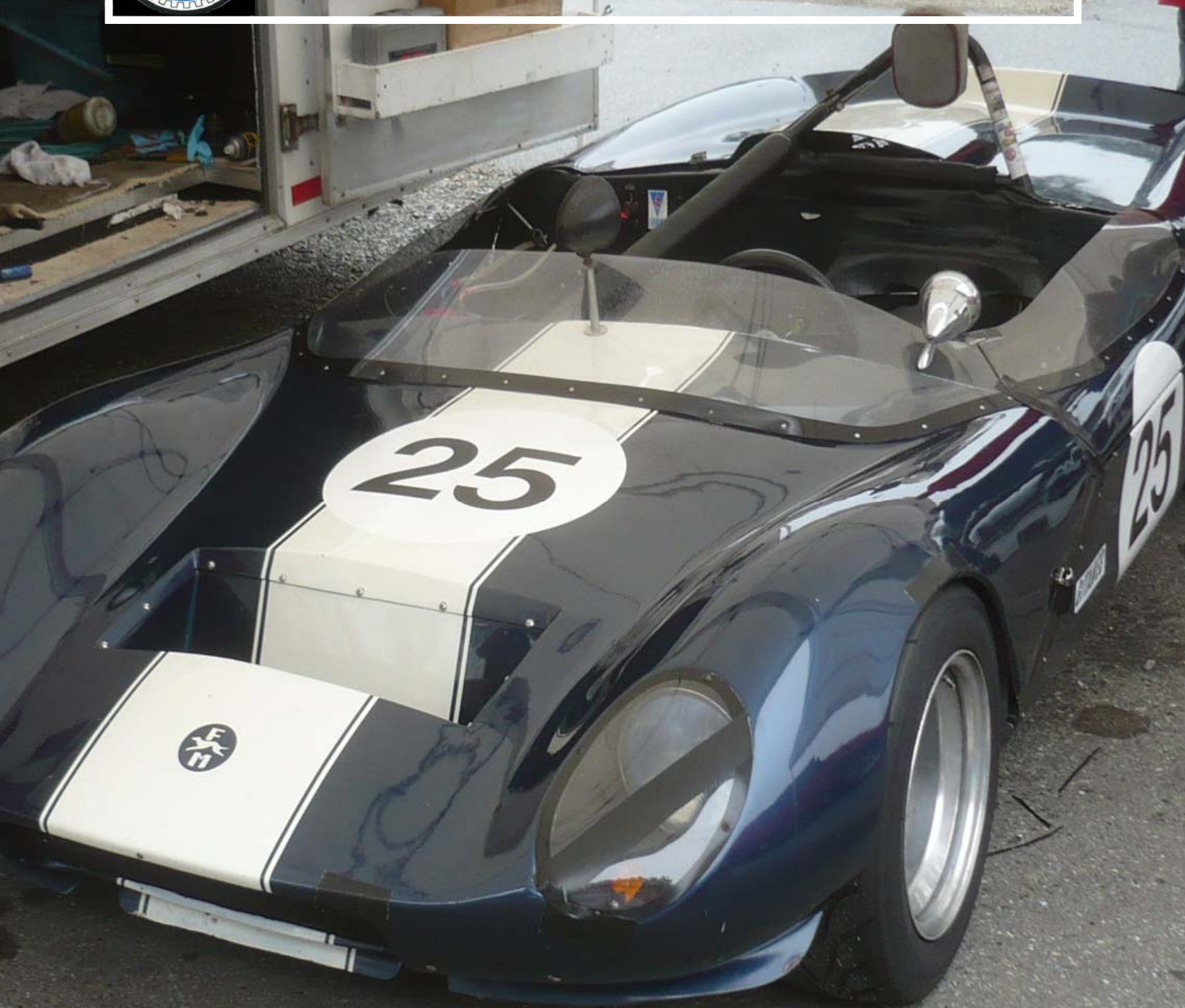




VANTAGE

Autumn 2014



Ian Wood's Fournier Marcadier Barquette at the BCHMR



I hate excuses but here is one anyway: the last time you saw an issue of Vantage was winter 2013 and here it is autumn of 2014. That is just about a year later

A few years ago I took over the role of chairman of our British Columbia Historic Motor Races from Ian Wood. A "piece of cake", I thought. Boy was I wrong! Especially these days.

