



Vintage Racing Club of British Columbia

Vantage – April 2004

2004 VRCBC Executive

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President	Evan Williams	604.531.4806	531.4806	ewilliams@dwg.com
Past President	Dave Williams	604.524.4108	273.5624	David@iat-yvr.com
Vice President	Ian Wood	604.433.4717	433.9392	IanWoodesq@aol.com
Race Director	Hugh Archer	604.266.1830	261.8251	harcher@telus.net
Secretary	Mike Tate	604.538.8553	538.8561	mtate@shaw.ca
Treasurer	Ivan Lessner	604.538.2713	538.4517	a3b66614@telus.net

MONTHLY MEETINGS

Monthly meetings of the Vintage Racing Club of British Columbia are held on the second Tuesday of each month (except December): 7:00 pm for social; business to start at 8:00 pm. Meeting place is Beluga's Bar & Grille 21671 Fraser Hwy, 1.5 km east of Langley.

ANNUAL DUES

Single Membership \$50.00; Family Membership \$60.00
The Membership Coordinator, Ivan Lessner, is accepting applications for 2004.

PURPOSE OF THE CLUB

"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."

NEWSLETTER

The VANTAGE is made available to all members of the Vintage Racing Club of British Columbia via the Club's Web site.

Cut off date for articles, paid advertisements and Marketplace for the next issue is the 15th. Of the month.

MAILING ADDRESS

16730 Northview Crescent, Surrey, BC V3S 0A8

For those looking for specific answers from the ICBC question and answer session at the last general meeting, a written reply has been received from ICBC and will be found at the very end of this Vantage.

ONCE AGAIN, THIS MONTH, THE EXECUTIVE WISHES TO THANK BOB HAYES FOR HIS TREMENDOUS EFFORTS IN PUBLISHING YOUR MAGAZINE

RACING NEWS - VRCBC



The first **REVS** series race is only a few days away now. April 4th will be upon us quickly, so get your entry in now – sign up for the whole series ! Don't forget, you have to enter the April race to qualify for the **FREE** entry into the October race.

Enter for the race on a standard CACC form and send to Tina. Enter for the series on a special form available from the web site and send to Evan Williams,

<http://www.vrcbc.ca/revsentry.pdf>

HMR

– A big heads up for those of us who are stuck in a rut !

The Historic Motor Racing weekend is at the beginning of May this year, not at the end of the month. May 01/02 should have a big circle around it on your calendar. Entries should go to Alan Donaldson, this years Registrar. [Everyone is asked to contact Mike Tate for copies of the poster and to do their best to get them displayed in all the appropriate places.](#) VIP passes are also available from Mike for promotion purposes.

Test & Tune News

Friday April 2nd. The track will be open for practice to those who have pre-registered for the Sunday Race. Cost = \$100/us\$70

Robin Marshall promises to have race gas available at the track from 10am Friday onwards.

Portland Historic

early entry fee due by April 30
Sat/ Sun Fee \$275.00US, Friday/Sat/Sunday fee \$295.00US, Entry after May 1st add \$100..US
www.portlandhistorics.com

BUY & SELL

15gal Polyethylene fuel cell, 2 AN6 pickups with a rollover vent, full foam baffling \$150.00 obo Gunther- 604 617 3673

Bob Barg has a number of project cars for sale: Datsun 610 roller, a 1972 Datsun 510 (\$1800) , a 1994 Mustang roller, a couple of Fiat 124 race car as well. Call him make a deal 604-942-6685

Bob Smith still has a mid sixties Walker F4 – ex solo car – extensively modified by the Canadian Armed Forces in the 80's (paid for by your tax payer dollars) Cheap open wheel project- It helps if you're small in stature- it's a small car with 10 inch wheels. 604-943.2779

The 2004 Historic Motor Races will feature



John Razzelle in his E Type May 1962. Vancouver Sun article courtesy Michael Gee

"Sunday championships will feature the first local appearance of the sleek XKE Jaguar, driven by Vancouver stand out John Razzelle. A similar car entered in the season opener April 15 had just the day before finished the 4,000 mile cross country rally, and was in bad shape for the twisting 1.8-mile Westwood track. Razzelle's new 265 hp job has four wheel disc brakes, independent suspension, and a special "locked differential" which proportions the power to the wheel with the most traction."

Razzelle Vs McMahon



Here's the other Jaguar racer mentioned in the Vancouver Sun story .



