



Vintage Racing Club of British Columbia

VANTAGE January 2004
The voice of VRCBC

THE VRCBC CELEBRATES THE END OF THE 2003 SEASON WITH AWARDS AND ROCK 'N ROLL!



A great night of fun and conviviality was had by over a hundred VRCBC members and their guests at the 2003 awards banquet held at Cruiser's Restaurant in Langley. MC and Past President, Mike Tate, kept spirits high and the evening rolling on. President David Williams presented the awards with Mike Tate and Robert Follows assisting at appropriate moments. In 2003 the awards went to:

- The John Riddington Award to Executive member Evan Williams
- The Competitor of the Year Award to VRCBC race driver Gunter Pichler
- The Spirit of Canada Mission Award went to Brian Lane of Arlington, Washington
- The Spirit of Canada Portland Award went to a perenial award winner, Greg Campbell
- The Spirit of Canada Seattle Award went to Formula Ford race driver Hugh Archer
- The Pegasus Award went to Miles and Retta Winbiglar and their late crew chief Eddie Vanetti

The evening rounded off with intense hectic and furious dancing to the music of Buddy Holly played live by James Baron and the Mystics. It was a great night and everyone seemed to enjoy themselves immensely. The Annual Awards Night and Gala is always well attended, make sure you put it in your diary for next year as soon as we get a date.



Evan Williams receives the John Riddington Award for outstanding services to the VRCBC in 2003.



Myles Winbigler receives the Pegasus Award from Bob Follows and MC and Past-President Mike Tate on behalf of his wife Retta their late Crew Chief Eddie Vanetti for the Canadian Sadler FJ.



AC Cobra Driver Brian Laine from Arlington, Washington gets the Spirit of Canada Award for his great showing and extra work scarring the cameraman at Mission by taking him around the track at 'mach' something fast!



VRCBC Webmaster and Jaguar E type driver Gunter Pichler gets Competitor of the Year 2003 Award and seems very happy with the honour.



A beaming 2003 Histories Chairman Ian Wood gets special recognition for his contribution to the VRCBC.

Happy new year to all!!

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 Cruisers Pit Stop Diner 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

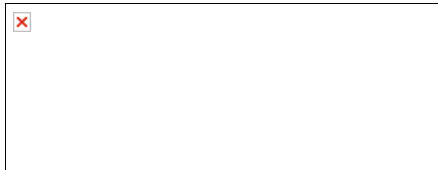
16730 Northview Crescent, Surrey, BC V3S 0A8

The Cheetah - fastest land animal on earth



Note the January general meeting is on the 13th. And the Annual General Meeting is Feb 10th., so keep those nights free and come out and visit all your old friends at VRCBC at Cruisers in Langley.

The 2004 Historic Motor Races will feature



VINTAGE RACE CLUB OF BC is very pleased to announce a new racing series.

The series will be known as **REVS**

RIVERS EDGE VINTAGE SERIES

All the races will be held at the Mission Circuit and will comprise the following:

- Vintage grid one day event held in April
- HMR 2 day event held in May
- Vintage grid one day event held in August
- Vintage grid one day event held in September
- Vintage grid one day event held in October

Points will be awarded in a unique way that will reward:
 Practise and Qualifying performance,
 Racing performance,
 Car preparation in the Vintage Spirit.

At season end, points will be tallied and significant trophies will be presented to the victors.

 Please respond if you intend to compete in the series.

**We will need a logo for this season long competition.
 Put your mind to it and submit ideas to your Club executive.**

2004 SOVREN RACING SCHEDULE

DATE	EVENT	SCHEDULE	TRACK
April 16-17	Defrost Kickoff (Friday & Saturday)	Event Schedule	Pacific Raceways
May 15-16	Spring Sprints *	Event Schedule	Pacific Raceways
July 2-3-4	Pacific Northwest Historics*	Event Schedule	Pacific Raceways
July 9-10-11	Portland Historic Races *	Event Schedule	Portland International Raceway
July 31-Aug 1	NW SCCA Regional- SOVREN Point	Event Schedule	Bremerton

	Score*		
Sept 4-5-6	Columbia River Classic Road Race*	Event Schedule	Portland International Raceway
Sept 25- 26	Fall Finale with Enduro*	Event Schedule	Pacific Raceways
Oct 9-10	Maryhill Loops Hill Climb*	Event Schedule	Maryhill Loops Road, Washington

(more to follow) * Count as points races in SOVREN overall season championship

For more information about SOVREN, contact:

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SCCA NORTHWEST REGION SCHEDULE

April 4 Bremerton
 17/18 Portland
 24/25 Bremerton (Sovren)
 May 14/15/16 Portland
 30/31 Seattle
 June 11/13 Portland
 July 2-4 Portland
 July 31/Aug 1 Bremerton (Sovren)
 Aug 14/15 Portland
 Aug 21/22 Seattle
 Sept 11/ 12 Portland
 Oct 9/10 Portland

Western Canadian Motorsport Association Schedule

(Calgary includes a Vintage grid)
 May 30, July 4, Vintage on the Prairie weekend July 31/Aug 1, and Sept 5.

