

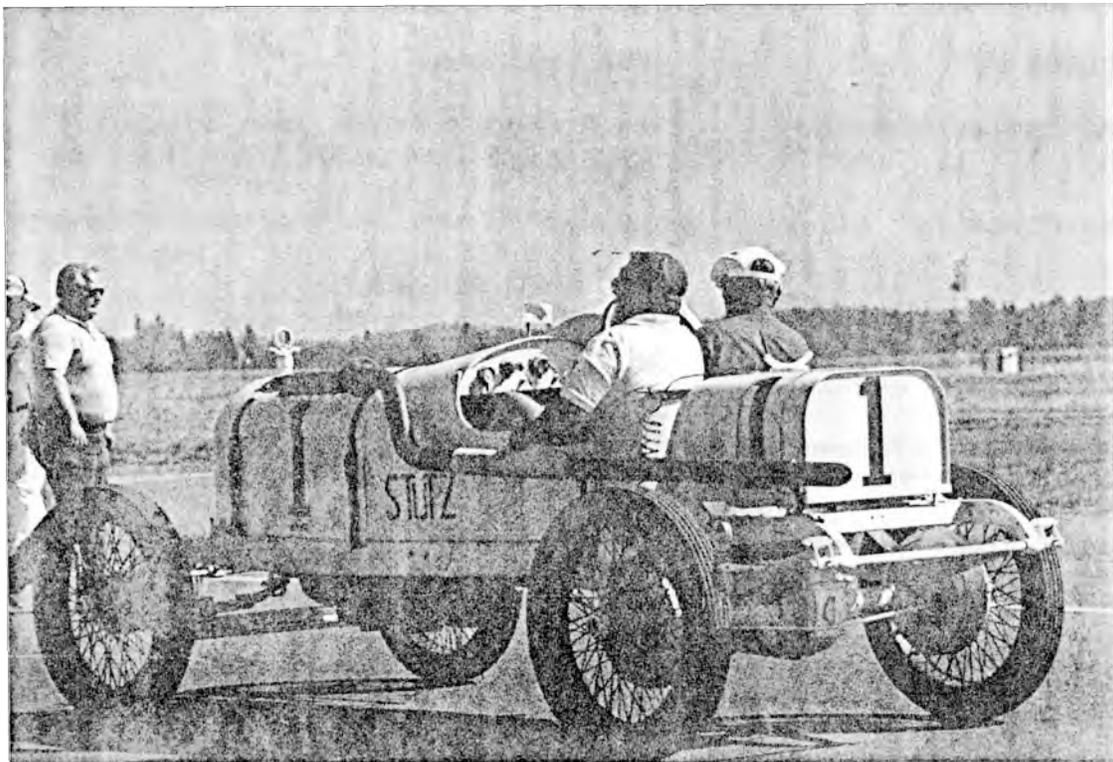
vantage

vintage racing club of british columbia



vintage racing club

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



PAGE CAR AT OLYMPIA, 7 SEPTEMBER 87.

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	Yes
Aug 22/23	Monterey Historic	HMSA	Yes
Sept 5/6/7	Olympia	SCCA	Yes
Sept 12	VRC- Half a Historic- Westwood	VRC	Yes
Oct 10	Westwood Enduro	SCCBC	Yes
Nov 28	Annual General Meeting	VRC	No

G'day. It has certainly been a busy month for drivers and social butterflies alike. It started with the VRC campout and pentathlon at Bob & Jan Walker's lakeside home and craft studio. Then the All British Meet at Portland where the Marcos earned second prize in the people's choice competition section, then racing at Olympia, and our own Half a Historic Weekend followed by a quick trip to the liquor store and pizza at Ray & Marilyn Nicols' soon-to-be sold mansion near the track. Whew!. I'm hoping that Liz will report on the first event, and I have typed the results of both Olympia and Westwood to the best of my knowledge. I think that having the results published in our magazine is very helpful for the drivers, not just to tell them where they placed, but to show how they moved up or down the grid. (So Art tells me anyway). While I am working in the tower I am in the right place to collect the information - unofficially.

Speaking of competition, there was some discussion on the points system at last week's meeting, so I have added some points (no pun intended) to the end of the questionnaire, which has been retyped for you all to be able to read, understand? and reply to. Rumour has it that our Exec. Council received 4 replies last time. Concern was expressed at the meeting that, although the number of club members is steadily increasing there does not seem to be an increase in the number of cars out there doing what our club was formed for - vintage racing. Last weekend at Westwood showed just how many racers we have in the club, 34 entries plus Mile's MG ND as pace car. Thanks to all who participated, let's hope we can do as well on October 11th at Westwood. There is a registration form somewhere in this magazine, it's the last race of the season so beg, borrow, or steal the \$80. entrance fee.

Those of us that were at Olympia were very pleased to see Bob Smith at the meeting the next evening, as he had a rear stub axle break on the Triumph at turn one, resulting in the car going A over T off the track. Bob's comment was "thank goodness for roll bars, seat belts and the halter padding." After a check by the track doctor he was racing around in Liz's lotus #99 after lunch. We thought that it would be timely to reprint the article from 'Victory Lane' about Magnafluxing. Glad you're OK Bob.