The E Type in the 1962 Shell 4000 rally. Driven By Don Kindree, and Max Beimler of Burlington Ont, it not only finished the Rally which started in Montreal on April 7th and finished in Vancouver on April 14th , they entered the SCCBC race here at Westwood\ on April 15th. Just to put it into perspective for you Jaguar owners- the above Jag placed 26th overall in the Shell 4000. The winner was John Jones in a STUDABAKER LARK, he was followed by a Volvo 122s, a Chevy Nova, two 850cc Renaults, and another Chevy Nova.

Jaguar Story of the Month

Vehicle of the Week
Lost--And Found--E-Type
[Michael Frank](#)



When people talk about the early 1960s **Jaguar** E-Type, they usually forget what was so special about the car.

Unlike **Ferraris** of the same era, here was a car built for mass production that also had such neutral handling and was so light that it was blindingly quick and great at cornering. In other words, this was a classic gentleman's racer--a car that could be driven on the road or the track with splendid ease.

The trouble was that the E-Type wasn't fast enough. The competition, from Ferrari especially, was making V-12 cars for the track first and touring second (but with nothing near the ease of motoring in an E-Type Jag).

So to retrofit the E-Type, Jaguar developed racing versions. These had complete aluminum monocoque chassis with triangulated steel-tubing front sub-frames, aluminum body paneling and hard tops. Such changes saved a great deal of weight (hence the reason racer E-Types became known as factory "Lightweights"), allowing the Jags to suddenly go from quick to seriously fast. Also helping that matter was a 325-horsepower, six-cylinder engine (unlike the 265-hp engine for the road-going cars) and ZF transmission with revised final-drive ratio.

The competition department at Jaguar constructed twelve Lightweight cars during 1963. The car in these pictures (above and below), number three in the series that year, was originally built as one of four cars for the racing team of **Briggs Cunningham**--and was even painted in Cunningham colors of white with blue stripes. But somehow the car was sold instead to West Coast Jaguar distributor (and racing enthusiast) **Kjell Qvale** of San Francisco.

The car was dispatched in March 1963 and was air-freighted directly to Miami, where it was collected by Qvale himself, then driven on the road to the Sebring race circuit from the airport and hastily prepared for the grueling 12 Hours of Sebring, one of the oldest endurance races in the U.S.

Trouble was that the Qvale car was painted like a Cunningham racer, and Cunningham's own racing E-Types were at Sebring! So some red paint was found inside the hangar at the Sebring Airfield and two stripes were painted by hand inside the existing blue stripes on the car. In fact, it was such a rush job to get the E-Type race ready that Qvale's team made on-the-spot modifications (literally cutting holes in the car and welding on new parts) to save time during pit stops.

Amazingly, the car finished first in class and seventh overall--beating the other Jaguar cars entered and claiming the highest result for any of the Lightweights in a major international race. The car was then campaigned throughout the rest of the 1963 season, and at the end of the year was sold for \$5,230 to **Howard Gidovlenko**, an ex-Air Force test pilot turned businessman who had initially planned to race the Jag in 1964. But Gidovlenko's marine-racing-engine business was becoming very successful--and consuming all of the man's time. So he put the car in his L.A. garage where it remained for 35 years.

Following Howard Gidovlenko's death in early 1998, the family was clearing out his personal effects and discovered an old sports car hidden under a number of boxes. Not realizing how significant the car was, the family put out a message on the Internet appealing for any information. Soon the world was aware that the "lost Lightweight"--believed destroyed in 1963--had been found in a private garage in a Los Angeles suburb completely untouched and with only 2,663 original miles on the odometer!

After much ado, **RM Auctions** sold the car to in August 1998 at the Monterey Sports Car Auction to an English purchaser. The car was air-freighted to England where a painstaking restoration designed to preserve all of the car's many original aspects was entrusted to famed Sussex Jaguar experts **Lynx Motors International**. It was then entered in the March 1999 Sebring Historic Racing Endurance Challenge where, more than three decades after its last race, it won its class in the two races it entered.

Forbes Fact

The originality of this car goes far beyond the usual "matching numbers" collector-car considerations. This is a 40-year-old competition racecar that still retains its factory-installed piston rings and valve springs--which is practically unheard of. The car has less than 3,350 miles. No wonder when it went up for auction earlier this month at RM's Amelia Island, Fla., event, it sold for \$1,375,000--far exceeding even the high estimates for a factory Lightweight E-Type.

Courtesy of Forbes and Michael Franks.

Racing again at Sebring.