Motor sport of all kinds is struggling in this era, due to lack of interest by the younger members of society (not as interesting as all those electronic toys), aging of the enthusiasts, Greenness and political correctness. I read somewhere recently

that for the first time ever, fewer than half of the 16 year-olds in British Columbia have drivers licences.

The marketing of Greenness has made the traditional gasoline-powered automobile an evil thing in the minds of some (possibly most) people. A recent example of Greenness gone mad was the debut of the Formula E series in Beijing. Anyone with any grasp of technology knows that no hydrocarbon fuel is being saved by dragging this lame circus around the world. In fact, they need twice the number of cars because they are incapable of going the full race distance. Where does the electricity come from anyway? There may well be electric cars in our future but they won't be racing cars, in my view.

In order to remain a viable motorsport option, historic racing as practiced by our club must remain

reasonably economical (automobile racing will never be truly economical). One way to keep some degree of economy is to slow the relentless attempt to completely remove the element of risk from motor racing. Everyone is in favour of safety but racing is a risky thing. That is why people do it. Removing risk dumbs down the sport and costs money. There-I said it.

Tom



Your Editor at Work some time ago

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Thanks for reading
Tom Johnston

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— **COMPETITOR** —

MISSION RACEWAY • AUG 15 - 17, 2014

President's Message



President Tedd

Like most of us, I've been a member of quite a few motor-sport clubs and organizations over the years. Each has its unique character, but the VRCBC is special among them. When I first became President, Stan Guy told me that it's not a difficult club to lead because there's excellent participation and cooperation, and always someone willing to step up to do what needs to be done. I've learned that this is very true, and I want to thank all our members for making it such a great club. Most clubs operate by the 90-10 principle: 90 percent of the work is done by 10 percent of the members. The VRCBC is much more egalitarian than that. Among those who live close enough to attend meetings on a regular basis, it's hard to think of anyone who doesn't take on an important role or volunteer time to help the club. This is especially evident during the BCHMR where we run a large, complex, and fun racing event. I'm very proud of that.

This issue of Vantage features something that really captures the spirit of vintage racing, for me: the awarding of the

Chairman's trophy to Mike Adams, for bringing his beautiful 1965 Chinook Formula Ford to compete in the BCHMR (all the way from Regina). That's not just vintage racing at its finest, it's *Canadian* vintage racing at its finest, and we should all be proud. Ian Wood's very pretty Fournier Marcadier Barquette graces the cover, and that emphasizes another great aspect of vintage racing: How there's always something new to learn. The name Marcadier was vaguely familiar to me, but I'm certain I knew nothing of these cars before Ian got his. It makes me wonder how many other fascinating and beautiful racing cars are out there that I still know nothing about. I'm also pleased that we have a photo of the V.A.Y. Special from this year's BCHMR. Unlike the Barquette, that's a car I'd heard about for years, and it was fantastic to have it come to Mission.

Another thing that really captured the spirit of vintage racing for me this year, and for a lot of people, was the fantastic Vintage CW final race at the BCHMR. Twenty six cars took the green and put on one of the finest vintage races I have ever seen. From my vantage point in the paddock, I could hear and feel the excitement the race was generating in the stands. This was no handful of bored crew members. This was an actual crowd of actual racing fans enjoying a great race. There is nothing like that at any other Mission road race event.

I'm always amazed at how far our members venture in search of racing bliss. The furthest I'm aware of, this year, is Ralph and Michael Zbarsky's trek to Watkins Glen for the 60th anniversary of the Collier Cup. Geoff Tupholme and Bob Beauchemin went nearly as far,

competing in the Can-Am Mini Challenge at Mid Ohio, to celebrate the 55th anniversary of the Mini. Closer to home, we had quite a few members competing in SOVREN and other events across the border, and three or four went up to Knox Mountain for the hill climb. And for some of our members it's quite a trek just to attend a REVS event or the BCHMR, at Mission. Good on all of you for your energy and enthusiasm.