'Out of towners' will have an extra couple of pages in their magazine, listing members' names, phone numbers, and cars. Some members will already have collected theirs at the meeting. Would every other member who would like one of these lists so lovingly compiled by John Ridington without the aid of a word-processor please contact him at the phone number listed on the inside cover. Need we remind everyone that this list is for members' use only and we do not wish to be added to mailing lists, phone lists, etc.?

See you all at Westwood on October 11th,

Susan White
Co-Ed

WESTWOOD HALF A HISTORIC WEEKEND 12 September 1987

Group A Reverse Scratch Race

<u>car</u>	<u>grid</u>	<u>car</u>	<u>driver</u>
7	6	Porsche	Archer
11	7	Porsche	Rossmo
32	15	Alfa	Fraser
123	11	Alfa	Rennord
25	12	Lotus	Morton
14	5	Alfa	B.Damm
9	17	Lotus	F. Welland
64	10	Porsche	Miller
15	14	Morgan	Walker
117	18	Alfa	Duernberger
21	16	Lotus	Davis
711	2	TVR	Brynelson
0	13	Porsche	Schon
71	4	Triumph	MacGregor
27	9	Lotus	Entwistle
111	1	Alfa	C. Damm
99	3	Lotus	E. Smith
16	19	Abarth	DNF Samson
29	8	Lotus	DNF D. Thorson
88	20	Bobsy	DNF Ferguson

Group A Handicap Race

<u>car</u>	<u>grid</u>	<u>car</u>	<u>driver</u>
99	1	Lotus	E Smith
11	4	Porsche	Rossmo
29	7	Lotus	D Thorson
9	15	Lotus	F. Welland
32	11	Alfa	Fraser
117	16	Alfa	Duernberger
123	8	Alfa	Rennord
15	14	Morgan	Walker
111	2	Alfa	C. Damm
14	3	Alfa	B. Damm
25	13	Lotus	Morton
64	17	Porsche	Miller
0	10	Porsche	Schon
27	5	Lotus	Entwistle
711	6	TVR	Brynelson
71	9	Triumph	MacGregor
21	12	Lotus	DNF Davis

