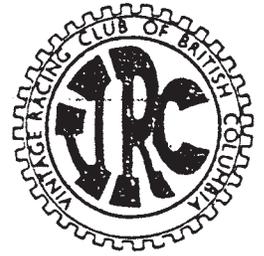


vantage

vintage racing club of british columbia



vintage racing club

Box 23393, Vancouver, A.M.F.

British Columbia V7B 1W1



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.

PRESIDENT'S MESSAGE

There is very little to report on at this time of the year. The election of the new executive is coming soon and it looks like being unique in the history of the theVRC in that two people actually WANT to be president! So we will have a real election.

I wrote in last month's Vantage about the need for high levels of car preparation. Even in our racing I also think we could raise the standard of driving. After standing watching the races at our last event, I decided we should appoint a Chief Driving Instructor for the club, whose job would be to oversee driver training and development. The person most suited - that is the person with the most experience in driver training in the club, - is Lawrie Fraser. Lawrie has been a member of the Race Drivers' Committee (RDC) of the Sports Car Club of B.C. since 1969 and is a real vintage racing enthusiast.

After discussions with my fellow executive members we decided to appoint Lawrie with the strong recommendation to the new executive that they endorse his position. Lawrie's brief is to improve the standard of race driver training and to act as a "watch dog" at races. This way we may prevent a serious accident ever occurring at one of our events.

See you at the A.G.M.

David Birchall
President

Editor's note: President Dave presented the above proposal to the membership at the Nov. 10th meeting and a motion was adopted creating the position of Chief Driver and naming Lawrie to the position for the next year.

The Race Directors Revue

I would have thought that at this time of year people would grow weary of peering at lists of things undone, and of trying to fit a week's work around the important business of keeping the race car functioning. I would have thought this, however, my informants tell me cars are changing hands at a goodly pace, and that means preparing the new toy for the spring. Aren't we energetic? Perhaps the remainder of the club should be inspired to finally finish epic restorations that have been tantalizing us for years, or in the case of a very close acquaintance, start one properly! At least pretend that next spring will see yourself on the track. Remember! Although it seems immortal, Westwood will soon be taken from us. The club must also look to its schedule for the forthcoming season as we face a tight July if the Cart race becomes a reality.

My congratulations to the club Prez on a good article in Victory Lane magazine. Also a special thanks to Greg Rennord for his SPECTACULAR in car video-----of the whole season! Exciting stuff. If you haven't seen it, talk to Mr. Birchall.

<p>DON'T FORGET THE ANNUAL GENERAL MEETING NOVEMBER 28th, 1987 (If you have not got your tickets call Liz or Bob Smith)</p>
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REPORT OF THE NOMINATING COMMITTEE

The nominating committee comprises the two previous past presidents and the current president (if he/she is not running). Due to the absence of Rob Follows, the committee this year comprised Leigh Anderson and Dave Birchall. We do not see our job as one of presenting a slate of officers, for that would imply one name for each position and unless there were nominations from the floor there would be no election. We see our role as seeking members who are interested in holding office and who, in our opinion, could and would do the job for the club. This year we have an election and we are pleased to be able to present the following candidates, which we hereby nominate. This does not preclude nominations from the floor at the AGM. Names listed in alphabetical order.

- PRESIDENT : Allan Richardson
Bob Smith
- VICE PRESIDENT: Gunter Pichler
Mike Welland
- SECRETARY: John Ridington
- TREASURER: Elizabeth Smith
- RACE DIRECTOR : Gordon Miller

RUMOURS, NEWS and VIEWS (not necessarily in that order)

