



President's Message

It seems like the year flew by, perhaps because it was such a busy one. We enjoyed large turnouts at 11 monthly meetings, a very significant increase in Membership, a solid REVS Series, a remarkable HMR and Westwood50, the completion of placing Vintage Competition Regulations into the CACC Handbook and the Celebration Gala at the Town and Country

Membership Secretary Stan Guy was primarily responsible for excellent communication on the meetings and recording secretary Wes Stinson did a very fine job! During the year we grew from 100 to 157 members.

The REVS results are elsewhere in Vantage, we averaged 12 cars at each CACC Vintage grid, which was very good considering the economic situation. More and more cars are running very close in times so the competition and fun factor grows each race. And we are expecting at least three more cars next year- another Datsun sport, A GT 6 Triumph (perhaps two of them!) and another BMW sedan to plague me.

The Historic Motor Races and Celebration of Westwood50- July 17, 18, 19 recalled the opening of "Everyone's Favorite Racing Circuit". It was a theme that captured the imagination of enthusiasts like nothing we had done before. The gate was more than double any previous event and the 125 entrants were well above our previous high of 90. It was wonderful to gather with so many folks who shared the Westwood passion and experience. Many cars from those early years were there and many drivers as well. Many tears

of remembrance were shed that weekend. It was wonderful to see the dream of Tom Johnston and his committee have the great success the event deserved. While many members and families contributed to making this an incredible weekend, hats off to the two in charge - Ian Wood and Tom Johnston and all those who so willingly gave their time and energy to all the tasks required. CACC, SOVREN, SCCBC, META helped us immeasurably. If you have not yet bought your (dirt cheap) two DVD disk history of the event from Vice Howlett, do it. It is a fabulous chronicle of the cars, drivers and events that made this great. And it is a great Christmas gift for anyone who loves Vintage and Westwood.

In my dual capacity as Chair of the CACC Vintage Discipline I was charged by Mike Kaerne, President, to align the VRCBC rules with the CACC format. CACC is our sanctioning body. They are no longer merely the rules of this club, but now are the rules for the Vintage Discipline and align with the other Disciplines- Race, Ice-racing, Solo, and Slalom. These went through a full vetting process within the club and were sanctioned by the Vintage Discipline at the CACC AGM on November 29. The minutes of that meeting are available to interested parties. It is worth noting that of the 36 CACC Vintage licence holders, 32 are members of VRCBC. These rules will appear on both the CACC and VRCBC websites.

The Annual Gala and Awards, so ably coordinated by Bob and Liz Smith is also reported elsewhere in this issue



but my sincere thanks to them, all the others who supported the event in the organization of its many parts.

My thanks to the members of the Executive Committee, and special thanks to Tom Johnston and Mike Tate who have created a fine newsletter.

As we look ahead to 2010 we can expect some interesting developments and continued growth. We expect to have three special race weekends. These will be our Annual Historic Motor Races, support for the Children's Charities Grand Prix weekend and for the first time a two day REVS weekend, as well as a few regular REVS Sunday dates.

Freddy and I wish each and every one of you a very Merry Christmas and a Happy New Year. Together with all of you, we will do our best to make 2010 another "Vintage" year.

Jim Latham, President

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VRCBC Annual Gala and Awards Ceremony

This year's Annual Gala was again held at the Delta Town & Country Inn on Saturday November 19th. We were very pleased to have a good turnout of 70 members and friends, fellow racers from Alberta and the U.S., as well as representatives from SOVREN, SCCBC, META and the CACC, the organizations which are so important to our success every season. An excellent buffet meal with background music was followed by the presentation of awards, interspersed throughout with light entertainment from the "usual suspect". A fun evening finished off with some enthusiastic dancing and sing-along (sort of) to

many "golden oldies" of the appropriate vintage, provided by entertainer extraordinaire, Greg Hampson.

A big thank you again this year to Liz and Bob Smith for organizing another great event.



Helban or Turmet?



Impressive display of hardware

The 2009 Award Winners

The John Riddington Award (Services to the Club):
Tom Johnston

The Pegasus Award (Best Prepared Car): Phil Roney

The Spirit of Portland: John McCoy

The Spirit of Mission: Keith Robinson

The Spirit of Seattle: Leigh Anderson

Driver of the Year: Ian Wood

Dave Roberts Fellowship Award: Bruce Jamieson

REVS Championship: Ivan Lessner



We're not sure about this!



Phil Roney gets Pegasus



Ivan Lessner wins REVS

Photos of the 2009 Gala can be purchased from Rainbow Action Imagery. To order on-line go to www.dotphoto.com

user name: gerryf, password: rainbow. Scroll down to find VRCBC Gala.