Group B Reverse Scratch Race

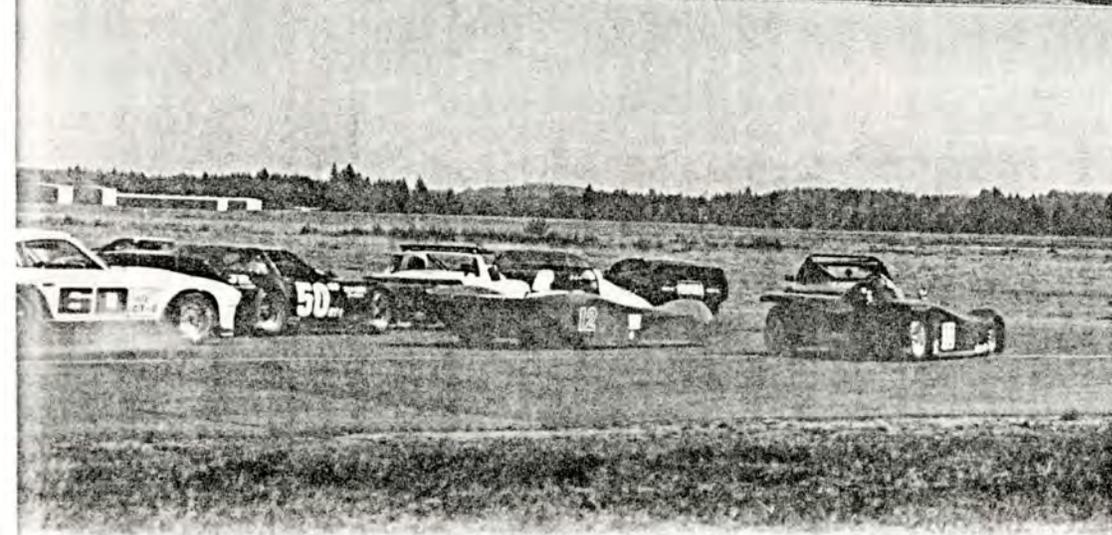
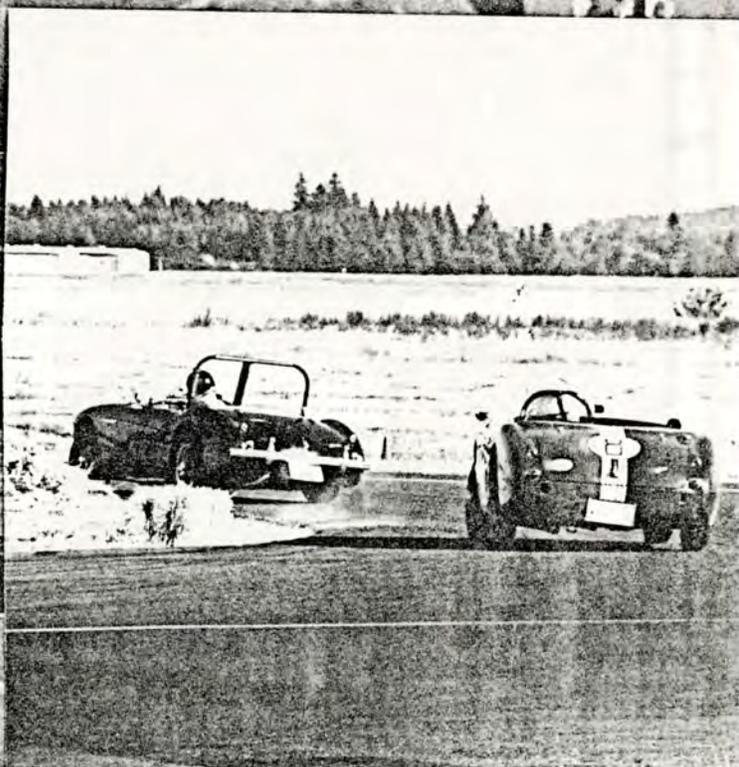
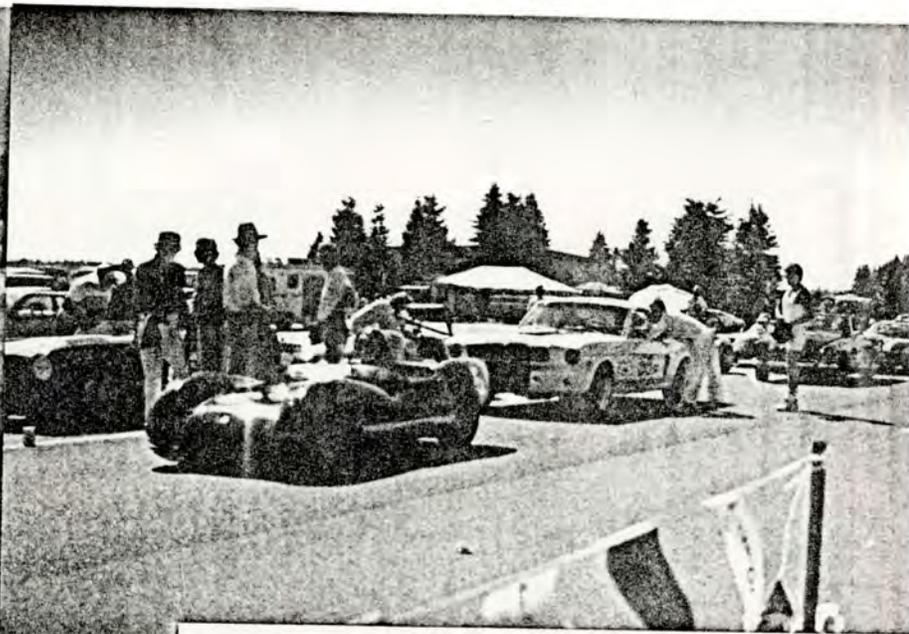
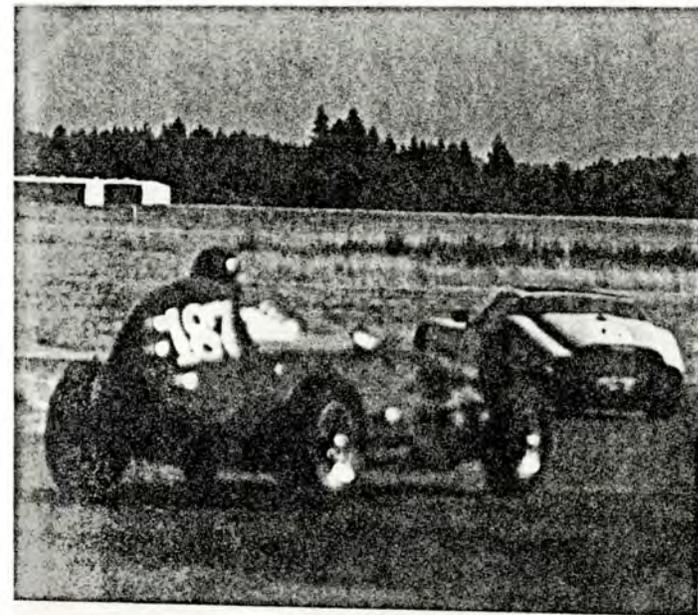
<u>car</u>	<u>grid</u>	<u>car</u>	<u>driver</u>
12	12	Elva	Anderson
5	9	Lotus	Marshall
43	10	Cooper	Follows
78	3	Datsun	Murtagh
54	8	Morgan	Ingham
9	7	Lotus	M. Welland
2	5	Marcos	Clendenan
33	4	Alfa	Lanius
31	6	Triumph	Pichler
99	1	Lotus	R. Smith
0	13	Porsche	Schon
8	2	Lotus	Rigby
711	14	TVR	MacGregor
1	11	Healey	Woodhouse
87	15	Bobsy	DNF Ferguson

Group B Handicap Race

<u>car</u>	<u>grid</u>	<u>car</u>	<u>driver</u>
78	9	Datsun	Murtagh
2	4	Marcos	Clendenan
9	11	Lotus	M. Welland
12	14	Elva	Anderson
54	10	Morgan	Ingham
5	13	Lotus	Marshall
43	12	Cooper	Follows
99	2	Lotus	R. Smith
31	3	Triumph	Pichler
16	6	Abarth	Samson
33	8	Alfa	Lanius
8	7	Lotus	Rigby
1	5	Healey	Woodhouse
711	1	TVR	MacGregor
15	15	Morgan	Walker