Courtesy RM Auctions

Minutes of the Vintage Racing Club of British Columbia
Tuesday 09'03/04
Held at Beluga Bar & Grill (formerly Cruiser's Pit Stop)
21671 Fraser Highway, Langley, BC.

The meeting was called to order by the President, Evan Williams, at 8.03 pm.

The following guests were introduced to the membership:

Nigel Mathews, Manager, Specialty Vehicles Licensing/ICBC Nigel.mathews@icbc.com

Larry Braine of the Greater Vancouver Motor Sport Pioneer Society, lbraine@shaw.ca

Laurence Quinn, Patrick Stewart, Publisher Western Driver, Jay Weir

The minutes of the last meeting of the VRCBC having been presented to the members and being available on the website at www.vrcbc.com were proposed for adoption by Perrin Hayes / Seconded by Ivan Lessner. The minutes were accepted unanimously.

HMR 2004 - The President, Evan Williams, called on the Chairman of The Historic Motor Races, Ian Wood, to present a report. Ian indicated that as of this time the VRCBC HMR 2004 was in "good shape". Race Invitations have been sent out and the interest is building. Mike Tate had designed and printed posters and VIP cards. "The Year Of The Cat" which were available at the meeting for distribution. Mike had also acquired sponsorship (\$2000) from Jaguar Richmond and is pursuing a further \$500 from Mini Richmond for involvement in the HMR. He encouraged everyone to take the posters and distribute them as widely and immediately as possible.

Ken McClelland (not present) is in charge of media relations and the proposed car parade through Mission. Ian further reported that there would be a relay race during the HMR and that he had attended the Jaguar/MG Car Club meeting to promote the event.

Wes Stinson will be in charge of the car corals and responsible for contacting the car clubs. Dave Williams will once more act as the Paddock Marshal. (Dave Williams sent his apologies to the meeting as he was unable to attend owing to pressing business.)

Alan Donaldson is the registrar and will continue to receive entries.

Robert Follows is in charge of the tall tires entries. It was recommended that an acceptance deadline be placed upon tall tires to ensure knowledge of the correct level of attendance. The Treasurer, Ivan Lessner, called for entries as soon as possible in order to improve cash flow.

The report of the VRCBC Officers then followed:

Race Director, Hugh Archer, reminded the membership that the REVS Series commences on April 4th and reminded everyone that entries close on March 26th. He confirmed that all Canadians would require a Snell 2000 SA helmet, but that foreign drivers competing on a foreign licence would only require Snell 1995 SA helmets. He went on to say that the Club should be involved in running a race at SOVREN and requested participation; this was not very forthcoming and in the light of this a decision will have to be made as to the 2004 involvement with the SOVREN race meeting. As always the call for volunteers is not as well met as the call for drivers! Hugh reminded the meeting that valid licenses will be required for competition and advised people to make imminent application if they have not already done so.

The Treasurer, Ivan Lessner, made a brief summation of the current VRCBC and HMR financial situation. Specific details are available from Ivan.

Old Business:

The President delivered an update on the situation relating to SOVREN race driver Dick Buckingham. He advised everyone that some progress had been made and very cautious optimism has been expressed in regards to his situation.

Bob Smith proposed that "the club executive be empowered to provide some monies for the "Dick Buckingham Fund". This motion was seconded by John Picard. The motion was carried and it

was the decision of the executive to await further events before deciding on a suitable course of action in this regard.

New business:

Nigel Matthews, from ICBC, made a full and comprehensive presentation to the membership on the British Columbia Vintage Plate Collector Program. He reviewed how the heritage program had changed and explained the new requirements in Provision 22 of the Act and many other issues appertaining to this program. He advised everyone that upwards of 20,000 collector plates had been issued with the usual requirement of ten photos and a written declaration. He reminded everyone that anyone driving collector vehicles required ten years of experience with a B.C. Motor Vehicles Driving License. He also advised that secure parking was requisite and frequently reviewed. He also stated that random audits would be taking place within the program in the future. Discussion followed on many issues related to his presentation. He also advised that the acceptable trailer weights for the small trailer plate had been changed from 750 kg to 1400 kg. A series of questions received on the internet from members was presented to Nigel Matthews and he responded to all of them. Both the questions and answers will be made available to the members by him via email.

The membership is advised that a publication put out by ICBC entitled "Licensing and Insuring Antique/Collector Vehicles" is available from your local insurance agent.

The membership was advised of the passing of Hilda Randall, a long time member of the SCCBC who had put much effort into club motor racing in British Columbia. Regrets and condolences were expressed by all present.