The REVS series was a little shorter than usual this year, due to circumstances beyond our control. As I write, three races are in the books, with the fourth and final race coming up shortly. These, to me, are the roots from which everything else we do grows. I want to thank the core group of vintage racers who can be counted on at nearly every REVS event, and I encourage our other competitors to compete in REVS, even if only for one or two events a year. Also, remember that we're all ambassadors for the club's racing. Let's all do our best to find and mentor those potential new competitors who will be so critical to our future.

Finally, a special thank you to Tom Johnston, who does so much for the club in addition to creating this fine publication. Like many of us, I have a coffee table graced with Tom's books, providing a connection to the sport's past that I'm proud to carry with me into the future. There are many reasons that people race cars, but what's unique to vintage racers is that we also race to honour the cars and drivers of the past. Tom captures in print both that history and our honouring of it in the present, in publications such as this issue of Vantage.

Tedd McHenry
President

My life with Beautiful Models, a Candid Story of Indulgence! Tate e Tate



I suppose my first dalliance with beautiful models began at a rather earlier age than most would believe or give me credit for. I was an only child, the son of a doctor who was frequently working at the local hospital and so I spent many of my evenings alone at home. When I grew up in northern England the winters were cold, the nights long and I confess to taking magazines with pictures of models in them to bed and lustfully staring at the pictures as many young people do I guess. Perfectly natural. I loved the sensual shapes that leapt from the pages and I wanted more than anything to spend time with their very being and run my hands over the many parts and sinews that made up what I felt that they had to offer me if I could only

enjoy the excitement and pleasures that somehow I knew they could afford me! Through hard work here and there and the profits of a newspaper route the day finally came when at last the pictures of models in my magazine might become a reality, all mine and my

desires with them could be fulfilled!

Thus it was that I took the bus one rainy afternoon to the far side of the city where the bright lights and flashing signs told me that my youthful needs could be translated into pure indulgent pleasure for the very first time! I was to spend time with a model, plastic virginity, and that strange and lasting smell of glue too! Sure enough in a beckoning window I saw boxes and boxes of them . . . it was love at first sight! I went in and sheepishly asked the price of a thirty second scale A.C. Cobra plus the polystyrene cement needed to assemble it and having put my pence on the counter it was mine! *All mine!* Thus started a lifelong hobby that taught me much about design and engineering, for every model that I have ever





built be it train, plane or automobile I have carefully researched all about it. It is a knowledge I have cherished over the years that even when I started to race for real in my late teens it served me well.

I still have over two hundred models still in boxes and many built and on display but the years I may have to complete them might be dwindling somewhat but I will keep going until it is just not possible anymore because it is the constants in our lives that connect us to our youth and give us lineage and *"I have a word for you . . . plastic!"* as Dustin Hoffman was told in The Graduate has certainly played it's part in my life!

Now you have to understand that all models are not created equal and in what is a multi-billion dollar industry companies gobble each other up for profit and their standards and quality can be compromised. However some have kept their mission on the high

road of these I include Tamiya, ERTL, Model Master, Airfix (now part of the Hornby Group), Revell, Amati, Corel, Zvesda, Bachmann, Peco, Scalextric, Atlas, Trumpeter, Billing and others. To see the vast offerings that these companies and many others can deliver in plastic, wood, aluminum, cast metals and other mediums is to realize that millions upon millions of people worldwide make models of so many different

subjects that it would be impossible to list them all. But because our main interest is in automobiles let us stay there. There is hardly an automobile of note that is not moulded in plastic, mine range from a sedate 1930s Hispano Suiza to a 1970s Formula One Brabham BT23.

When choosing a model, decide carefully on the right scale and difficulty quotient for your abilities, mine have changed over the years and I with them. There is nothing as frustrating as not being able to successfully complete a model unless of course it is reading plans that are written by some person in a far off land who thought their English language abilities were Cum Laude but were in fact similar to someone who has spent their entire life in a paddy field planting rice! You will come across it, believe me . . . *"put glue to part with care in mind to get not up nose hole for smelly will become then and very sick can be the body now!"* Such



eloquence! So in short, be sure that you clearly understand the plans before you start to build a model kit and write your own plans in your head as you follow the ones sent to you. You might be well advised to count the pieces you received and ensure that all the parts of the three dimensional jig-saw are in your possession before you start to build. Most reputable companies will send you replacements for missing or damaged parts by return of post. Nowadays of course there is much help to be found on the internet just Google "making plastic models" and you will see what I mean, it's all out there for you, you need little else from me so just go and buy a model from your helpful local model store and construct! Just do it, it's fun!