DUELLING AT OLY - OLYMPIA 7 SEPTEMBER 87



OLYMPIA 7 September 1987

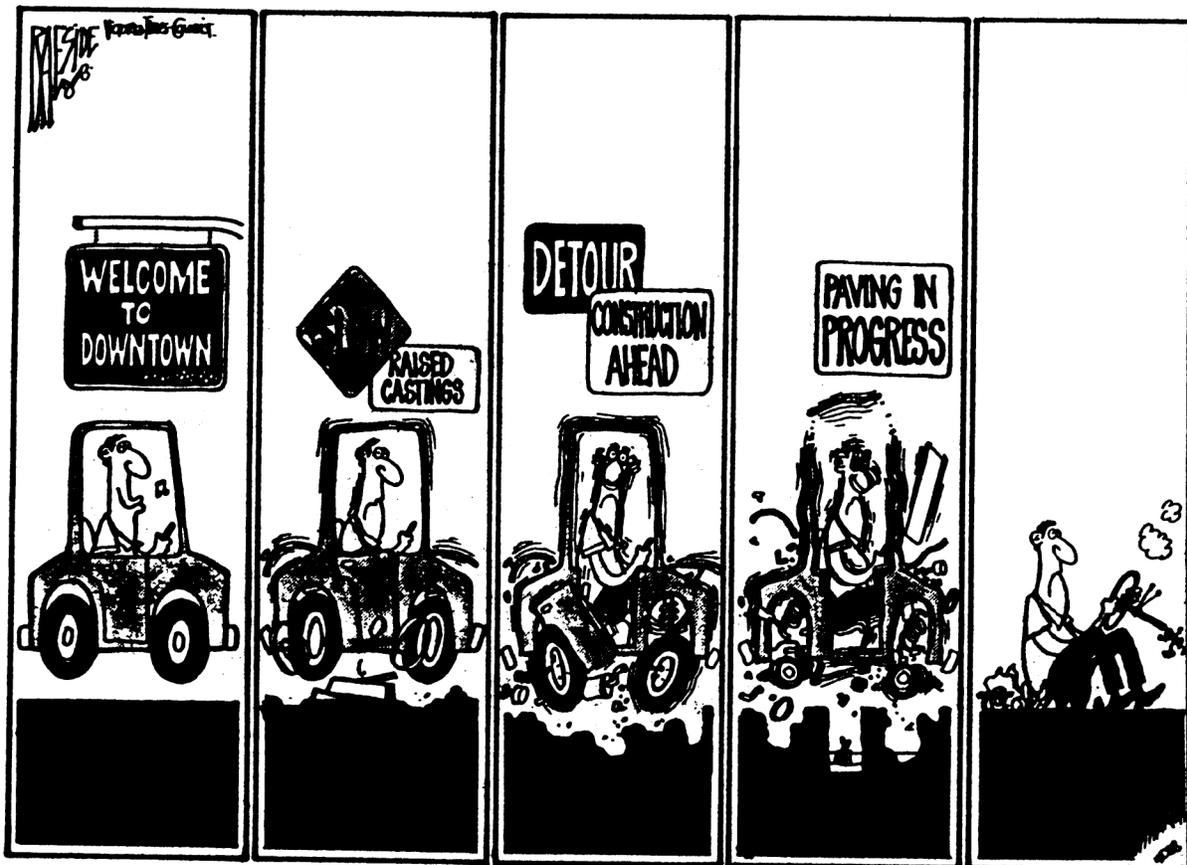
Group A. Results as posted at track.

29	Lotus	Tor Thorson
55	Shelby	
84	TR 6	
?	Lotus	Mike Welland
99	Lotus	Bob Smith
6	Marcos	Art Clendenan
64	Tiger	
123	Alfa	Medham?
334	Alfa	
187	Stanguellini	
DNF 5	Lotus	Robin Marshall

Group B. Unofficial - 1-2-3 only in finishing order

55	Shelby	
32	Alfa	Laurie Fraser
66	Mini Cooper	
37	Abarth	David Nudelman
4	Healey 100-6	
9	Lotus	Freydis Welland
29	Lotus	Donna Thorson
123	Alfa	Rennord?
8	Healey 3000	
56	Healey 100-4	Jerry Cathey
63	Fiat	Terry Larson
99	Lotus	Liz Smith
35	MBB	

ROBIN MARSHALL AT OLYMPIA

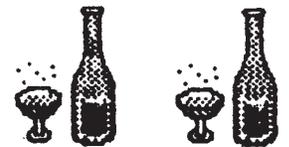
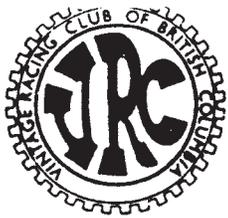


QUESTIONNAIRE

This questionnaire is the product of a very casual session just before our newsletter deadline. It is meant only to get a very informal feel of the needs, wants, and desires of our members, about cars and racing. Please reply in brief, or at length as the spirit so moves you. Add your own questions and answer them if there is a concern we have failed to address. Any replies over 500 words are expected to have proper footnotes and detailed references. Please do not rely on Coles notes. Include a S.A.S. envelope if you wish to have your manuscript returned. Any questions? Good. Ladies & Gentlemen, start your word-processors!