Prints can be ordered online or from Rainbow photographer Gerry Frechette: via email: gerryf@telus.net or telephone: 604 734 4721.



Robinson for The Spirit of Mission



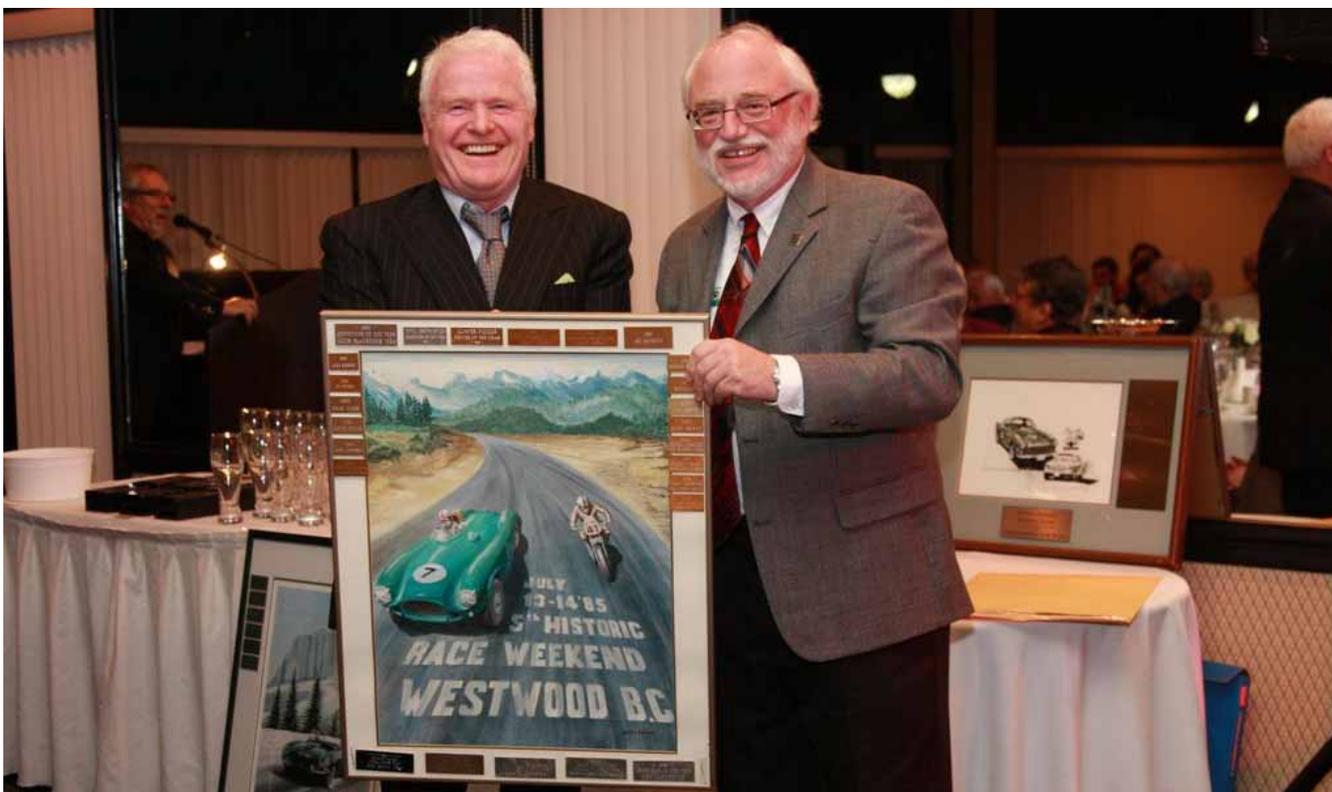
We're not sure about this either!