Tom Johnson was acknowledged and presented the initial 'proof run' of his book "Sports Car Racing in Western Canada". He advised everyone that this book, which was being printed in Hong Kong, would be available at Wilkinson's Automobilia in the future.

Roger Flescher of SOVREN, The Chuckanut CarClub and the VRCBC was introduced by the President as a guest speaker. He delivered a thoroughly entertaining and interesting personal account of his experiences in New Zealand at the 'Southern Festival of Speed'. During this series of events, centered on the South Island and born of the Tasman Series he blew the engine in his Sunbeam Tiger 'early in the piece' but was overwhelmed at the help and friendship he received from the Kiwis. After having his car repaired Roger went on to take the Chequered Flag in his subsequent race to the delight of all, especially himself! Roger answered questions and the VRCBC members present thanked Roger for his excellent presentation.

The new owners of the Bar and Grill to be known as Belugas, Max Tate and Liz Kirchin were introduced to the members. Max advised the meeting that the establishment would be closed for about five weeks for a total renovation but hoped that the VRCBC would continue to find Belugas a good meeting place and assured the members that they were most welcome to continue to meet there in the future. **This raised the issue of the meeting place for the next meeting on Tuesday April 13th and the President advised the meeting to WATCH THE WEBSITE AND EMAIL FOR THE LOCATION OF THE NEXT MEETING!**

Items for sale:

A Datsun 510 is available for \$1800 O.B.O from Robert Barg. 604-942-6685.

All business being satisfactorily concluded, the meeting was closed by Evan Williams, the President of the VRCBC, at 10.01pm.

Respectfully Submitted,

Mike Tate,
VRCBC Secretary, 2004.

ANSWERS TO THE INSURANCE QUESTIONS POSED AT THE LAST GENERAL MEETING

(Excerpted from an e-mail from Nigel Mathews of ICBC to Ivan Lessner)

Dear Ivan,

Sorry for the delay in sending you the answers. I have just completed my research on the 10,000 active policies on collector plates, thought you might like to know that there are 81 Austin Healey's with Collector plates !

There are two sizes of plates for trailers- the small one (and cheaper) is supposedly limited to 750 kg weight, but many heavy trailers come with this size. Even from the dealer. Is it legal for weight exceeding 750 kgs and if not, what insurance (if any) is on the trailer if it is over weight? Bob #88

Answer from Mike Woods. Manager of Vehicle Inspection & Standards. Commercial Vehicle Safety & Enforcement mike.woods@gems3.gov.bc.ca

May 2003 there was a change to the definition of commercial trailer, which increased the weight from 750 kg to 1,400 kg for utility trailers (small plate)

A person can now license a utility trailer to 1,400 kg's , since it is no longer a commercial trailer it is EXEMPT from semi annual inspections. If the trailer owner currently has a trailer with a license weight of 751 to 1,400 kg's which bears the larger commercial plate, they should change the plate to the utility plate, failing to do this might have them meet enforcement staff and they would not want to be in that situation!

If a person exceeds the GVWR it is a violation, if the trailer is a u-built, the gross vehicle weight can not exceed the tire ratings, axle ratings etc. If in doubt you can always stop at a weight scale on the highway, the staff there should have answers to most questions. If it is complicated perhaps send Mike an e-mail and blame me !

What is there for liability insurance for a race car that is not street legal? If a spectator is injured by a race car, how am I covered? Steve Clark

The bottom line is simple, with a BC plated and insured vehicle, as soon as the tyres hit the blacktop you are on your own **NO COVERAGE.**

We have no coverage of any kind for a non street legal vehicle, The liability coverage is purchased by the VRCBC for spectators and any liability issues that might arise from hosting an event. This coverage is becoming increasingly more expensive, just like it is for schools and public parks. That is why some are removing the swings and slides that children play on, they can no longer afford the coverage.

I have not obtained Collector Plates before, I believe that the vehicle has to be stock appearance? Ask Nigel what is wrong with minor appearance changes such as different wheels or perhaps upgrading the seats and steering wheel.? Robert Barg

Div 22A.01: of the Motor Vehicle Act Regulations (1) b "is maintained or restored to a condition that conforms to the **original** manufacturer's specifications.

This basically means that the vehicle has to be as it was delivered from the manufacturer with only OEM available options fitted, that were available in that particular model year, for that particular model. The Collector plate came about after much lobbying of the Provincial Government in approx. 1989-1990, to retain the motoring heritage in BC, due to the closure of the Provincial Transportation Museum. Consequently the act was written up that way. There are many different thoughts on this subject and believe me, I have to deal with it on a daily basis. I am trying to have the legislation changed, but it is VERY difficult. The problem is that you have to draw a line in the sand somewhere.