- 1.a Do you think the rules are OK as they are?
- 1.b What changes, if any, do you recommend?
- 2.a Are 60 series tires OK? if so for which cars?
- 2.b Should competitors be allowed to vary wheel diameters?
- 3.a Do you think that cars should be as original as possible?
- 3.b Should original interior trim i.e. door panels, carpets, seats, fuzzy dice etc. be retained?
- 3.c How about external trim i.e. headlights, bumpers, windshields, trailer-hitches etc?
- 4 Do you perceive the V.R.C. as more or less strict than other Vintage race clubs? Is that the way you want it?
- 5 Should Vintage racing be as competitive as contemporary racing?
- 6 Should roll over bars be.
 - a) optional
 - b) mandatory on all cars
 - c) mandatory on all open cars
 - d) open all night
- 7 Do you like the current V.R.C. board more than death or less than taxes?
- 8 Should the club have a system by which one member can protest the car or driving of another member?
- 9 Should the proposed race vehicle log book contain a form which describes original and present specifications?
- 10 Should the club establish a fund to build our own club house at the race track?
- 11 Should the points system be
 - a) retained as is?
 - b) scrapped?
 - c) modified as follows (not Robert)

Returned unsigned by



SOCIAL NOTES

Although not attended by an overwhelming number of vintage racing enthusiasts, the Walker-bye-the-lake estate reverberated, not to the sound of racing engines, but to the sound of dixieland jazz and snapping beer cans. The weather, being martini clear but much warmer, was no less than perfect and was equaled only by the warmth and generosity of our hostess, host and junior host, Jan, Bob and David Walker respectively. Honourable mentions go to Cleo the cat, Stubby the doberman and Sam.

The weekend consisted of all those fun things one does at a lakeside summer resort, where all the amenities are provided by the management; houseboating, canoeing, sailboating, motorboating, fishing, cycling, bar-b-que-ing etc. Non-stop daylight hours entertainment was provided by Stubby, the fishing Doberman. (See the picture or ask for explicit details at the next race.)

Not one of the participants lowered themselves (technically raised themselves, as the guest bedroom is on the second floor) to interior sleeping, and a variety of tents sprouted from the lake-edge lawn like Webers from a Triumph. Incidentally, the vintage tent award was won by Team Smith, whose structure could only be classified as an "Omar Original". The most spacious tent award went to Team Ridington for an ediface measured to be only slightly smaller than B.C. Place. After attempting to sleep in the house boat, but having been evicted by unwanted guests, Art and Susan won the award for the snekiest tent, as it was erected at 0100 hrs. with hardly a whisper. Future vintage racers, John and David Clendenan won the speediest tent prize as the broken tent pole was repaired with 100 MPH tape, or was that 200 MPH tape? The No-Tent-at-All award was won by the only unadventurous couple, who probably slept all night, Freydis and Mad Mike, who opted to hang their helmets at the local Sandman Inn.

Although some members present felt there was just too many healthy activities, such as dawn swims, canoeing, and cycling going on, dusk curtailed this nonsense and we all got down to some serious swilling and munching, vastly aided by Bob's excellent estate wine and the arrival of Bob's friend and mechanical genius, Gordie with his large gas bar-b-que.

Invited or not, we'd love to do it all again next year. Kudos to the Walkers.

Socially, Olympia was a very quiet event, unlike the racing the next day which provided plenty of heart-stopping activity for everyone. The night before the big event was taken up with sedate socializing followed by dinner at a vintage restaurant called the Olympia Oyster Bar located on the waterfront overlooking the fleet of boats participating in the Tug Boat Races. As almost everyone had to work on Tuesday and some had long drives home, the post race festivities were practically non-existent.

By the time you read this, the Pizza party at Marilyn and Ray Nichol's will be an event of record. We'll have more on it for you in the next newsletter.



--- FIRST YOU START WITH A TENT POLE.



PLACE GUDGEON PIN CIRCLIP IN WIDGET BRACKET AND TIGHTEN WHITWORTH HEX SCREW UNTIL IT STANDS PROUD OF THE GEAR FACE.



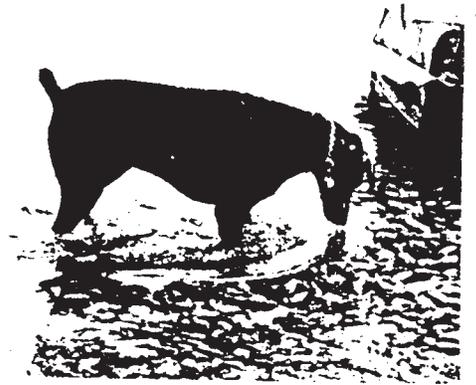
OMAR HIMSELF.



I JUST DONT BELIEVE ANY OF THIS.



FISHING



I'VE GOT ONE TRAPPED.



ME NEITHER.



THIS TENTING ISN'T SO BAD AFTER ALL



ALL THIS FOR US!



Crack Test

The Magnafluxing Story

By Barry Brazier

DISCLAIMER: The article that follows was prepared with the most accurate technical information we could obtain. However, no responsibility can be assumed by the persons/companies listed herewithin, or by the author, publisher, or Victory Lane Magazine, for injury or damage sustained as a result or in spite of following the suggestions and or procedures offered in this article.