Jamieson receives Roberts for Fellowship



John McCoy for The Spirit of Portland



Ian Wood - Driver of the Year

REVS Series Winds Up - Compiled by Anne Jeffrey



DRIVER POSN	NAME	CLUB	RACE CAR DETAILS				RACE GROUP	RACE NO	BONUS POINTS CLAIMED	EVENT POINTS EARNED (Excludes Bonus Points)					TOTAL POINTS	In Class Rank	
			YEAR	MAKE	MODEL	COLOR				April 19	May 31	July 5	Jul 17-19	Sept 20			Oct 4
1	Lessner, Ivan	VRCBC	1958	Austin Healey	BN5	Blue	1	106	15	156	151	156	252	148	173	1096	First (OA)
7	Valkenburg, Peter	VRCBC	1961	Volvo	PV544	Black	1	54	10	111	0	0	157	148	130	566	Second
11	Ashbrook, Marc	VRCBC	1962	Ford	Anglia	Blue/White	1	26	10	137	45	137	20	46	26	448	Third
10	Clark, Stephen	VRCBC	1960	Lola	MK1	Black	1		15	0	0	0	271	158	0	429	
12	Jeffrey, Peter	VRCBC	1962	Triumph	TR3A	White	1	33	25	48	138	0	160	0	0	421	
15	Stewart, Gil	VRCBC	1958	Volvo	PV444	Red	1	9	10	0	0	0	245	0	0	245	
2	Williams, Evan	VRCBC	1969	Ferrari	Dino	Yellow	2	246	15	151	159	142	289	90	110	1001	First
3	Brown, Mark	VRCBC	1969	Lotus	Seven S3	Green/Alt	2	71	25	0	0	154	289	168	51	712	Second
4	Nordine, Solomon	VRCBC	1969	Datsun	510	Silver	2	14	15	117	92	132	256	0	0	657	Third
5	Anderson Leigh	VRCBC	1967	BMW	1600ti	Blue/White	2	330	20	0	0	148	256	0	186	629	
8	Latham, Jim	VRCBC	1968	Volvo	122S	Red	2	120	5	0	0	0	266	138	164	563	
11	Roney, Phil	VRCBC	1969	TVR	Vixen	Orange	2	95	10	0	0	154	251	0	0	425	
14	Owen, Mike	VRCBC	1967	Mini	850	White	2	850	5	0	0	0	283	0	0	274	
16	McCoy, John	VRCBC	1969	Ford	Escort TC	Orange	2	444	15	0	0	0	192	0	0	207	
17	Gibbons, Glen	VRCBC	1969	Alfa Romeo	GTV	Yellow	2	37	25	0	0	0	0	104	0	104	
6	Pichler, Gunter	VRCBC	1964	Jaguar	E-Type	Blue	3	38	15	168	0	0	235	0	180	613	First
9	Flescher, Roger	VRCBC	1967	Sunbeam	Tiger	Black	3	69	5	0	0	156	148	0	170	484	Second
13	Winterlik, Frank	VRCBC	1956/68	Porsche	356/7911	Grn/Blue	3	50	25	168	181	0	0	0	0	399	Third
18	Andras, Lorne	VRCBC	1971	Monarch Mill	FF				25	0	0	0	0	0	0	0	



REVS Winner: Ivan Lessner and his Austin Healey

National Association of Automobile Clubs of Canada

NAACC November 2009, Update #76

*2009 has been a very busy year for the NAACC.
We spent many months dealing with the Government
on your behalf.*

Good News for the Collector Vehicle Hobby in Canada

The (NAACC) National Association of Automobile Clubs of Canada has entered into a formal working partnership with the Historical Vehicle Association (HVA). The HVA is the newly formed North American voice of the collector vehicle hobby in both Canada and the USA. Hagerty Insurance has graciously provided the funding necessary to make this happen. The NAACC was invited to partner with the HVA and has a voting Board position. The NAACC is also an 'official member' of FIVA - World Governing Body of Motor Vehicles and also has a voting Board position. This means that all NAACC members are now also members of the HVA and FIVA. The details were worked out between the NAACC and the HVA on November 17, 2009 in Traverse City Michigan. There will be more details to follow.

- **Speed Limiters:** We worked to oppose a Federal Government proposal that would require all vehicles manufactured or sold after 2010 to be equipped with speed limiters. Of course this 'Big Brother' approach is completely unacceptable for obvious reasons. It is already a well known fact that vehicle computers record vehicle speeds and are often used in court cases.
- **Scrappage** issues continue to be a serious concern for the hobby in both the USA and Canada. The NAACC will be working with the HVA and SEMA to help sway the US and Canadian Government legislators. In Ontario Canada the SVAO is working to address scrappage concerns. Over the years I have spoken at length with Bruce Stewart (SVAO) about this topic.
- **March 2009:** We have lobbied the Federal Government regarding body shop supplies including lacquer and enamel paint materials. *The Government agreed to allow both lacquer and enamel based products* to continue to be purchased and used for repair purposes by collector vehicle enthusiasts.
- **Automobile Appraisal Committee:** The NAACC now has an appraiser's insurance program in affect. NAACC Director Gordon Forman submitted his committee's final submission at the November AGM in Toronto. The automotive appraisal format and information is available on the website. Gord continues to refine the appraisal program. This project took nearly two years to complete. It is intended to provide a guideline for accountability complete with a comprehensive format for collector vehicle appraisers across Canada. If an appraiser would like to have an errors and omission coverage insurance policy they should contact the NAACC. This policy is available now for a very nominal fee.
- **Leaded Racing Fuel Lobby:** The leaded racing fuel lobby was a huge success for the collector car