And so to some of my collection . . . I have some of my automobile favorites here and I would like to share them with you.

There you have it . . . my Zen and it keeps me off the streets and out of the dens of ill repute and besides it is a wonderful pastime for insomniacs when combined by the world service on the radio and a cup of hot chocolate!

PS: If any of you are parting with boxed or constructed models that might be in need of repair or the suchlike I will take them off your hands as I have a desire in the future to create a large model display of different subjects with viewing proceeds going to a children's charity or The



A pretty Impressive Collection



Children's Hospital and I need to develop a comprehensive collection to this end.

Just let me know at miketate@shaw.ca



BCHMR's Finest



Brent Martin

Driver Mike Adams was awarded the Chairman's Trophy at the recent British Columbia Historic Motor Races for bringing his Canadian-built 1965 Chinook Formula Ford all

the way from Regina, Saskatchewan. A close second for the award was another Canadian car: the VAY special that came from California.



Brendan Johnston

Mike (right) Receives the trophy



Brent Martin

and he got a Moose too

2014 BCHMR

British Columbia HISTORIC MOTOR RACES

August 16 & 17, 2014
at
Mission Raceway Park
Rain or Shine on track by 9

- Pre-1994 sedans, sports and racing cars competing
- Art displays, vendors and concessions
- Displays of interesting cars - all weekend with on track parades Saturday and Sunday
- Adults \$15.00 or \$40.00 per carload up to five
- Children under 12 Free

British Columbia Historic Motor Races

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VINTAGE RACING CLUB OF BRITISH COLUMBIA

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Another Terrific Event Poster by Billy R



On Track Action

Larry Braine

We finally got the weekend we wanted and it still rained on the Saturday but the rest of the weekend was perfect weather.

Both the entry and crowd were substantial and, in particular, the record sized closed wheel races brought the enthusiastic fans to their feet lap after lap:

Thursday's **Meet and Greet** barbeque had quite a number of early arrivals.

Friday's **Westwood Reunion** barbeque hosted veterans of the long lost but not forgotten Westwood Racing Circuit plus many younger folks who always wonder why the big fuss over and old racing track. VRCBC stalwart; Ian Wood presented an auction of historic racing memorabilia.

Of course the peak is always the Saturday night **Gala Dinner**. MC, Vince (the Voice of Westwood) Howlett entertained the crowd with a mix of interviews, free stuff and a few awards.



Steve Kupferman's Historic VAY Special

Brent Martin



Race Workers; bless their hearts

Brent Martin



He Always wins

Brendan Johnston



Martins Action Photography

Brent Martin

Visitor from Scotland in Tom's Reynard



Two Mayors and a MLA Open the Event

Jim Latham



Closed Wheel Action

Brent Martin

Robin Fairservice - THE JAGUAR XJ 13

In March 1971 the third version of the E type Jaguar was announced and this came with a 5.3 litre V12 engine under the hood. This was a surprise although Jaguar had been working on the design a V12 engine for some years. The original engine was designed with four overhead camshafts and a capacity of just under five litres.

The V12 engine was given the project number XJ6; at the same time, the new saloon which would shortly be under

development to replace the Mk X was code-named XJ4, all of which is somewhat confusing today.

But the first car the new V12 ever ran in was the Mk X, at least three being fitted with V12s purely to assess it on the road. But the engine was also designed with more than an eye on Le Mans, to which Bill Heynes was keen Jaguar should return. In 1964 he finally obtained clearance from Sir William to build a Le Mans prototype and, although he originally envisaged 1965 as the year

Jaguar might come back to the 24-hour race, it wasn't until during 1965 itself that instructions were issued for the building of the car – mid-engined and code-named XJ13. The XJ13 being assembled at Jaguar's Browns Lane development facility sometime in 1965/66. The large sills contain the fuel tanks, minimising the large front/rear weight distribution change experienced with the D-type as the fuel was used.

This was intended as a racing engine to keep



Jaguars competitive following the successes of the D type model. During 1964 to 1966 Jaguars had been planning on building a mid-engined sports racing car and it was constructed as an aluminum monocoque car shaped by their aerodynamicist Malcolm Sayer, who had successfully designed the D type car. Many of the chassis parts were borrowed from the E type and a five speed ZF gearbox was fitted. The finished prototype car was first tested in 1967 at the MIRA proving ground, and a speed of 161.6 miles an hour was obtained. It was considered that this could be developed into a competitive challenger but new regulations for sports car prototypes in 1968 limited the engine capacity to three litres. If Jaguar's built 25 of these cars then they could have homologated it as Porsche did with their five litre 917 car, but could the XJ 13 match the over 200 mph speed of the Porsche? The XJ 13 was obviously too late



and as they were trying to develop the new XJ 6 model sedan car they probably didn't have the time or money to start a new racing car project. So the XJ 13 remained as a one-off prototype.

The XJ13 had mid-engine format with the 5.0 litre V12 engine mounted behind the driver, used as a stressed chassis member together with the five-speed manual ZF Transaxle driving the rear

wheels. The front suspension wishbones were similar to that of the E-Type, however where the E-Type used longitudinal torsion bars, the XJ13 had more conventional coil spring/damper units. At the rear there again remained similarities with the E-Type—the use of drive shafts as upper transverse links—however the rest was quite different, with two long radius arms per side angling back from the central body tub together with a single fabricated transverse lower link.

The XJ 13, engine had twin overhead camshafts on each bank of cylinders, with vertical inlet ports (it would have been too wide with horizontal inlet ports) and was tested and developed a maximum power of 502 bhp at 7600 rpm with a maximum BMEP of 191 psi at 6,300 rpm. Wally Hassan and Harry Mundy were at Coventry Climax in the 1960s when their series of successful racing engines were developed, and they



Well, no one is perfect

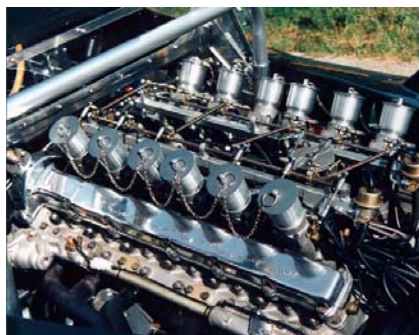
had achieved more than 100 bhp/litre at that time. They believed that the XJ 13 engine was handicapped by the inlet port arrangements and at the time there was little interest in spending more time and money on trying to resolve the breathing problems as development of the single cam engine for use in the future Jaguar production cars was becoming urgent.

Unfortunately, in 1971, while some filming was in progress at the MIRA test facility as publicity for the Series Three E type, due to a wheel or tire failure the car was comprehensively crashed and it was two years before it was rebuilt. It then became an exhibit in the Jaguar Museum at their Browns Lane, Coventry factory, only making occasional public appearances. During one of these, the engine was over-revved and terminally damaged. The spare engine was installed, but that had a damaged piston, so its performance was limited. An accident whilst the car was being unloaded in Copenhagen damaged the sump and the car became just a static display again.

Eventually a major rebuild was authorised, and a group of ex-Jaguar employee volunteers, took the car apart and rebuilt all of the components as necessary. The 4994 cc engine was taken apart, all parts scrutinised and rebuilt as required and the engine was put back together and reinstalled into the car. This

engine is number 7, according to Neville Swales, of the seven that were made, but there were differences between them. Earlier versions had chain driven camshafts and carburettors. Engine number 1 originally had chain driven camshafts, but was later rebuilt with gear driven camshafts.

Recently Neville Swales, a Jaguar enthusiast, has obtained an original XJ 13 engine [number 2] which has the chain drive to the cam shafts and was used on the



The Injected Downdraft V 12 Motor

road, installed into a Jaguar Mk X. Neville is in the progress of building an exact "tool room," replica of the XJ 13 car as it was built in 1966.

There has been a debate on how many engines were built, and Neville maintains that only six were made, but now only engines numbered 1, 2 and 7 remain.