One of the first points about Magnafluxing or Zygo treatments you should realize is that they're the trademarks and copyrighted names owned by Magnaflux Corporation, the folks that have brought us this indispensable process for the last 50 years.

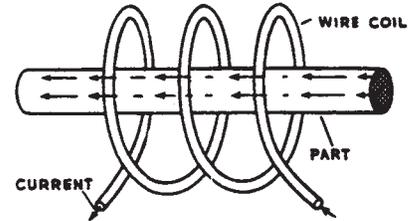
One of the greatest problems with racing is the stress that it puts on every structural member, suspension part and nut and bolt on the entire race car. That's right, every last piece, from stem to stern. The problem is that although we're quite sure this is going on continually, it's not usually evident

until the suspension suddenly gives or the oil pump stops pumping that precious life blood through the engine.

For many of us in vintage racing, the budget is usually pretty tight. We know just how much we can invest in the beginning and during the season. We do as much of the work ourselves as we can, including the seasonal maintenance that keeps us in the hobby.

Despite that old adage "if it works, don't fix it," the use of crack testing services for any part of the auto that's made of ferrous metal (any metal that contains iron) content can usually save you a lot of money on replacement or repair of parts at a later date.

Magnafluxing is really a simple process that uses electrical current to induce a magnetic field around or in the metal part. Once magnetized, the part will then attract the testing solution that has metal content dispersed in it. Just like a magnet. Only it's the way in which the part is magnetized, the field, its direction and the reading of such that provide the professional



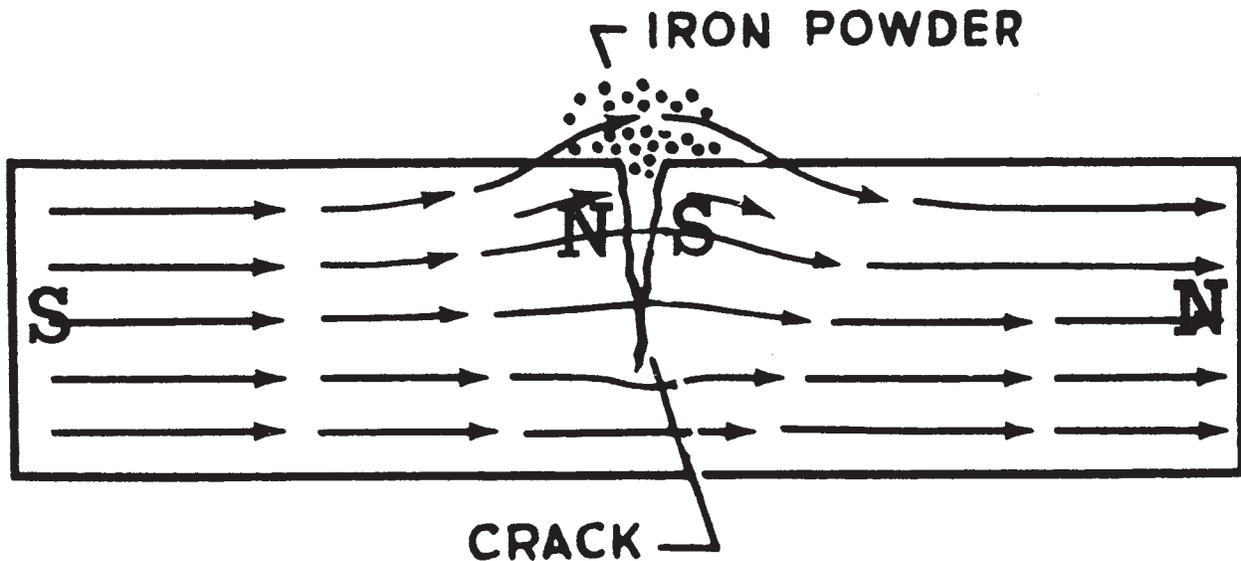
When a part is placed in a Magnaflux Unit inside a coil carrying electric current, a magnetic field running lengthwise of the part is created.

technician with the information that may save the part from failure. Too much current or the incorrect application of the specific solution and the reading could be totally erroneous.

