his
victory lap.



Robert claiming his prize.



Someone else claiming
Robert's prize.



Don't cry, Robert, it's
only a game.