Editorial comment by Leigh Anderson

The co-eds are away on vacation in Barbados "sunning their buns" (their vulgar expression, not mine), thus giving me another opportunity to practice freedom of the press, or poetic licence, for whichever category this piece qualifies. I welcome the opportunity, because it may be my last chance to say "adieu" as I depart from the action side of club business now that I become a pastured past president and ex-assistant editor. Frankly, I shall miss it, as I have been on the executive since the second month I was in the club, having joined about 5 years ago now. That year there were about 10 people at the AGM and I became director at large (later named Race Director) because everyone else there was or had been on the executive. It has been a good experience and I recommend it to every one of you. In fact, I thank you for the opportunity to serve the club in this way. Makes me feel as though there's a piece of myself in there somewhere and I'm sure that everyone who makes the time (yes you have to MAKE it) to be more than a "groupie" (to coin a phrase), feels the same way. Because I have a problem keeping my mouth shut and my pen still, I may resurface for some more action after an hiatus, that may enable me to finish this Elva Courier project I've started. Please excuse all the first person singular references.

DUES. It seems to be a forgone conclusion that dues will rise. Voting on the increase at the AGM may be a mere formality. Well, I suppose \$10-20 a year won't hurt anyone, but I think we need to sort out a few things about our finances before we become too generous with the contents of the cookie jar. After all, we apparently have \$16,000 cash surplus at the moment. Mind you, we haven't seen a financial statement all year, so we can't be sure. I guess there are a few things that bother me, which I hope can be addressed in the near future.

We do need a reserve in the event of a serious loss on one of our own events, but how much is needed? It is very easy to estimate potential loss on any one event and that must be done with an appropriate amount placed in a reserve fund. That's fund #1 to be maintained at a specified amount. We then have the club's operating costs which include printing, postage, rent, telephone charges and the like, and that's fund #2, which should be supported by dues from all members with perhaps some general revenue from donations, auctions, sales, etc. Maybe even a percentage of Historic Weekend profits. Then we have fund #3, the Race Operations Fund. This would be used strictly for funding race meets on a break-even basis (over a season), losses to be covered by the reserve fund and replaced the following season. I fail to see why racers should subsidize club operating costs when only about 25% of the membership actively race at any one time. I'm not suggesting that all members should race at one time either, although I cherish the thought, I just don't think that profits from race meets should pay rent or Vantage costs when we have 108 members- yes now 108! - that should be supporting those costs. Neither do I think non racing members should subsidize my entry fee for a race meet. Does that make sense? If it takes \$50 or \$60 per member to run the club, fine, but don't then charge me \$75 or \$100 entry fee to race only to make a profit that accumulates for some undeclared purpose that may benefit members long after we're gone. Like for a clubhouse? No way José! If our goal is to acquire a capital asset (and I hope it is'nt), let's invest in a Ferrari GTO, McLaren Mk2 or maybe a formula 1 car, but not in real estate. That's not our game - and I'm not cleaning out the restrooms or mopping beer stains off the floor - unless they're on the floor of the aforementioned marques.

Continued (groan)

Continued editorial

I was surprised when I saw how much money passes through our hands in a year and I think it is time we produced more budgets and financial statements. I also think that our books should be audited annually. To some people the word "audit" is synonymous with "suspicion". I do not suspect anyone, nor do I suspect an irregularity, I just think that every organization should have its books audited once a year so that the membership and the executive can close the year with a statement as to their stewardship. That is something I should have initiated as president - sorry about that.

I'd gladly agree to a dues increase- I DO GO ON ABOUT IT DON'T I? - if I could see that it is needed, but I'm simply not sure. I'll probably be voting in favour, however, because I don't want you to think I'm cheap - which I am of course, whether you think so or not. Some of us belong to more than one club and enter 5 - 10 races each year. Entry fees have risen substantially over the past year or two and unless one has unlimited resources there comes a time when activities have to be curtailed to keep peace in the family. So let's not increase dues or entry fees just because of "inflation mentality". Above all let's not forget our three main indulgences: (i) racing vintage race/sports cars (ii) drinking vintage wine or domestic beer (iii) feasting on Kentucky fried chicken carefully aged in fiberglass for two years.