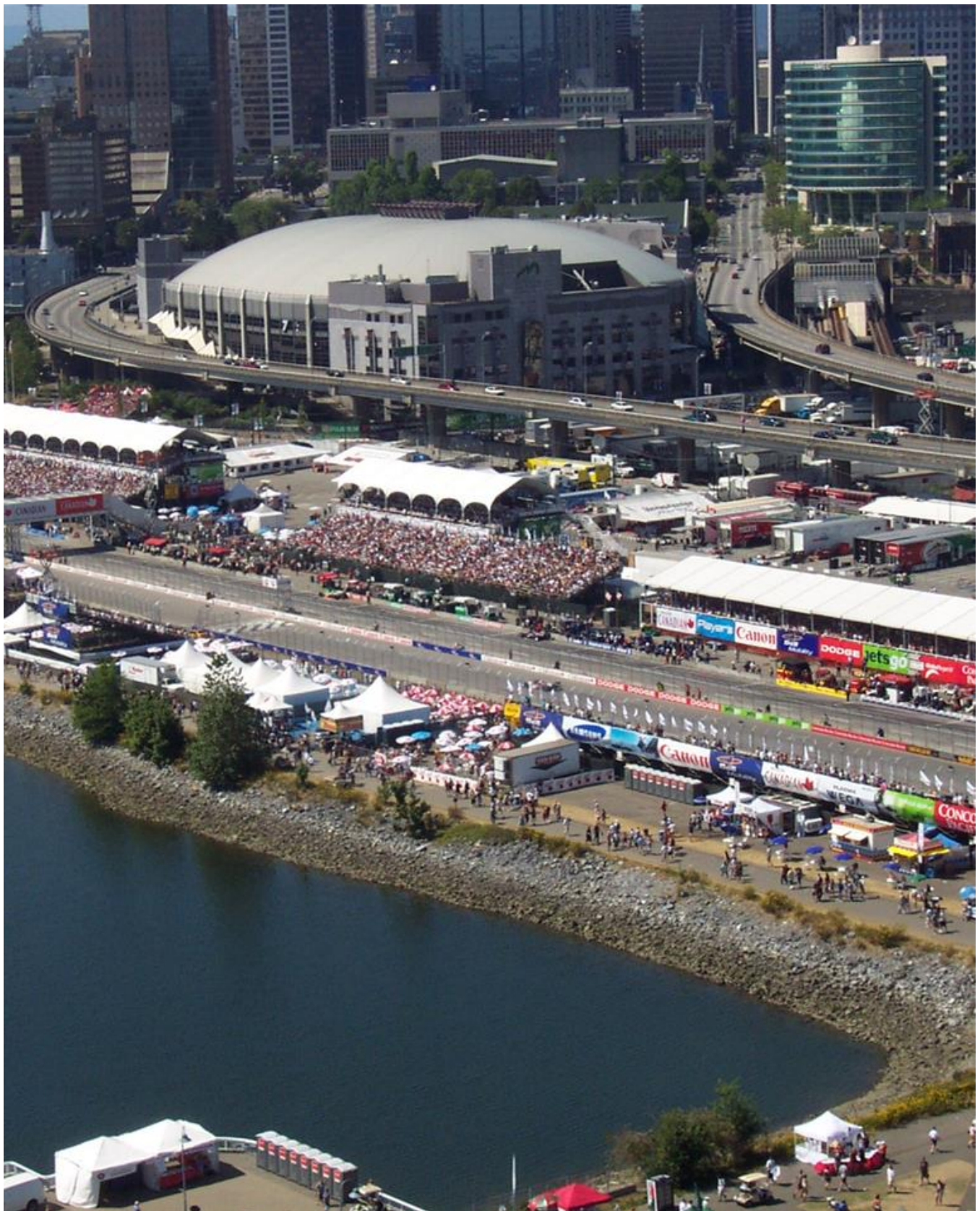
If you go to Neville's web site [www.xj13.eu] you will find a large amount of information about the Jaguar XJ 13 and the V 12 engines, including archive material from Jaguar's records.