community as the Federal Government was persuaded to extend the ban on leaded racing fuels until the end of 2010. The NAACC submitted literally thousands of letters as well as several petitions to the Canadian Federal Government. This topic will become a concern for the hobby again in 2010 as the USA has not adopted a ban on leaded racing fuel and has no intention to do so at this time. Racers in Canada use less than 1 % of all leaded fuel consumed.

- **Website:** Thank you to Wilfred Moase and Cam Hutchins. We now have a new, completely updated website. www.naacc.ca
 - **Judging Guidelines:** The Guidelines have been completely revised for 2010. They may be viewed on the NAACC web site.
 - **Club Insurance & fees:** *GOOD NEWS:* We are currently expanding our Pat Anderson Insurance Group insurance program to include vehicles in storage or under construction including modified and stock vehicles. *The premium for our comprehensive club insurance program that protects club members and their executives remains the same for 2010.*
-
- **Government relationships:** We continue to have a very positive working relationship with Government Officials in the Province of Ontario. We are sitting on a variety of Provincial committees across Canada to help shape proposed vehicle legislation and emission requirements. i.e. AirCare and the Department of Motor Vehicles (ICBC) in British Columbia. ICBC is chairing the BC Collector Car Club Council. Nigel Matthews, ICBC Manager of Special Licensing, is the chairperson. Jim McDonald represents the Vintage Car Club of Canada. Fred Bennett represents the Coalition of Collector Car Clubs and the Old English Car Clubs. The NAACC sits as a member of the board. Gordon Forman deals regularly with the officials in Manitoba.
 - **Clubs in Alberta:** Clubs in Alberta are now being asked to send their NAACC dues and membership applications directly to the NAACC via membership chairman Bob Ford as the SVA-Alberta is no longer collecting our fees. NAACC dues have not gone up in 9 years. Clubs in Alberta, we thank you for your continued support.
 - **Delta Hotels:** We have partnered with Delta Hotels across Canada. Stay at a Delta Hotel and receive a 10% discount off their best rate.
 - **Updates for 2009:** There were six in-depth reports issued to all clubs in 2008 not including the extensive North American car show coverage and general information updates included on the website. In 2009 there have been many updates provided to clubs via our web site as well as written communication to all NAACC Directors in Canada.

Please note that is a very brief overview of the 2009 year. Literally hundreds of hours have been spent on your behalf throughout this past year.

Warmest regards to you all,

John Carlson
President /CEO
www.naacc.ca
604-931-5948

CACC Vintage Discipline: Annual Report 2009

1. CACC Weekends: The Vintage Discipline had grids on the Sundays of 5 CACC weekends

<u>Date</u>	<u>Entrants</u>
April 20	11
May 30	13
July 5	9
September 20	18
October 4	12
2009 averaged	12.6 entrants per race
2008 averaged	13.1 entrants per race, which was the highest entry average since the Vintage grids were created. Considering the effect on racing everywhere of the economic downturn grid sizes were good. Almost all entrants ran in the VRCBC REVS Series.

2. Historic Motor Races: Sanctioned by CACC, the VRCBC hosted the annual Historic Motor Races, this year combined with Westwood50 in mid July. With 125 entries over 3 days, this record was some 35 more than the largest number of entries of the past. The gate was also more than double any previous event. While this event enjoyed larger entries than in past years, all other SOVREN events had significantly fewer entries than in past years. Our American colleagues appear to have been affected very significantly by the economic downturn.

3. VRCBC: The VRCBC whose members comprise 32 of the 37 CACC Vintage License holders increased its membership to 154 from a previous high of 103.

4. CACC Vintage Discipline Rules: The major task of the year for the Discipline was the creation of the Vintage Discipline rules. This was accomplished and is being submitted to the CACC Vintage Discipline General meeting for ratification November 29, 2009.

5. Summary: The Vintage Discipline had a productive year.

6. 2010 projections. Since several cars not seen before are being readied for next year, and no one is expected to quit racing of the current group, 2010 looks to be a very good year as well.

7. Kudos: The Vintage Discipline license holders would like to extend our sincere thanks to the CACC and its Executive, SCCBC, META, the Emergency Turnworkers, VRCBC, and the many volunteers that make it possible for all of us to enjoy the Vintage Racing experience.