In the news department- THANK GOD HE'S OFF THE DUES - Ken Ingham bought himself a pretty AC Aceca, which went straight to the Panelbeater, presumably to have its panels beaten. Ken has not retired his Morgan however. Greg Griffith finally flogged that tacky Lotus 23 and got a decent car, an ELVA Mk 7. This little honey promises to be the quickest car in the club. Let me know if you want an experienced ELVA driver to race it for you Greg. Pres. Dave has repurchased a supercharged MG he sold a few years ago to Octagon Motors. Get Dave to tell you the story about that one sometime.

Rumour has it that the Bobsy twins will soon get decent engines. Bill's looking at Alfa powerplants. Good move Bill (do you still have my parts?) While eavesdropping I heard that Nigel Davis and Mike Rigby have both acquired Brabham BT21's and Lawrie Fraser has added another Alfa to his stable. Mike Welland travelled the entire east coast looking for a faster car (than his 7) only to return and buy a Lotus Elan in Vancouver. Of course he wants an ELVA.

I have received word that we're losing the Kenslers to the club and vintage racing. Time for them to raise their family. Ross and Sue have been strong supporters of the VRC, but more important they have been good and faithful friends, and I'm very sad to see them go. I know that their association with VRC has been important to them; therefore, the decision could not have been an easy one. We of VRC are indebted to Ross and Sue for the several times they opened their Tacoma home - and their hearts, to us. Very generous and genuine people, the Kenslers. Let's hope they keep the thundering Mustangs so they can return to vintage racing in the future. In the meantime, we'll miss them. Keep in touch - EH?

Finally, congratulations to all those who have agreed to run for office. It is heartening to see that there is enough interest to actually have an election. It is a sign of a healthy club. To those who are elected, the best of luck. To those who are not, try again next year and in the meantime serve in some other way, and good luck to you too.

Keith



ABOVE: 3/4 OF THE KENSLEER FAMILY + RACING STABLE
ROSS WITH ARM AROUND PRESIDENTIAL CANDIDATE SMITH.



ABOVE: 1/2 NAKED PRESIDENTIAL CANDIDATE RICHARDSON CAUGHT IN THE
ACT WITH TREASURER CANDIDATE LIZ SMITH (AND WIFE OF BOB)
OR IS HE TRYING TO WRESTLE THE WREATH FROM HER?

(6)

THE CANDIDATES PRESENT THEIR PLATFORMS

The candidates for the office of President were offered free advertising space to present themselves to the club. Their unedited unpaid for political announcements follow, again, in alphabetical order.

* ALLAN RICHARDSON *

I wish to be considered for President of the Vintage Racing Club of B.C., based on my record as Race Director, which will provide a measure of continuity on our Board, and on what I believe are my abilities to find concensus among the varied opinions of our members.

* BOB SMITH *

I have submitted my name to the nominating committee advising them that I would be allowing my name to stand for election to the office of President of our Vintage Racing Club. My wife Elizabeth has also agreed to allow her name to stand for the office of Treasurer.

A vote will be taken at the Annual General Meeting to elect directors to these and other offices and to give you some idea of what you will be voting for (or possibly against) - I feel the following need addressing:

1. A harmonious relationship with SOVREN, both social and race.
2. Member participation and vote on contentious issues.
3. Directors to report every meeting and this report to also be published in the news letter.
4. Definitive answers on
 - (a) Tire/wheel size
 - (b) Use of ethylene glycol
 - (c) Roll bars in production sports cars etc.
5. Points system finalized before the season opener - for those who wish to participate only.
6. Set up a network of "experts" to assist us in running the club as the members want us to run it.

Before you cast your ballot, if you wish my views and interpretation on a subject of concern to you - please phone me. Thanks.

Home: 943-2779

Office: 276-5412

Member's car profile: BMW 700s

by Bruce Elrick

In the past few newsletters we have heard of the oldest car in the club (Birchall's '23 Vauxhall), Mr. Anderson's Elva - "she goes" (referring no doubt to the clutch) and now for some comic relief, "the car with the smallest engine in the club" - my BMW 700 S.