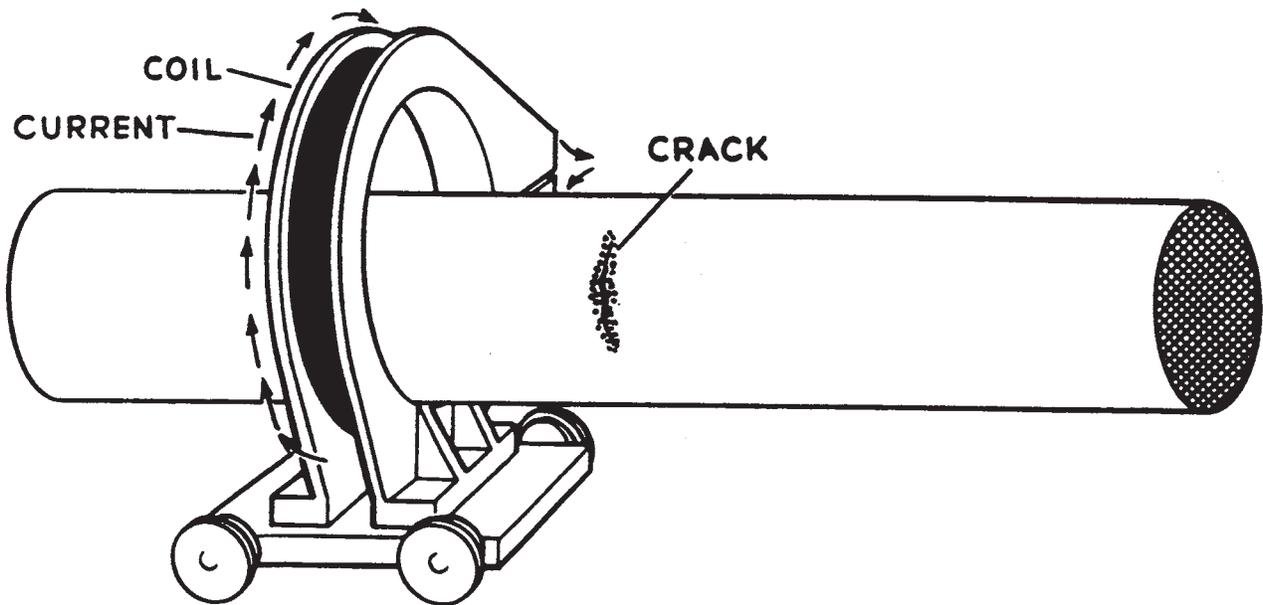
In the testing of crankshafts, the process involves passing current through the crank longitudinally to check for cracks that may be occurring parallel to this magnetic field at approximately a 90 degree angle. The use of a circular magnet usually highlights the journal cracks best, as they would show parallel to a circular field induced by the magnetic field that surrounds the crankshaft. This is done in a "wet bath" solution under the crank location.

According to Sammy Hale, of Sammy Hale's Cranks, one of the things he recommends is taking extra care of Nitrided crank surfaces that can suffer from hardness embrittlement failure. He also feels that Magnafluxing cranks that have been ground, straightened or

(Continued next page)



Here is a Magnaflux indication by means of longitudinal magnetization. The crack makes a magnetic field outside the part, to hold iron powder and build up an indication of the crack. Courtesy of Magnaflux Corp.



Magnaflux Indication of Transverse crack in a cylindrical part. Part to be inspected is "set up" in the Magnaflux Unit and electric current is passed through a coil around the part. Small parts should not be centered with the coil, but held close to it where field strength is strongest. The longitudinal magnetic field cutting across the crack attracts and holds iron powder to indicate the crack. Courtesy Magnaflux Corp.

polished is one more way of ensuring engine longevity. Other important engine parts requiring testing are: connecting rods, bolts, cams, valves and other parts that endure great stress, impact, or heat in the engine. Many owners use the Magnaflux process to test their oil pumps.

One thing to think about is that the part to be tested has to be absolutely clean and free from any oils, greases or paints before testing. If you give the shop clean parts they probably will not have to charge you for "hot tanking" them, therefore you'll pay less. Cleanliness pays off.

One of the interesting assets to this testing is that because it uses electrical current to induce a magnetic field in the metal part, the field can be induced in several ways to show cracks at varying positions across the part. In the case of gears, they can not only be tested in an upright, vertical way, but they can also be tested in the flat position, so that cracks emanating across the diameter also show up.

Another thing you should know about this process is that if the gears are returned in a "burned" condition the operator of the Magnafluxing unit may have applied too much current or not protected your parts sufficiently during magnetizing. Also check that any parts that have metal to metal meshing are completely demagnetized to your satisfaction. This may be a real problem later for certain parts, especially cranks, rods and cams, as they will attract the particles suspended in the engine oil.

Although there are no hard and fast

rules as to which suspension parts will require seasonal or more frequent testing schedules, the safe bet is that if you're thinking about running your car regularly, you should then test more frequently. Another guide would be to research the car type you are driving and find out what types of failures might have occurred on a regular basis in the past. Is your car known for breaking cranks or rods? Did your type racer DNF in the past from broken wishbones or rear axle hubs? A check of race results from days gone by will show you what types of problems cropped up, particularly in the endurance races. Also, talking to a few other vintage car owners of your marque will probably give you some indications of what to watch out for, and what to test for more frequently.

We've been told there used to be testing stations around the country approved by SCCA and other racing associations. Most vintage club racing rules have little, if any, mention of testing and safety assets. This is something that may change.

As testing many chassis parts can turn into a big investment, the Zyglo process offers an economical alternative. Florescent penetrant dye is used to detect cracks or unwanted stresses upon metal. Using this chemical process and a black light, you're in business for a few hundred dollars.

For those of you with aluminum or alloy heads or other engine parts, the Zyglo process and its several quick steps may be just the ticket for testing on an occasional basis. However, professional testing would most likely

assure more positive results and greater safety if it is done seasonally.

One of the easiest procedures is that of pressure testing cylinder heads and the engine block water jackets. Most of the home testing we've seen has been accomplished using soapy water and a light pressure pump of less than 20 psi. Once you've sealed all the water passages on the outside of the head or block, a gasket fixture on one passage and a healthy bicycle pump will give you a good idea of a possible cracks in those pieces. This isn't as foolproof as having it done professionally though and should not be used as a 100% positive test.