There have been a number of upgrades permitted for safety reasons, a very good example is the roll bar (not full cage) for MGB and TR6 etc. seatbelts, turn signal for very old vehicles, dual master cylinder etc.

Will ICBC consider discounts for owners of multiple vehicles? If one is the principal operator of 6 vehicles it is not reasonable to charge the same amount for insurance for each vehicle.

We used to be able to purchase a project car in another Province and register it in BC. You can no longer do this until the vehicle is street legal. It can take many years to restore a vehicle. It is not reasonable to deny us the ability to register and insure the car before the project is completed

Why does ICBC limit the Modified Collector to 1948 and earlier. Gregory

Nick Geer has been asked recently about a floater plate for regular vehicles, similar to that of the Multi Collector plate. An intensive study has been done and for **MANY** reasons it is not feasible, Law Enforcement, AirCare just to name but a few. I think that you might see a multi vehicle discount evolve as the world of Automobile Insurance in BC changes over the next few years. Other carriers offer incentives if you have all of your coverage with one company (house, life, auto etc) and I do not see this as being ruled out.

Vehicle registration department will not register a vehicle until it is a vehicle that is street legal and has passed a vehicle safety inspection. BC differs from other areas that have a Title. Having a Notarised bill of sale for the vehicle from the seller, is much more a healthy legal document than having a registration number issued by ICBC. It also enables a survivor in the event of a death, the flexibility to sell that vehicle legally without any strings attached. Having a registration number is not the be all and end all. Take the twin vin Honda's recently that were registered and sold. When the original owners or the insurance company that had paid out the claim appeared, the vehicles were seized and the purchaser was out a large sum of money and had no vehicle. I would suggest that anyone purchasing a vehicle out of the province and within Canada use the CPIC free search of the vin # to see if the vehicle is stolen. The key to a smooth registration process, when the vehicle is ready, is to have a very clear paper trail and continuity of ownership backed up by a notary, You have done all that you possibly can using this process

Here is the link to CPIC search <http://www.cpic-cipc.ca/English/search.cfm>

The Modified Collector plate had eight to ten years of negotiation! BC Hot Rod, Pacific International Street Rod Association and the SVABC and many others came to the table. 1948 was a date that was selected due to the type of construction of the vehicles, full frame and removable body, low number pre-war vehicles and most older dictionary describe a Hot rod as a vehicle modified vehicle 1948 or prior. We have been asked to change that date, and once again not an easy task as it is legislated but we will try

My car is a BMW 2002, has not been a road car for over twenty years. It was purchased in the USA and has never been registered in BC. I would like to register it so that I can show title? Ron

Until it is a street legal vehicle ICBC has no interest in registering it. Proof of legal ownership is as stated above, with a paper trail of previous ownership and a bill of sale.

If you have the title from the previous owner and a bill of sale, I would say you are OK. go and have it all Notarised.

Why do Collector Vehicles have to go through AirCare? Bob # 88

All new applications for Collector status have to perform a ONE time only 1500 RPM idle test, not the full Dyno test. As long as that vehicle remains with the same owner, you will not be required to have it tested again. If you add a spouse to the ownership for estate planning purposes AirCare have assured me that a vehicle will not have to be tested either. If the vehicle is sold, the new owner has to go through an idle test just once. ICBC has nothing to do with AirCare, we are forced to make sure that it has gone through the process. I have enclosed a response from the Manager of AirCare

AirCare is only attempting to ensure that all vehicles using our roads are doing so while operating as close to manufacturers' specifications as possible. In the case of collector or modified collector vehicles, we impose a ONE TIME emissions test to verify that the vehicle meets very lenient emissions standards - that it's engine isn't broken.

I sit on the Collector Car Council with AirCare, a number of workshops have been held, in 99% of the cases with vehicles having trouble passing AirCare, there was a genuine mechanical problem, cracked manifold, vacuum leak etc etc. Fred Bennet of the Old English Car Club is the AirCare liaison person and should be made aware of anyone having a particularly hard time meeting the standards. AirCare employees and Executive are also Collectors and they are more than willing to work with the hobbyist.

That is about it for questions and answers, Feel free to contact me, if I can be of further assistance, If in doubt ASK that is the best policy.

Regards Nigel

Nigel Matthews

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