Respectfully submitted,

Jim Latham, Vintage Discipline Chair.
November 29, 2009

Mike Tate's 'Tate á Tate

"GRACE, PACE AND SPACE!"



Screaming round bends and powering up straights . . . Mk 2s in action.

With Patrick and Joan Stewart in mind, Mike Tate takes a retrospective look at the Jaguar Mk 2.

This is a little Christmas gift for my very good friends Patrick and Joan Stewart who are the lucky owners of a Jaguar Mk 2.

Patrick, the Publisher of **Western Driver**, works hard for the VRCBC and I for one appreciate the various contributions he makes to the club, long may they continue.

Patrick and Joan have a really special year coming up . . . They are celebrating the **Silver Anniversary of the All British Field Meet** which is held in the green sanctuary of the **VanDusen Garden. Victoria Day, being Saturday May 22nd 2010, is the date to put in to your diaries.** Be sure to attend as it will be a simply stunning event as usual with some 'very special silver moments' to mark the 25

years of the *Greatest Show on British Wheels* or simply the **ABFM** as it has fondly become known.

O.K. commercial over . . . So let's take a little gander at the Jaguar Mk 2.

Adhering to Williams Lyon's maxim of "**Grace, Pace and Space**", the Mark 2 was a beautiful, fast and capable saloon. It came with either a 120 hp 2.4 litre, 210 hp 3.4 litre or a 220 hp 3.8 litre Jaguar XJ motor.

The 3.8 was similar to the unit used in the 3.8 E-Type (*XKE in the US*), having the same block, crank, connecting rods and pistons but different inlet manifold and carburation (two SUs versus three on the E-Type in Europe) and therefore 30 hp less. The head of the six cylinder engine in the Mark 2 had curved ports compared to the straight ports of the E-Type configuration. For markets other than the US the 3.4 was fitted with twin

SU Carburetors and the 2.4 with twin Solexes, but three Solexes were used in US spec 3.4s and 3.8s in order to meet SMOG emissions legislation! This reduced power output over the equivalent SU fitted models. Sad to see performance suffer at the hands of the politicians as we all know, talking of emissions, that a cow produces far more gas than Jaguar!

The Moss gear box requires concentration but is solid if slow and the straight-cut first gear has a sound all of its own which combines with the exhaust to make one want to use the left foot with abandon!

Classic Motor Cars in the U.K. are restoring the iconic Jaguar Mk 2 and making it just perfect for the modern era. The rebuild which includes 600 hours on the body alone, on average, rack and pinion steering, heavy duty front springs and coil conversions for the rears, a lighter clutch and . . . Oh sacrilege! . . . A five speed box from the Toyota Supra! There is much more that happens to make this icon ready for the modern roads. It's not going to be cheap to buy one of these up-dated





A Mark 2 all revved up and ready to go on Minilites!

original cars (perhaps even over \$200,000!) but if you have the pockets for it what fun it must be to glide past Acuras and Lexus (Yes! The Latin plural of Lexus must be so or I slept in class again!) with ease and just watch the faces of the spoilt-brat and well cosseted folks off to the supermarket!

There was an interesting sociological side to the Jaguar Mk 2 which really defined the original owners in the U.K. The 2.4 was for bank managers, successful merchants, industrial plant owners and the like. The 3.4 was for daring doctors (the not-so-daring favoured the Rover 105R pantecnicons ~ Anaesthetists only of course!



Not Much Room for Anything But Performance

~ Surgeons went for the Bentleys and Rollers as their fees reflected their cars and similarly their prowess with the scalpel! Ah yes, it pays to advertise! The 3.8 was the choice of a generation of off-duty race drivers, night club



Fine Leather Everywhere

owners and of course first rate crooks too! (The great bank robbery getaway was thanks to the guts and go of a 3.8!). Eventually as a resultant process of evolution and the application of the laws of the land required the Police got them too! Yes . . . Before **"Z Cars"** there were **"J Cars"** and what a much better series that would have made! Blasting about in a Ford Zephyr or Jaguar Mk 2? You go figure!

The Jaguar Mk 2 was abundantly raced in its 3.4

and 3.8 iterations and was successful in club racing. I remember seeing a number at Charterhall, Brands Hatch and Oulton Park associated with Ecurie Ecosse screeching around the corners wearing out their wire wheeled Dunlop radials! Some even wore Minilites and looked good with them too!