Although there are several methods of nondestructive testing besides those we've discussed (radiography and ultrasonic being two of them), and other companies that have testing processes, they are not readily available for information to include in this article.

Before you decide what parts to test and who you want to test them, we suggest you discuss your specific needs with a professional. In some cases, the shop you're dealing with may not have the equipment on the premises and you may be better off going to someone that is going to give you personal service and one who knows what you need.

As far as testing is concerned, an ounce of prevention is worth a pound of cure.

We would like to thank Magnaflux Corporation and Sammy Hale Cranks, for the time and information provided in researching this article. ☐

Send \$80. to:
 Race Registrar
 Jan Smale, 3016 Ashbrook Place.
 Coquitlam, B.C. V3C 4A7.



FOR OFFICIAL USE

ENTRY FORM
 (PLEASE PRINT CLEARLY) Phone 464 0179

CLASS	CAR NO.
<input type="checkbox"/> Fee — Cash
<input type="checkbox"/> Fee — Cheque	<input type="checkbox"/> Licences
<input type="checkbox"/> Entry List	<input type="checkbox"/> Complete

Organizing Club: _____

Date of Event: _____

Name of Driver: _____ Phone: _____

Address: _____
 (Street and Number) (Apt. No.) (City) (Province) (Postal Code)

Competition License No. _____ issued by: C.A.S.C. or; (Specify) _____

Type of Licence: Novice National FIA Other (Specify) _____ Club Affiliation: _____

Make and Model of Car: _____ Year: _____ Displacement: _____ cc

Class (Please specify): _____ Car (No.) Requested: _____

Name of Entrant: _____ Phone: _____

Address: _____
 (Street and Number) (Apt. No.) (City) (Province) (Postal Code)

Send Results & Awards to: Driver Entrant

**CERTIFIED CHEQUE OR MONEY ORDER FOR THE APPROPRIATE ENTRY FEE
 MADE PAYABLE TO THE ORGANIZING CLUB MUST ACCOMPANY THIS FORM**

WAIVER

I have read the Supplementary Regulations issued for this event and I agree to be bound by them and by the General Competition Rules and Regulations of the Canadian Automobile Sport Clubs. In consideration of the acceptance of this entry or of my being permitted to take part in this event, I for myself, my heirs, executors, administrators, successors and assigns agree to save harmless and keep indemnified the organizing club, the Canadian Automobile Sport Clubs the other competitors and their respective agents, officials, servants and representatives from and against all actions, claims, costs and expenses and demands in respect of death, injury, loss of or damage of my person or property howsoever caused arising out of or in connection with my taking part in this event and notwithstanding that the same may have been contributed to or occasioned by negligence of the said bodies, their agents, officials, servants or representatives. I do declare to the best of my belief, the driver possesses the standard of competence necessary and is physically fit for an event of this type of which this entry relates and that the car entered is suitable and roadworthy for the event, having regard to the course and the speeds which will be reached.

Date: _____ Signature of Entrant: _____

Signature of Driver: _____

In Case of Accident Notify: Name: _____ Phone: _____
 Address: _____ Relationship: _____

If an entrant and/or driver is under _____ years of age, this form must be countersigned by the appropriate parent or guardian.

 (Signature of Parent/Guardian)

 (Address of Parent/Guardian)

25TH ANNUAL MEETING AND NOSTALGIA WEEKEND
ORGANIZED BY MOTORSPORT B.C.
HOSTED BY CHEAM ASSOCIATION OF MOTOR SPORTS
TO BE HELD THE WEEKEND OF NOVEMBER 13, 14, 15 1987
AT THE BEST WESTERN RAINBOW COUNTRY INN - CHILLIWACK, B.C.

- Friday Night - Nostalgia Evening - Meet Old Friends of Motorsport
- Saturday AM - CASC B.C. Region Annual Meeting and 25 year Re-creation
- Saturday Lunch - Honour the People of Motorsport in B.C.
- Saturday PM - Race - Rally - Solo - Admin - Social Reflection Gatherings
- Saturday Banquet - Region 1987 Awards - Guest Speakers - Nostalgia
- Sunday AM - Brunch, Car Show, Auction, Swap Meet
- Sunday PM - Return Home to Start Next 25 Years of Motorsport

For further information and to get on the mailing list, please return the bottom portion of this letter to the address shown. Your attendance, ideas, club get-togethers, are encouraged.

Also, we are endeavouring to contact as many motorsport enthusiasts as possible, old and new, so if you know of anyone who may not have received this announcement, please pass this information along and let us have their name and address.

We are also attempting to gather as much memorabilia as possible to enable us to put together a really nostalgic week-end. If you have any photographs, films, stories, or whatever, please let us know.

For further verbal information - contact one of the following - they would be only too pleased to hear from you:

Alan Rae - 278-3692 Gail McLennan - 576-8873 Maureen Baker - 438-7716

"Reflections ~ 25 Years of Motorsport"

Cheam Association of Motor Sports,
P. O. Box 329,
Chilliwack, British Columbia
V2P 6J4

Name: _____ Phone No. _____

Address: _____

_____ Postal Code _____

CANADIAN AUTOMOBILE SPORT CLUBS, B.C. REGION
MEMBER: