



VANTAGE

Fall 2007

President's Message



VRBCB President Evan Williams then (Westwood 1973) and now (Mission 2007)

Another wonderful season of Vintage racing is almost complete. Just the fifth event in the REVS series to be run on October 7th and this time there are 5 drivers up for a free entry fee. As you may know, it has been a tradition of the REVS series that any driver who competes in all of the races in any given year, earns the right to have the last event of the year paid for by the Club.

I would like to thank you for all of the support that you have given the Club as drivers, crew, organisers and support workers.

As a Club we are an eclectic group with wide ranging opinions on all aspects of life. This is the essence of a Club like ours and the source of the joy I derive from my

involvement. This leads me on to the theme of this message, that being, involvement in the running of the Club. For some time now, the same group of people have been shouldering most of the responsibilities of Club organization and this has to change. Hence, if you are reading this, you are eligible to join the Club management group and put your own ideas into play. So think of an area that you would like to be involved with and contact one of the Executive with your wish. It is only with greater membership immersion into the running of the Club that it will survive. So let us go forward into 2008 with fresh blood and fresh ideas, that is my challenge to you all.

Evan

In This Issue:

President's Message	1
Historic Motor Races	2
North Vancouver Hillclimbs	5
Mike Tate	6
Nigel Matthews Visit	7
VRBCB Annual Gala	7
REVS points	7
Tom's Photo Page	8
Napier Sabre Mk III	9
About VRBCB	10



VRBCB Dash Plaque available from www.vrcbc.ca



Allard K3



Lloyd Ruby, Player's 200 Mosport, 1963

Sports Car Club of B.C.
ABBOTSFORD AIRPORT
SUNDAY MAY 26th 10 A.M. - 5 P.M.

SPORTS CAR RACING

Practice 10 a.m.

6 Races Starting 1 p.m.

Historic Motor Races Best of British BIG HIT!



VRCBC Historic Races
The Best of British
Mission Raceway Park
August 04-05 2007
Article by Michael Gee
Photography by Michael Gee and
Tom Johnston
This article was previously published
in Western Driver



Unexpected Royal visitors

Blimey, the weekend the Brits put together was an excellent presentation of history, comradeship, racing and competition on the ground, in the air, and on the track.

Of course, jousting in England was one of the early competitions sometimes with friendly confrontations, rules and limits and sometimes without. On Saturday there were a few cars exchanging paint. Early Sunday, at the drivers meeting the message was strong, "control yourself", and they did.

The infield was full of cars on display starting with a large mass of British followed by Italian, German, and North American (Ford).

In the air there were fly bys of

two British historic aircraft, a De Havilland DH82 Tiger Moth and a Fleet 16B Finch MK II. One was piloted by WWII veteran Jack Meadows, Wing Commander RAF Ret, DFC, AFC, A.E.

There were also British demonstration cars running several laps. The Pedro Rodriguez's British Ryetune Formula Junior, his first race car in Mexico, was driven by Laurie Fraser assisted by the other owner, Verna Ryplacz. Fraser mentioned that Rodriguez always carried a bottle of Tabasco with him on his foreign trips. A smaller sized bottle of Tabasco is carried in the Formula Junior as a tribute to Pedro who, of interest to us, won the



Historic British Aircraft

British and Canadian (sports cars) Grands Prix in his prime years.

The second demonstrator was the Stirling Moss C-type Jaguar (XKC 037) from 1953. Moss, at Silverstone, rolled the car in a practise run. Overnight, the crew was able to repair it, and he finished in seventh place.

The third was the Peter Revson driven Lola CAN-AM car, another successful brand and very noisy engine breaking the sound barrier. Moss, Revson and Rodriguez are always remembered for their contributions to motor sport.

Evan Williams, the President of VRCBC commented that eighty five cars turned out for the weekend, nearly a record number. He was pleased to welcome so many buddies from the USA.

The race program was split into four groups: the Vintage Group, Historic Small Bore group, Historic Large Bore group and Racing and Exhibition cars group.

In Group One, Stephen Clark from Victoria, in his Lola Mark 1 took first in Race #1, followed by Kurt Del Bene from Medina, WA, his Lola Mark 1 in second place, while third was Thor Johnson of Kirkland, WA in his Lotus 17. These three were nine seconds apart.

In Group Two, Andy Nelson from Richmond, in his Austin Cooper S dominated with Jeff Quick, from Covington, WA, in his TR4A and Charly Mitchel, from Tacoma, in his TR6 very close behind. Nelson and Quick were nine seconds apart.

Group Three had a very close finish in Race #1. Doug Yip, in his Sunbeam Tiger, from North Vancouver, took first, followed by David Edelstein, in his Chevy Corvette, one second behind, and third was John McCoy, from Bellingham, WA, in a Ford Escort TC six seconds back.

Group Four, Race #1, Ian Wood, from Vancouver, in his Rawlson, took first followed by Marty Knoll from Kelowna, in his Johnston JM3. Tom Johnston the builder, commented, "We raced the JM3 which is Canadian-made but with a British engine and gearbox and had a pretty good day." Johnston also displayed a Reynard Atlantic car, too young to race but very British nevertheless. His guest was 18 year old Adrien Herberts, a current pro-Atlantic driver interested in watching thrilling vintage racing. Kirk Del Bene was third in an Elva Mk7S.

Aside from British Columbia and Washington State, it's interesting to note that drivers came all the way from Oregon, New Jersey, Alberta, and as far as Toorak, the Rodeo Drive of Australia.

Being a British event, there had to be some British humour-staged productions such as Mike Tate's entertainment at the outdoor dinner and Laurie Fraser's Aston-Martin parading the track very slowly with pseudo British royalty sitting in the back seat waving at the motor sport fans. "Bob's Your Uncle", there will never be a better show.



Jaguar C type



Elva and Johnston on pre grid



Drivers meeting



Fifty five years of Jaguar from left: C type, XK 150, S type

HMR Race Results

Group 1, Race 1

Pos.	No.	Name	Car
1	84	Stephan Clark	Lola Mk 1
2	41	Kurt Del Bane	Lola Mk 1
3	99	Thor Johnson	Lotus 17
4	64	Evan Williams	TVR
5	81	Myles Winbigler	Lotus 7
6	62	Bud Smola	MG Midget
8	57	Dave Phillips	Healey
9	2	Jim Cutts	Bobsy V
10	56	Dave Sweet	AH Spite
11	99	Gil Stuart	Volvo
12	106	Ivan Lessner	Healey
13	18	Retta Winbigler	Beach V
14	78	Mary Lyford	RCA V
15	35	Michael Zbarsky	MGA
16	53	Ralph Zbarsky	MGA
17	1	Leigh Anderson	Elva Mk 6
18	25	Mark Ashbrook	Anglia
19	14	Solomon Nordine	Datsun 510
DNF	82	Richard Duperon	Crusader V
DNF	111	Wade Barbour	Healey

Group 1, Race 2

Pos.	No.	Name	Car
1	84	Stephan Clark	Lola Mk 1
2	99	Thor Johnson	Lotus 17
3	41	Kurt Del Bane	Lola Mk 1
4	81	Myles Winbigler	Lotus 7
5	62	Bud Smola	MG Midget
6	27	Jim Stirling	Healey
7	2	Jim Cutts	Bobsy V
8	57	Dave Phillips	AH Spite
9	21	Nick Woodhouse	Volvo
10	56	Dave Sweet	Healey
11	9	Gil Stewart	Beach V
12	18	Retta Winbigler	RCA V
13	53	Ralph Zbarsky	MGA
14	35	Michael Zbarsky	MGA
15	78	Mary Lyford	Elva Mk 6
16	106	Ivan Lessner	Anglia
17	28	Dave Adonis	Datsun 510
18	1	Leigh Anderson	Crusader V
19	25	Mark Ashbrook	Healey
20	14	Solomon Nordine	
DNF	64	Evan Williams	