In 1967, though some of the essentials remained the name of the model was changed and the Jaguar Mk 2 was history. The production numbers were:

2.4 - 25,173

3.4 - 28,666

3.8 - 30,141

One has to admit the lines of the Jaguar Mk 2 were also superb and it is its looks that will help it last as a classic.

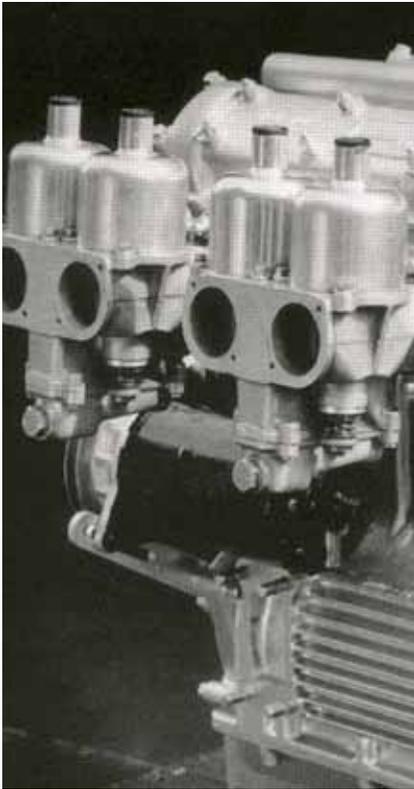
As a physiographic perhaps it was Marilyn Munroe, Sir Stirling Moss and Mick Jagger all rolled into one . . . ***Good lookin', fast as a bullet and a little bit of a bad boy too!***

To all who bother to read my gear-head ramblings . . . ***Every success in 2010 and 'Keep the Faith!'***

Mike Tate
VRCBC #64



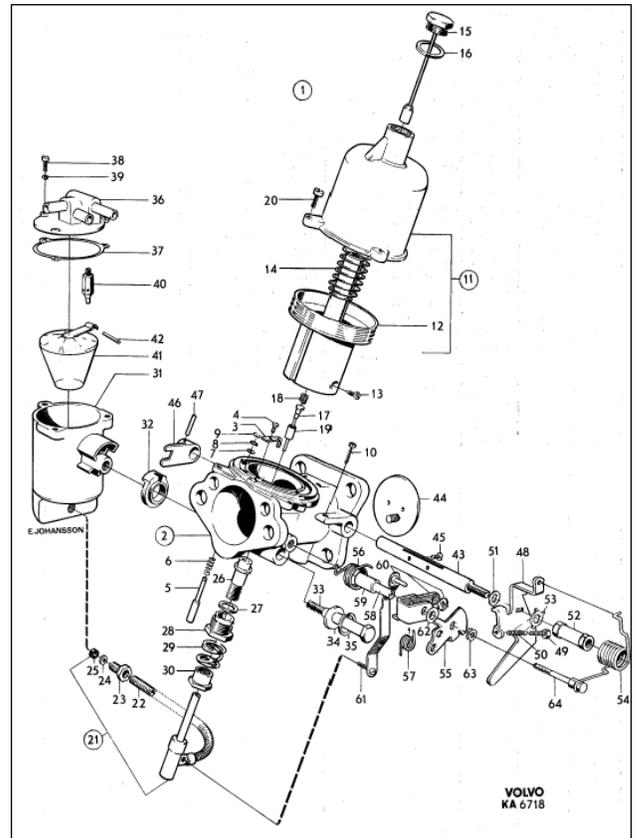
Ah! British Walnut and a Wooden Wheel, very 1960s!



I'll bet that you have not seen these! *Left: Twin Choke monoblock SUs and right; Downdraft units*



Remember SU carburetors? These rather diabolic devices were fitted to most early post war British cars plus some Volvos and a few Japanese cars. The British owner's manuals of the day advised the owner to top-up his dashpots daily, I wonder if anyone did



The ominous exploded drawing

Three road racers inducted by Greater Vancouver Motorsport Pioneers Society

October 18 was the date of the 2009 Greater Vancouver Motorsport Pioneers Society Induction ceremony. Among the 12 inductees were three pioneer road racing personalities all veterans of the Westwood Racing Circuit. John Nissen, Ron Curties and Terry Nilsson.