I found the little Bimmer sitting happily in a hole under a huge fir tree where it had been pushed and left to contemplate the great outdoors after spending some 18 - 20 years locked away in some barn. Despite some vandals dislike for the drivers window, which was disposed of with a well aimed brick, the car had virtually escaped the last 28 yrs of its life corrosion and damage free a few small spots were excised by a bodyman with the deftness of a surgeon, and plastic surgery (figuratively speaking) completed in Alfa Romeo red.

The car came with another 700 series sedan, and as Carly Simon puts it "The stuff that dreams are made of", - a garage full of spare parts including some 7 engines, 3 transaxels, spare body parts, windshields, etc. - Manna from Heaven!

The 700 was designed as a successor to the 600 (stretched Issetta) being one step closer to a real car with coachwork by Michelotti, it retained its air-cooled, two cylinder horizontally opposed rear engine drive train. It was produced from 1959-1964 approx. 23,000 were produced. However, from 1960-1964 they produced the 700 sport and the main distinguishing features were twin carbs, higher output engine and a rear anti-sway bar, of these, 11,000 cars were produced. This may sound like a large production number when the two are added - yet virtually very few have survived, the curator of the BMW Museum in Germany recently was quoted in saying he doubted if there were more than thirty of the cars left in the entirety of Europe. A registrar in California has some 90 cars listed and few of them are the 700 S.

The history of my particular car can be traced back to the fact that it was purchased in Germany and raced there. Before being brought over here. A small badge on the back of the car is of the crest belonging to Auto-Martini - a dealer who as history supports made a name for himself with his fast coupes and spiders. Some of these were sold to private customers. I believe mine to be one of these such cars with the modifications that it has. At this point in time correspondence between Willi Martini and myself is continuing to determine more factual information to document its history.



ABOVE & RIGHT: THE MIGHTY MITE BMW 700
IN COMPETITION CIRCA 1960.
OUR FEATURED CAR THIS
ISSUE.

THEY KNOW SOMETHING about tuning! This B.M.W. 700,
driven by W. Schneider to a class win over Fiat-Abarths, D.B.s and
Auto Unions at the German G.P. meeting, has a claimed 60 b.h.p. and
averaged over 63 m.p.h. on the tricky South circuit.



Wherever else in the world could this happen? It is only in Italy that technological advancement, aerodynamic theory, imaginative design and skilled craftsmanship can suddenly come face to face with utterly primitive but nonetheless essential methods, such as when a new Abarth has just received its Vignale body and is lifted bodily onto the truck that will freight it from the coachbuilder's shop to the automobile show.

FROM ROAD +
TRACK

Auto racing skids on foam left by frothing brewers

Probably no single business has contributed more to Canadian sport than Canada's brewers. But when the big three (Labatt, Molson and Carling-O'Keefe) fix bayonets, they frequently skewer sports fans and even the sport concerned.

The brewers' efforts to deke each other for rights to televise last spring's National Hockey League playoffs, for instance, sometimes deprived entire sections of the country of any coverage.

More glaring was the dispute last year between Labatt and Molson over rights to stage the Canadian Grand Prix auto race in Montreal. The issue smoldered for so long in court that it ultimately resulted in cancellation of the race.

But beer battles don't go away. And since frothing up again, the Grand Prix dispute threatens to consume not only this year's Canadian race, but also its governing body for 25 years, the Canadian Automobile Sports Clubs (CASC).

In fact, the CASC, has already lost its rights to sanction races and licence drivers in Canada.

But an even more bizarre possibility is

that it will be replaced as the sports governing body by the Canadian Automobile Association. That group is drawn from the general motoring public and is better known for its roadside assistance and custom map service for members than for events that often feature fiery crashes.

To some extent the problem is rooted in arcane hierarchy and politics of international motorsport. The Paris-based International Automobile Association (FIA) encompasses both general motoring clubs and competition groups around the world. Its racing committee, the International Auto Sports Federation (FISA) authorizes national bodies to organize races and licence drivers. Since 1967, the CASC has been so designated in Canada.