Group 1, Race 3

Pos.	No.	Name	Car
1	84	Stephan Clark	Lola Mk 1
2	99	Thor Johnson	Lotus 17
3	41	Kurt Del Bane	Lola Mk 1
4	81	Myles Winbigler	Lotus 7
5	62	Bud Smola	MG Midget
6	62	Jim Sterling	Healey
7	57	Dave Phillips	Healey
8	2	Jim Cutts	Bobsy V
9	21	Nick Woodhouse	AH Spite
10	56	Dave Sweet	Volvo
11	106	Ivan Lessner	Healey
12	9	Gil Stuart	Beach V
13	18	Retta Winbigler	RCA V
14	78	Mary Lyford	MGA
15	35	Michael Zbarsky	MGA
16	53	Ralph Zbarsky	Elva Mk 6
17	28	Dave Adonis	Anglia
18	1	Leigh Anderson	Datsun 510
18	25	Mark Ashbrook	Crusader V
19	14	Solomon Nordine	Healey
20	26	Mark Ashbrook	

Group 2, Race 1

Pos.	No.	Name	Car
1	921	Andy Nelson	Mini Cooper
2	15	Jeff Quick	Triumph
3	144	Charly Mitchel	Triumph
4	48	Gary Silcox	MGB
5	70	Kurt Folson	MGB GT
6	441	Geoff Tupholm	Austin Mini
7	18	Brian Williams	Alfa
9	137	Stark Shelby	Alfa
10	37	Glen Gibbons	Alfa
11	196	Tomas LaCosta	Alfa
DNF	850	Mike Owens	Austin Mini
DNF	51	Paul Hayn	Datsun

Group 2, Race 2

Pos.	No.	Name	Car
1	921	Andy Nelson	Mini
2	144	Charly Mitchel	Triumph
3	70	Kurt Folson	Triumph
4	48	Gary Silcox	MGB
5	441	Geoff Tupholm	MGB GT
6	18	Brian Williams	Austin Mini
7	137	Stark Shelby	Alfa
8	196	Tomas LaCosta	Alfa
9	37	Glen Gibbons	Alfa
10	68	Rachel Nelson	Alfa
11	850	Mike Owens	Austin Mini
12	51	Paul Hayn	Datsun
DNF	15	Jeff Quick	

Group 2, Race 3

Pos.	No.	Name	Car
1	921	Andy Nelson	Mini
2	144	Charly Mitchel	Triumph
3	70	Kurt Folson	Triumph
4	37	Glen Gibbons	MGB
5	18	Brian Williams	MGB GT
6	68	Rachel Nelson	Austin Mini
7	441	Jeff Tupholm	Alfa
8	196	Tomas LaCosta	Alfa
9	51	Paul Horn	Alfa
DNF	850	Mike Owen	Austin Mini
DNF	48	Gary Silcox	Datsun
DNF	15	Jeff Quick	

Group 3, Race 1

Pos.	No.	Name	Car
1	82	Doug Yip	Tiger
2	72	David Edelstein	Corvette
3	44	John McCoy	Escort TC
4	2	Jim Froula	Datsun
5	84	Jim Loveall	Porsche
6	74	Ed Cahill	
7	95	Brian Grandon	BMW
8	59	Jack Healy	BMW
9	31	Alan McColl	Cortina TC
10	69	Roger Flecher	Tiger
11	52	Peter Steilberg	Escort
12	65	Eric Smith	Porsche
13	88	John Murray	BMW
14	32	Ron Dempsey	BMW
15	5	Skip Foss	BMW
16	21	Nick Woodhouse	Healey
17	39	Murray Ross	Cortina TC
DNF	50	Frank Winterlik	Porsche
DNF	8	Paul Kuckein	Camaro
DNF	51	Ken Peterson	Corvette
DNF	73	Terry Sturgeon	Jaguar

Group 3, Race 2

Pos.	No.	Name	Car
1	82	Doug Yip	Tiger
2	72	David Edelstein	Corvette
3	2	Jim Froula	Datsun
4	44	John McCoy	Escort TC
5	84	Jim Loveall	Porsche
6	74	Ed Cahill	
7	73	Terry Sturgeon	BMW
8	59	Jack Healy	BMW
9	31	Alan McColl	Cortina TC
10	69	Roger Flecher	Tiger
11	52	Peter Steilberg	Escort
12	65	Eric Smith	Porsche
13	5	Skip Foss	BMW
14	88	John Murray	BMW
15	50	Frank Winterlik	BMW
16	32	Ron Dempsey	BMW
17	39	Murray Ross	Cortina TC
DNF	95	Brian Grandon	Porsche
DNF	55	Ed Millman	Camaro

Group 3, Race 3

Pos.	No.	Name	Car
1	82	Doug Yip	Tiger
2	73	Terry Sturgeon	Corvette
3	84	Jim Loveall	Escort TC
4	2	Jim Froula	Datsun
5	74	Ed Cahill	Porsche
6	31	Alan McColl	
7	95	Brian Grandon	BMW
8	59	Jack Healy	BMW
9	69	Roger Flecher	Cortina TC
10	52	Peter Steilberg	Tiger
11	88	John Murray	Escort
12	5	Skip Foss	Porsche
13	65	Eric Smith	BMW
14	50	Frank Winterlik	BMW
15	39	Murray Ross	BMW
DNF	72	David Edelstein	Healey
DNF	44	John McCoy	Cortina TC
DNF	55	Ed Millman	Porsche
DNF	32	Ron Dempsey	Camaro

Group 4, Race 1

Pos.	No.	Name	Car
1	8	Ian Wood	Rawlson
2	3	Marty Knoll	Johnston
3	41	Kurt Del Bene	Elva
4	5	Dave Buecker	Tiga
5	78	Charly Lyford	Caldwell FF
6	79	Angela Duncan	Caldwell SV
7	57	Tim Pinkstone	Crossle FF
8	1	Thor Johnson	Elva
9	53	Alain Kamerer	Lola FF
10	31	Jim Crittenden	Lotus31
11	106	Dave Campbell	LeGrand FF
12	13	Edward Scheid	Titan FF
13	44	Dave Bloomquist	Lotus 23
DNF	87	Laurie Lyford	Caldwell FF
DNF	43	Carolyn Dimmer	Lola FF
DNF	15	Thor Thorson	Elva

Group 4, Race 2

Pos.	No.	Name	Car
1	8	Ian Wood	Rawlson
2	3	Marty Knoll	Johnston
3	41	Kurt Del Bane	Elva
4	78	Charly Lyford	Tiga
5	5	Dave Buecker	Caldwell FF
6	79	Angela Duncan	Caldwell SV
7	1	Thor Johnson	Crossle FF
8	57	Tim Pinkstone	Elva
9	87	Laurie Lyford	Lola FF
10	53	Kamerer	Lotus31
11	13	Edward Scheid	LeGrand FF
13	44	Dave Bloomquist	Titan FF
DNF	15	Thor Thorson	Lotus 23
DNF	31	Jim Crittenden	Caldwell FF

Group 4, Race 3

Pos.	No.	Name	Car
1	8	Ian Wood	Rawlson
2	41	Kurt Del Bane	Johnston
3	1	Thor Johnson	Elva
4	53	Alain Kamerer	Tiga
5	57	Tim Pinkstone	Caldwell FF
6	106	Dave Campbell	Caldwell SV
7	44	Dave Bloomquist	Crossle FF
DNF	3	Marty Knoll	Elva

Results continued on page 10

North Vancouver Hill Climbs



SCCBC President Roy Shadbolt in his Mercury engined Alta

The first Sports Car Club of British Columbia (SCCBC) after its incorporation in 1951, was the Grouse Mountain Hill Climb. The event ran on an access road that begins as an extension of today's Mountain Highway in North Vancouver. Run twice (at least), initially Victoria Day, May 24, 1951, another was later probably in 1952.

Although the road extends all the way to the top of Grouse Mountain, the timed distance was only a little less than one mile in length (5189 feet) including several bends at the lower end of the road just beyond the today's gate.

Timing and communication for the event was provided by the West Coast Signallers of the Royal Canadian Army.

A second site, also on Grouse Mountain, was used for one event. On June 23, 1951, with the cooperation of Grouse Mountain Chair-Lifts and the Canyon Heights Realty Company, SCCBC staged a hill climb event that ran on the streets of what is now called Upper Delbrook and on the gravel road that ran up to the old chairlift from Skyline Drive.

1951 Mountain Highway Event Results

Class I — 1 1/2 litre stock cars				Class II — 1 1/2 litre modified cars			
1.	P. Woodward	MGTC	1:41.03	1.	M. Balfe	MGTC	1:37.0
2.	C. Weatherbe	MGTD	1:43.1	2.	A. Nairne	MGTC	1:40.2
3.	J. Burbridge	MGTD	1:44.6	3.	A. Pilkey	MGTC	1:40.6
	J. Alien	MGTC	1:44.6	4.	A. Shine	MGTC	1:49.6
4.	D. Mainwaring	MGTC	1:45.8	5.	W. Kong	Austin A40spl	
5.	D. Moore	MGTC	1:46.4				
6.	J. Sayles	MGTC	1:47.5				
7.	K. Walkem	MGTC	1:47.6				
8.	P. Lautard	MGTC	1:49.64				
9.	R. Jones	MGTC	1:50.2				
10.	C. Conmee	MGTC	1:54.65				

Class III — 1 1/2 litre supercharged cars			
1.	R. Lycett	MGTC	1:32.2 (F.T.D.)
2.	W. Pinckard	MGTC (S)	1:36.8
3.	A. Pilkey	MGTC (U/S mod.)	1:38.0
4.	F. Falkins	MGTC (S)	1:39.5
5.	M. Balfe	MGTC (U/S mod.)	1:40.4
6.	P. Woodward	MGTC (U/S stock)	1:40.6
7.	C. Weatherbe	MGTD (U/S stock)	1:43.0

Class IV — Unlimited Class			
1.	F. Holmes	BMG V-8	1:33.5
2.	R. Neville	Jaguar XK120	1:33.97
3.	R. Lycett	MGTC (S)	1:35.26
4.	W. Pinckard	MGTC (S)	1:36.1
5.	M. Balfe	MGTC (U/S mod.)	1:37.5
6.	F. Falkins	MGTC (S)	1:38.5
7.	W. Kong	Austin A40Spl.	1:39.2
8.	A. Pilkey	MGTC (U/S mod.)	1:39.31



Pilkey takes finish flag



Line up for start



MG at Hairpin



Hairpin Today

Mike Tate's 'Tate á Tate

It's a small world after all

At some time or other most of us, having stuffed our mouths with chocolate, opened our Christmas presents as kids and there, all shiny and new, was a Scalextric slot car set. When it happened to me I let the other presents wait as I clipped together the track and got it up and running . . . Like my friend and fellow 'Historics' broadcaster Vince Howlett (And a damned good one too) I still dabble in the slot-racing scene from time to time and have a collection I am proud of. By the by if anyone is getting rid of their slot cars they might get in touch with me because I might either restore them or get them to a home for under privileged children that I know where they take on a new life as 'recreation therapy'.

Now the reason I mention all this in my column is that 'time moves on' and I found out the other day that 'Scalextric' is celebrating its 50th Anniversary this year! How time flies.

It all started at the Harrogate Toy Fair in Yorkshire, England in 1957. Though today there are many fine suppliers in this eclectic electric world like Fly, Ninco, Carrera, Slot-it and so on. Scalextric was a front runner and was the 'game', as they called it in those days, that brought families together as the fun and simplicity made competition between father and son, mother and daughter easy.

Scalextric's roots actually date back to 1952 when a small company called 'Mini Models' introduced a range of metal bodied race cars with a unique type of clockwork motor

that went under the name 'Scalex'; the models were modified to take electric motors and the (Scale Electric) 'Scalextric' brand was born. The first race cars were produced in Hampshire, England and in 1960 the tin-plate cars were phased out and plastic became the material of construction choice. Through the years the brand has been owned by the likes of Tri-ang, Rovex, and has even shared production facilities with the omnipresent Hornby trains in Margate.

Like so many other companies in the 1990's the company was forced to move its production to China to remain competitive. The world went digital and Scalextric with it and the first digital racing sets were produced in 2004 with all sorts of 'knobs and whistles' to make the slot racing even more fun.

Now why is he telling us all this I hear you ask . . . well it is where the early desires to race and tinker with cars comes from it is the pre-genesis of our motor sport and the desire to go fast and compete and it's fifty years old so . . . show some respect! . . . And don't forget to contact me if you have any old sets as I can and will put them to good use so send me an email at miketate@shaw.ca.

Keep the passion alive.

Mike Tate
VRCBC #64
Retired



Your intrepid columnist, driving a Ferrari 312P makes a daring inside pass on a Porsche 908 . . . such courage!



Slot Cars and Models



VRCBC Annual Gala

You are cordially invited to attend the Vintage Racing Club of BC's Annual Gala!

On Saturday November 3rd, 2007, we will celebrate the end of another season's racing, and honour the volunteers, competitors, and our associations with SOVREN, SCCBC, META, without whom the success of our vintage racing would not be possible.

The Gala will be held at the Delta Town & Country Inn, 6005 Highway 17 (at Hwy #99). Dress optional. There will be a full buffet dinner in our private ballroom, wine on your table, our awards ceremony, and live music from the 9 member Metro Swing Band (playing music from the 40's through the 70's) for your listening and dancing pleasure. There will also be some exciting door prizes to be won!

Official Timing (transponders not required):

5:30PM: Bench Racing and Cocktails

6:30PM: Dinner

7:30PM: Acknowledgements, Speeches & Awards

8:30PM: Dancing and frivolity

Book early and avoid disappointment by filling out the attached RSVP form by October 20th! The cost per person will be \$45.00 CAD gratuities included.

Payment may be made at the door or in advance, see the RSVP form for details.

For those guests who require overnight accommodations, the Delta Town & Country will be offering rooms at a rate of \$95.00 per night double or single occupancy. To reserve a room, please call 1-888-777-1266 and mention our event.

For more information, please contact Rachel Nelson at rnelson@harbourair.ca or by phone: 604-233-3523.

See you there!

Evan Williams

President

Vintage Racing Club of BC

Nigel Matthews visits VRCBC



Nigel Matthews and Vantage columnist Mike Tate

Nigel Matthews the ICBC guru of all cars old and/or interesting attended the June VRCBC meeting and treated us to a show of photos from his recent visit to the Jay Leno car collection in Los Angeles.

The show was quite a treat as Leno normally does not allow photographers access to his extensive and exotic collection.

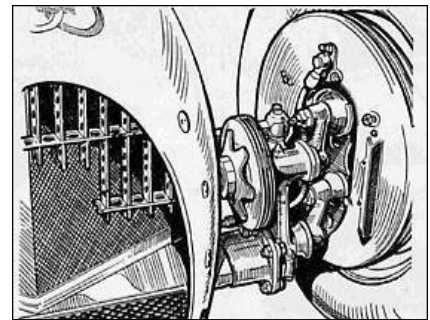
POSN.	NAME	CLUB	RACE CAR DETAILS				RACE GROUP	RACE NO	BONUS PTS CLAIMED	EVENT POINTS EARNED (Excludes Bonus Points)					TOTAL POINTS
			YEAR	MAKE	MODEL	COLOR				April 29	June 04	Aug 4/5	Aug 19	Oct 07	
1	Lessner, Ivan	VRCBC	1958	Austin Healey	BN6	Blue	1	106	40	181	186	236	175	0	938
2	Flescher, Roger	VRCBC	1967	Sunbeam	Tiger	Black	3	69	20	71	183	293	171	0	798
3	Williams, Evan	VRCBC	1962/1969	TVR / Ferrari	Gmtra/Dino	Blue/Yellow	2	64/246	40	61	174	159	173	0	727
4	Pichler, Gunter	VRCBC	1964	Jaguar	E-Type	Blue	3	38	20	193	191	60	187	0	711
5	Nelson, Rachel	VRCBC	1965	Mini	Cooper	White/Black	2	68	40	177	119	264	0	0	680
6	Nelson, Andy	VRCBC	1965	Mini	Cooper	Red/White	2	921	30	104	191	269	0	0	654
7	Owen, Mike	VRCBC	1967	Mini	850	White	2	850	0	167	172	180	120	0	639
8	Ashbrook, Marc	VRCBC	1962	Ford	Anglia	Blue/White	1	26	30	0	142	177	167	0	576
9	Pickstone, Tim	VRCBC	1969	Crossle	FF	Blue	4	57	40	195	0	298	0	0	573
10	Cahill, Ed	VRCBC	1969	Porsche	914/6	Black	2	74	20	0	187	291	0	0	518
11	Winbigler, Retta	VRCBC	1964	Beach	FV	Red/Yellow	4	18	40	0	177	232	0	0	489
12	Zbarsky, Mike	VRCBC	1960	MG	MGA	Black	1	35	40	0	172	230	0	0	482
13	Gibbons, Glen	VRCBC	1969	Alfa Romeo	GT	Yellow	2	37	40	0	145	257	0	0	482
14	Nordine, Solomon	VRCBC	1969	Datsun	510	Silver	2	14	40	0	0	204	155	0	439
15	Latham, Jim	VRCBC	1968	Volvo	122S	Red	2	120	40	164	186	0	0	0	430
16	Winbigler, Myles	VRCBC	1969	Lotus	7 America	Green/Yellow	2	81	40	0	124	224	0	0	428
17	Valkenburg, Peter	VRCBC	1961	Volvo	PV544	Black	1	54	40	186	156	0	0	0	422
18	Green, Lawrence	VRCBC	1968	Kelly	FV	White/Blue	4	43	40	156	172	0	0	0	408
19	McCoy, John	VRCBC	1969	Ford	Escort TC	Orange	2	444	40	38	0	230	0	0	348
20	Campbell, Greg	VRCBC	1964	Porsche	356C	Silver/Blk	2	141	35	195	0	0	0	0	230
21	Chrynoransky, Frank	VRCBC	1965	Porsche	911	Silver/Blue	3	77	40	116	0	0	0	0	156
22	Benson, Don	VRCBC	1968	Porsche	911E	Burgandy	3	173	40	103	0	0	0	0	143

Vintage Racing Club of British Columbia, 968-240th Street, Langley BC, V2Z 2Y3

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Everyone's Pal



Friction Damper



Start Line Circuit Gilles Villeneuve



Jim Land Formula Jr., Calgary 1957



It's Called a Turbo Visor



CASC Bumper Badge



1979 Long Beach Grand Prix



Stirling Moss and Friends, Westwood

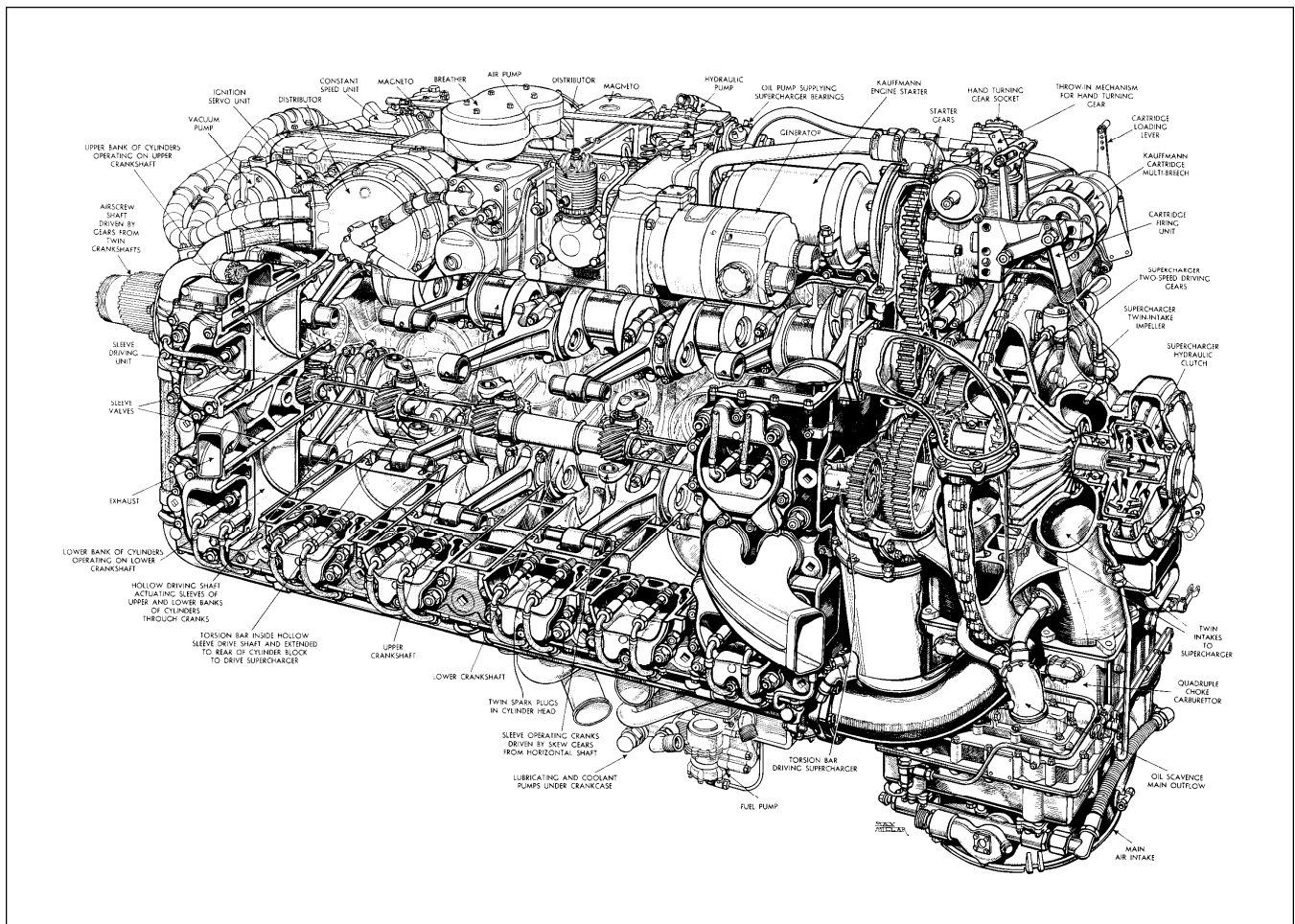


Auto Union LSR Car



Formula Juniors at Westwood





If you think your modern car is complicated, check out this pre-WWII aero engine. The Napier Sabre Mk III 2400 horse power H-24, supercharged, with sleeve valves and twin ignition (but thank God it only had one carburetor).



Just When You Thought You Had Everything Under Control, SOVREN Fall Finale

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.



Poster for early professional race at Westwood, 1968

Club Officials

Position	Name	Telephone	Fax	e-mail
President	Evan Williams	604-539-9680	604-539-7234	evanwilliams@shaw.ca
Past President	Dave Williams	604-524-4108	604-273-5624	David@iat-yvr.com
Vice President	Ian Wood	604-433-4717	604-437-9392	ianwoodesq@aol.com
Race Director	Robert Barg	604-721-1794	604-942-6148	ifraser6@shaw.ca
Secretary	Jim Latham	604-853-5065	604-853-5085	lathamconsult@telus.net
Treasurer	Rachel Nelson	604-233-3523		rnelson@harbourair.ca
Membership	Rachel Nelson	604-233-3523		rnelson@harbourair.ca
Vantage Editor	Tom Johnston	604 922 2722		tomjohnston@shaw.ca

CACC News

The **CACC Fall General Meeting** has been scheduled for:

Saturday, November 10th

at the Port Coquitlam

Best Western Inn and Suites.

Meeting time 9:30am.

There will be break out meetings for those who require them.

Cocktails: 6pm

Dinner: 7pm

Awards: 8pm

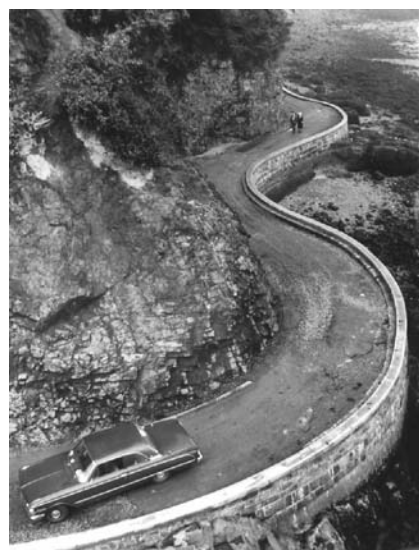
Dancing ??? Anyone interested??

Cost to be determined later.

Sheree Wall, CACC Secretary

604-945-4592

604-612-4109



Stanley Park Grand Prix?

HMR Race results continued from page 4

'AndyCapp Race

Pos.	No.	Name
1	961	Andy Nelson
2	64	Evan Williams
3	35	Michael Zbarsky
4	95	Brian Grandon
5	144	Charly Mitchel
6	44	John McCoy
7	2	Jim Froula
8	5	Skip Foss
9	56	Dave Sweet
10	52	Peter Steilberg
11	32	Ron Dempsey
13	15	Jeff Quick
14	73	Terry Sturgeon
DNF	88	John Murrey
DNF	99	Thor Johnson
DNF	41	Kurt DelBene