John Nissen - driver



Nissen Triumph Special



Ron Curties - early and present SCCBC personality

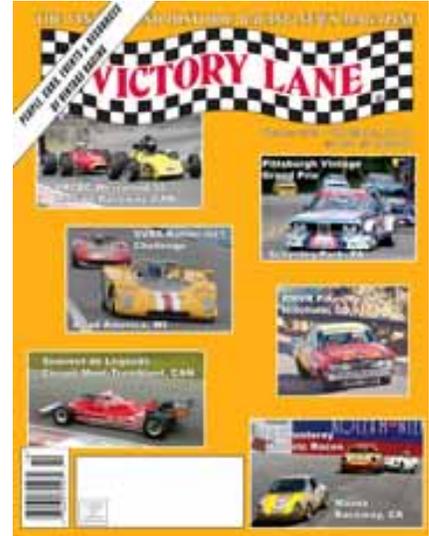


Nilsson Lola Mk 3



Terry Nilsson - driver

HMR/Westwood50 makes cover of Victory Lane Magazine



Westwood50 DVD

The Westwood50/Historic Motor Races at Mission in July were a great success. Shane Davis has produced the Westwood50 DVD. This is a two disc (two hour) set, which includes the following segments: Visitor's Cars, Cars on Track, Cheetah, Officials & Former Drivers, The Feature Race, Celebrations & Westwood banquet.

- There are two versions :
1. With regular plastic disc cover - \$20 plus postage
 2. With deluxe commemorative cover - \$25 plus postage

Payable only by cheque. Cheques are to be made out to Vince Howlett. 3565 Happy Valley Road Victoria, B.C. V9C 3X1 Canada

204 478 6198
hvhdl@shaw.ca

Tony Meets Mr. Bean

Our man Tony Carruthers at the 2009 Goodwood Revival Meeting



Mr. Bean at Speed

Most long time racers have a "bucket list" of tracks around the world that they would like to visit or race on; Monaco, Spa, Silverstone, Laguna Seca, Brands Hatch < Mosport < Lime Rock, LeMans and Goodwood. Seven of the nine I have already ticked off. I stopped counting at 32 tracks I have visited worldwide. 2009 was my year for the Goodwood Revival Meeting which takes place in mid-September. This year's Revival was special for two reasons; firstly, it celebrated the Sir Stirling Moss' 80th birthday (same day but not same year as mine), secondly, the 50th anniversary of the Mini (including an appearance of Mr. Bean from TV fame).

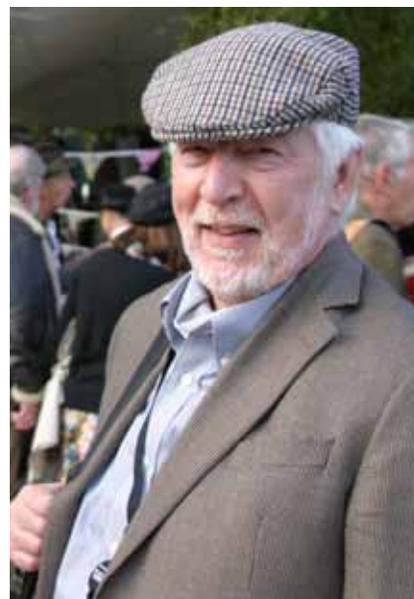
Tickets and passes have to be pre-event purchased (no on-site sales). Local accommodation is usually

booked a year ahead. We pre-booked a hotel in Havant, 17 miles from the circuit. Period dress '40s to '60s is required for admittance to the paddock. Amazingly at least 80% of the 130,000 attendee and all of the workers, participants and exhibitors were so attired, some quite amazing costumes.

The Revival is a three day event with all of the local roads switched to a one way system for easy access to the four huge grass parking lots, the first six rows of which are reserved for pre 1960s (road) cars. Quite a remarkable collection itself!

Arriving at Goodwood is like going back in time and in a way similar to visiting Disneyland in that everyone is happy and smiling.

The first day was practice and qualifying and the day



Suitably Attired Tony



Morgan Three-wheeler



Blower Bentley



There were Planes Too - That's a real Spitfire

was spent exploring the paddock, track and the retail exhibitors.

There were fifteen races over Saturday and Sunday with track parades and air displays filling in the gaps. The day started with a pro/am race for 500cc motor bikes that was followed by races for all types of production, GT, Minis and formula cars. Each grid was more than 30 very competitive cars, over the two days we did not see one dull race. These are real racing machines worth millions of dollars. The highlight for me was the one half hour Tourist Trophy race featuring Ferraris, Jaguar E types, Cobras and Aston

Martins, each with a two driver team of a pro and an amateur driver. A thrilling finish featured Adrien Newey and Bobby Rahal just edging out 2009 LeMans winner Marc Goonan and Peter Hardman. The following Formula Junior race was won by 80 year old Derek Walker in a Terrier Ford. The only major mishap occurred in the big bore sports racer event, the last race of the event, a US based Lola broke a driveshaft after the standing start and took out two other cars, no injuries but bunch of bent very expensive racing cars.