But the power within FISA is the Formula One Constructors' Association (FOCA), headed by Bernie Ecclestone. FOCA represents the Formula One teams and drivers who compete on the international Grand Prix circuit.

The current dustup dates back to Labatt's balking at staging the Grand Prix last year unless it got more support from

THE BUSINESS OF SPORT

WAYNE LILLEY



the city. Labatt holds both rights to races at Montreal's Le Circuit Gilles Villeneuve and, through a contract with the CASC, rights to sponsor the Canadian Grand Prix.

Ecclestone tried to steer around a possible cancellation by offering the Canadian Grand Prix rights to the California-based company that works on Molson's highly successful Toronto Indy car race. Molson agreed to sponsor the GP.

That left Labatt with a track and Molson with a race. By the time the courts ruled in Labatt's favor, it was too late to find an alternative site to Montreal.

To avoid a repeat this year, FISA took

the dramatic step of eliminating CASC from the scene, figuring that the contract with Labatt would also disappear, making way for a deal with Molson.

Considering that CASC's contract with Labatt has been upheld in Canadian courts, FISA's move bears more than a touch of arrogance. Some see in it the despotic hand of FOCA's Ecclestone. He also happens to be a vice-president of FISA. His my-way-or-the-highway approach characterizes FOCA's belief that it is above mere court decisions in any country.

In any case, FISA didn't think through its alternatives very well. Under FIA regulations, only member groups can be authorized to oversee motorsport activities. Besides the CASC, the only other FIA member in Canada is the CAA.

CAA chief executive Bob Erb said he had no warning of the FISA move. And while touring clubs also handle racing in many countries, he concedes that Grand Prix races aren't precisely his organization's long suit.

"Our strength is general motoring and touring," Erb admits. "We've had good

relations with the CASC, but I don't see why we couldn't handle racing."

That possibility worries Barry Morton, president of the Canadian Race Drivers Association, whose 300 CASC-licenced members are in limbo after the expulsion. Even if FIA grants the CAA licencing authority, he said the CAA "doesn't have the network of volunteers that CASC has to stage races."

CASC hasn't given up yet. President Roger Peart spent the weekend in Japan meeting FISA officials trying to resolve the issue.

But the CAA board which meets later this month to discuss FISA's move may well eschew racing, even if it means the sport is left driverless in Canada.

Most club members are more interested in ensuring there are enough service trucks to start their cars on cold mornings than in tangling with auto racing's petulant leaders or beer companies.

And the CAA only has to look at the tribulations of the CASC to see the consequences of being in the cross-fire between two warring Canadian brewers.

FROM THE GLOBE & MAIL

PETER BRAND ADVISES THAT WE SHOULD NOT BE AFFECTED BY THIS DISPUTE.

10 OCTOBER 1987 - WESTWOOD - VINTAGE GRIDS

#1 - LAP CHART @ HAIRPIN

"Parade"	1	2	3	4	5	6	7
12	12	12	12	12	12	12	12
43	78	78	78	5	5	5	5
54	8	8	8	78	78	8	8
78	31	43	43	8	8	43	43
2	43	31	5	43	43	54	54
8	3	54	54	54	54	78	7
7	54	5	31	31	31	7	2
31	26	7	7	7	7	31	31
123	7	3	2	2	2	2	78 off
3	123	2	3	25	25	25	25
29	5	25	25	123	123	123	123
25	2	123	123	3	29	29	3
18	1	1	29	29	3	3 ^p	711
1	18	26	1	1	1	1	1
71	29	71	18	711	711	711	71
711	71	18	711	18	18	71	18
77	711	711	71	71	71	18	29
99	77	99	99	99	99	99	
5	99	77	77	77	77	77	