The XK220 was a spiritual successor to the XJ 13 and

was first conceived by engineering director Jim Randle and a small group known as the "The Saturday Club". They had witnessed the launch of the Porsche 959 which was a four-wheel drive supercar prepared for Group B racing. As early as 1984, the small team at Jaguar thought a similarly driven, 4WD Jaguar with V12 power would take Jaguar to the top. From the car's outset, Randle's team maintained production feasibility and racing performance. This naturally meant that the V12 was mounted in the middle of a lightweight aluminum chassis. It was supplied by Tom Walkinshaw Racing who produced a 6.2 litre version of their racing engine. Four wheel drive was chosen to better split up the estimated 500 bhp in conditions such as rain which was common in Britain.

When this car went into production the engine was a turbo charged 3.5 litre V 6, and there was no Four Wheel Drive. Eventually the XJ220 would become the fastest Jaguar and the fastest production car in the world, reaching 217 mph. Other accolades include a first in class at Le Mans 24 hour race and a full production of over 200 cars.





The Last Running of the Vancouver Molson Indy - July 2004

WESTWOOD MEMORY



This photo taken at a Westwood drivers meeting in the early 1970s puts a final answer to the question: are racing drivers athletes? Do you recognize any?



Alexis



Crossle



Elden



March



Hawke

Tom's Photo Page

Canadian Motor Sport History

Old Formula Fords

Here are a few
there were plenty



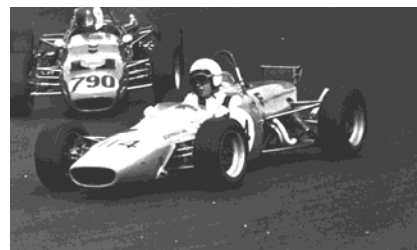
Macon



Lola



Lotus



Merlyn



Reynard



Royale



Titan



Magnum



GVMPS inducts Four Historic Road Racers

The Greater Vancouver Motorsport Pioneers Society (GVMPS) is a group of motorsport enthusiasts representing all facets of the sport

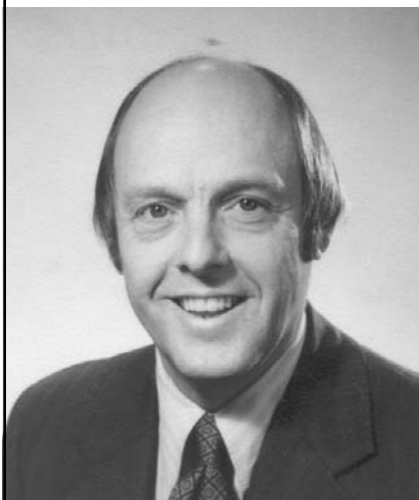
The purpose of GVMPS is to honour early motorsport participants who were active in the early days of the sport. Since the beginning, the Society has honoured over 200 pioneers, in many different motorsport disciplines; everything from hot rods to rallying to motorcycling and more.

This year, four Sports Car and Road Racing Pioneers were honoured.

Frank Allers: Born in Germany but a long time resident of the Vancouver area. Frank's career included hundreds of races and multiple championships, regional and national in production sedan and GT classes and Formula Ford and Formula Atlantic.



Brian McLoughlin: A successful lawyer and road racer, Brian came up through the road racing ranks, first in Formula Vee, then Formula Ford and finally in Formula Atlantic. Brian was also instrumental in founding the legendary Porsche dealership MCL Motors.





Bob Stevens: A Vancouver area resident for most of his motor sport career, Bob shook up the establishment when he turned up at Westwood with his Camaro and proceeded to beat the established stars. Later, a Datsun followed and an oval track modified.



Peter Welch: A long time resident of West Vancouver, Peter has amassed a collection of MG cars that has been described as the best MG collection in Canada and possibly the best in the world.



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 Contest



This photo was taken at Mosport in 1963. One of the cars is a Lotus 7. What is the other and who is driving it?

Last issue's photo was of the North American long range escort fighter the F82, the last piston engined fighter ordered by the US government. The F82 design was based upon the P51 Mustang. Quite a few F82s were built but too late for WWII, they did find service in Korea.

Liz Smith got this one correct right off the bat when she saw a printed copy of the Vantage at the annual gala. A suitable prize is on its way.

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