All in all, the event was an experience of a lifetime.



ERA



ALTA



Maserati



Napier Railton



ALFA



HMR and Westwood50 win Lovelace Award

The late Sandy Lovelace was a drag racer who was a regular competitor at British Columbia tracks, in particular, those on Vancouver Island. To honour his memory, a group of veteran Vancouver Island dragracers, **Island Dragway Promoters**, has funded an annual award in recognition of the "person, or persons, who have made an

outstanding contribution to the preservation of the history of motorsport in British Columbia"

Rick Gonders is the administrator of the award. Mr. Gonders has charged the Greater Vancouver Motorsport Pioneers Society with the responsibility of managing the award process annually, including assembling nominees and

selecting the winner.

Since 2004, the award has been made at the GVMPS annual induction ceremony.

A permanent plaque is inscribed with the names of the winners each year. Additionally, there are beautiful keeper trophies.



Ian Wood HMR Chairman Left and Tom Johnston Westwood50 Chairman Yuk it up at GVMPS Event

For 2009, the GVMPS have recognized the efforts of the Vintage Racing club of British Columbia (VRCBC) and the Westwood50 Committee for

their cooperative event that included the VRCBC's Historic Motor Races and the Westwood Racing Circuit reunion to commemorated

the 50th anniversary of the first race run at the legendary Westwood Circuit.

Market Place

A service for VRCBC members selling cars of historic interest

1961 ELVA MK6 SPORTS RACER

Chassis number 10, one of only 28 Mk6s made. The car has been raced on the West Coast of the USA and Canada since new. During the 60s the body was replaced by a Bruhl body. The current owner bought the car in 1982 and rebuilt it to become a vintage race car. It regularly ran successfully in vintage races at Westwood, Seattle, Portland, Olympia, Tacoma, Calgary and Mission from 1984 until 2009 The car is powered by a 1600cc Alfa engine.

Price: \$42,000. U.S.

Further details contact Leigh Anderson, 604-536-5292 or leighand@shaw.ca



Monterey Historics 2010--Camping or Motor home site available

Chaparral Premiere Campground—electrical, flat, level site near showers and washrooms.

This is a deluxe site within easy walking distance to the track.

Rental cost for the entire event is \$270. (my cost)

Contact: John Carlson, carlson44@shaw.ca or 604-931-5948 PST



Ex-Frank Allers C5 Corvette as prepared for and raced in the 2000 and 2001 Speedvision GT series. Only two races since. These cars are now being accepted by some vintage organizers.

tomjohnston@shaw.ca

Basics of engine crankcase ventilation



Above & below: Crankcase vents



Above: A Fram CPH43 filter is essential to prevent engine damage





Allan Berg

Tom's Photo Page

Canadian Drivers who have run F1 races



Peter Ryan



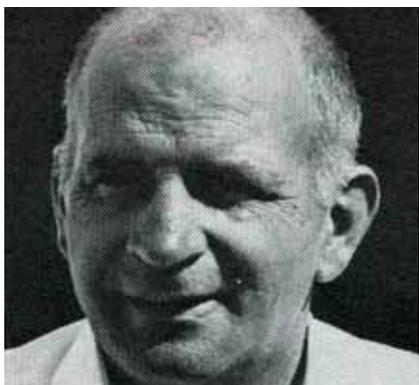
Bill Brack



John Cordts



Gilles Villeneuve



Peter Broeker



George Eaton



Jacques Villeneuve



John Cannon



Al Pease



Eppie Wietzes

About the Vintage Racing Club of BC

The purpose of the Club is to restore, race and exchange information concerning vintage sports and racing automobiles. The Club was established in 1976 by a group of Vancouver based friends as a means of sharing with others their enthusiasm for racing and appreciation of the incredible vintage racing machines of

bygone days. The Vintage Racing Club supports the philosophy of racing competition that encourages participation, sportsmanship and display of the vehicle in its natural state on the track. There are no prizes or trophies, merely the great enjoyment of a well prepared vintage racing machine at speed.



Photo Caption Contest

Submit entry to editor Tom Johnston at tomjohnston@shaw.ca Winner will be announced in next issue.

Club Officials

Position	Name	Telephone	Fax	e-mail
President:	Jim Latham	604-853-5065	604-853-5085	lathamconsult@telus.net
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The winner of the Spring 2009 issue contest is Verna Pyplacz for her identification of the starting grid for the 1969 Trois Rivieres Grand Prix (well, sort of). Verna wins a copy of one of editor Tom's books.



Your editor early Christmas