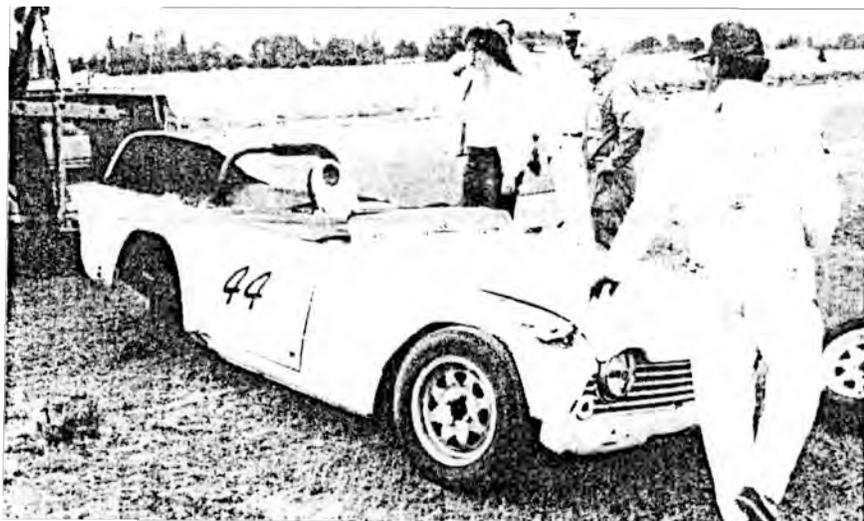
#2 - LAP CHART @ TURN 1

"Parade"	0	1	2	3	4	5	6	7	8	9
Anderson	12	5	5	5	5	5	5	5	5	12 12
Marshall	5	12	12	12	12	12	12	12	12	5 ^{off} 43
Follows	43	43	43	43	43	43	43	43	43	43 78
Rigby	8	8	78	78	78	78	78	78	78	78 2
Murtagh	78	54	8	8	2	2	2	2	2	2 8
Ingham	54	78	2	2	31	8	8	8	8	8 54
Archer	7	7	54	31	8	31	31	31	31	54 31
Cleanderan	2	2	7	7	7	7	54	54	54	31 7
Pichler	31	31	31	25	54	54	7	7	7	7
Morton	25	25	25	54	25	25	25	25	25	25
Rennord	123	3	123	123	123	123	123	123	123	123
Birchall	3	123	1	1	711	71	18	18	18	711
Bywater	1	1	71	711	1	18	711	711	711	71
MacGregor	71	71	711	71	71	1	71	71	71	1
Fawell	18	711	18	18	18	711	1	1	1	99
Brynelson	711	18	3	99	99	99	99	99	99	99
Hunt	77	99	99	77	77	77	77	77	77	77
Smith E	99	77	77	3						
Thorsen T.	29	DNS								

Scenes from Oly:

FROM
SCCA
NORTHWEST
REGION
NEWS.

(DO WE HAVE
TO DO THIS
TO GET
THEIR
ATTENTION?)

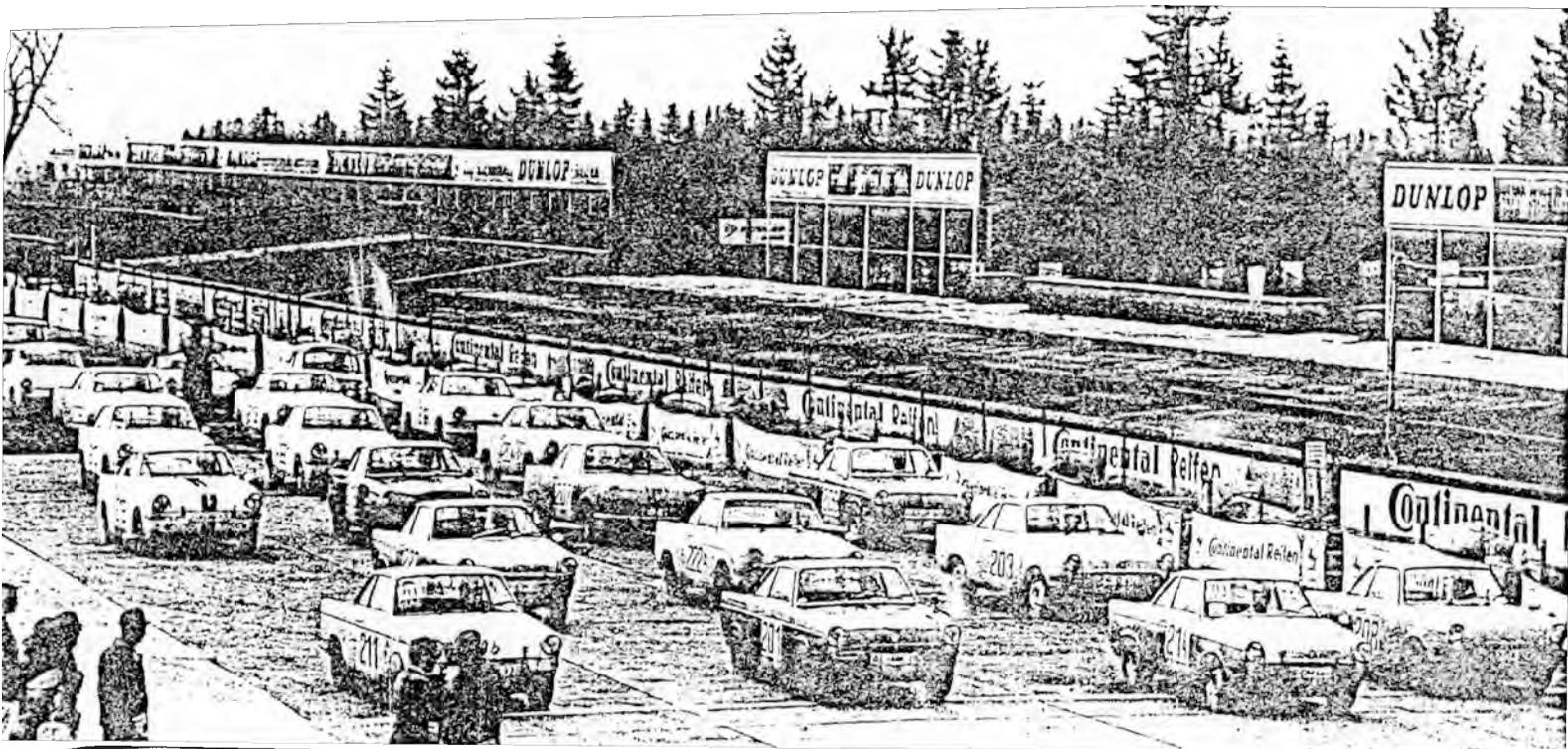


Here's the Big Wreck from our Labor Day Regional...while exiting Turn 1, the rear axle of this Vintage Triumph broke, sending the car into a spectacular endo that left the right front wheel hundreds of yards away. The driver was unhurt, and quipped, "the decision about which car to race next year has been made." We didn't get his name.

AND WHAT WAS
THE DECISION?

MY GAWD!
A SWARM OF THEM!

Blitzkrieg of the 700's—this start at the Nürburgring, with no more than two non-BMW entrants, was typical for events in the up-to-700 cc touring-car class. The winner was Jürgen Zink from Stuttgart, in car no. 211; next to him are Spelsberg (201), Ranke (214) and Lenk (208).



NEWS FLASH

STOP THE PRESS!

NEWS FLASH

AS THIS NEWSLETTER WAS BEING "PUT TO BED" LIZ SMITH CALLED TO ANNOUNCE THAT:

BOB, JAN, DAVID + "DOBERNANNY" STUBBY(?) WALKER WISH TO ANNOUNCE THE ARRIVAL OF SUSAN VANESSA, BORN SEPTEMBER 21, 1987, WHO BECAME A MEMBER OF THE WALKER FAMILY ON SEPTEMBER 26TH. THEY'RE ALL THRILLED. BOB AND DAVID WILL BE AT THE AGM WHILE JAN TENDS TO HER NEW DAUGHTER. CONGRATULATIONS FOLKS!