Other great Vintage weekends worth attending:

Sears Point Wine Festival June 5/6 Featuring Jaguar
 Mosport June 25-27 25th Varac Festival featuring Canadian built race cars (T. Johnston hopes to attend with one of his Sports racers)
 Mont-Tremblant July 2-4 Les Sommet des legends featuring Historic F1 cars
 Laguna Seca Monterey Pre- Historics Aug 6/8
 Laguna Seca Monterey Historics Aug 13-15 Featuring - Ferrari

Other Vintage races on the West Coast that may attract your interest:

HMSA:
 Laguna Seca Mar 20/21
 Portland Historics July 9/10
 Reno Sept 25/26
 Thunderhill Oct 16/17
 Laguna Seca Nov 22/23

CSRG :

Sears Point Feb 28
 Sears Point Mar 26
 Thunderhill May 7
 Sears Point Oct 9
 Thunderhill Oct 30/31

Editorial Comment:

Participation Required

The biggest issue facing many clubs is the participation of its membership in the running of the club and its events. We all love to put on the helmet, cinch down the seatbelts, and get out onto the track, but it takes a lot of work from the clubs to put on the events (even the monthly meetings take time). I know we are all busy and its easy to let someone else do the grunt work but take a look who is taking the time to run and organize our events and then think who's going to do it when they get fed up and stop doing it, it will happen it always does. So when the AGM comes around in February think what you can do for the club in 2004 and beyond.

Talking of participation the club needs to have a better turn out at their one day CACC sanctioned events. Last year we did not attract the minimum grid (I believe they want at least 10 cars to make a grid) at the last two Mission races. With the new series and a greater commitment from the members hopefully this will turn around, we used to get close to 20 cars a few years ago. For a B C based racer its pretty good value for your dollar and the loss of only one day of your weekend. Gotta keep the wife and kids happy!

Safety Issues:

New helmet requirement- check the Snell date on your helmet, it must be a 2000 no more 1995 allowed at Rivers Edge (Mission) While your checking dates check the dating on your driver restraints also check your Fuel cell- too old is no good. Check with the race director for this years requirements.

Next month we will have an in depth look at our new class the Classic class for Production based cars from 1970 thru 1975.

I have volunteered to do a few more Vantages for 2004 to let the members have a monthly update on the happenings at VRCBC- I will not be doing this for ever so if anyone wants to try their hand in putting together a monthly newsletter let your executive know. It's especially required before our big race weekend and certainly to address new additions to our race weekends like the new REVS series and the Classic Class.

If you have anything you would like published in Vantage send it to me at roberthayes98@hotmail.com-

I forward the Vantage to the executive who then approve it for sending to the membership this year I will not be discussing the merits of speed differential at Mission or any other controversial issues. (my anger management classes must be working!! Either that or my Prozac dose is too high.)

Personal apologies to Mark Brown and especially Myles Winbigler for the Aug 17th Mission race #2 . Crewing for the #8 Camaro on the last lap of race one, we popped the sway bar nut off the car which I missed when we looked at the suspension between races. This caused us to slow way down in race two, then we had a large oil overflow issue that was probably oiling the track. Sorry Myles if it caused your spin out in turn two.

Blast from the Past The Cheetah



In early 1963 Bill Thomas and Don Edmunds collaborated on the design for a front-engined sports car at Bill's California race car shop. The original idea according to Don was to build a car demonstrating to GM their capabilities, not to be an all out racer. Bill's shop supplied the factory Corvette racing mechanicals they used in the Cheetah's. The car weighed about 1700 lbs, had an aluminum body (later cars came with fiberglass bodies) and a stroked 327 Corvette Fuel injection motor putting out about 450hp. All this in a car so short that it didn't need a driveshaft, the Muncie transmission bolted directly to the rear end. This combination made for an extremely fast car that took a driver with great skill to get the most out of it and keep it on the track.

The first car was delivered to General Motors when it was finished for them to evaluate it. Although the car was fast it had several drawbacks and eventually the car was returned to Bill Thomas (it was then raced as the Hurst/Allstate Cheetah in the 1964 LA Times Grand prix where it was destroyed). Once the first car was built they decided to build more and race them against the Shelby Cobra's in the premier series of the time the United States Road Racing Championship.

The second car became the team's race car it was being tested for the 1963 LA Times Grand Prix (the biggest race on the West Coast) when it crashed two weeks before the race. So its debut was delayed till January of 1964 when it was raced by Jerry Titus in a Southern California race, unfortunately the radiator hose blew and caused the car to spin off the road ending the debut with another massive crash, requiring the team to miss the February Daytona race. This type of luck seemed to dog the Cheetah for most of its competitive career.

The third car was sold to Ralph Sayer and his Mechanic Gene Crowe for the Daytona race; this car was raced fairly successfully and eventually became the topless Cheetah - the Cro-Sal Special. I presume that Cheetahs were extremely hot inside so a convertible would ease the problem of excess heat. The fourth car made was sold to Bud Clusserath of Indiana; he also was trying to make the Daytona race in 1964.

Alan Green Chevrolet in Seattle picked up the next 3 cars; the 5th car was for their entry in the Daytona race. Jerry Grant of Seattle crashed heavily into a drainage ditch during qualifying, ending the Seattle teams efforts at Daytona.

The sixth car was raced locally on the West Coast making numerous forays to Westwood over the next several years. The 7th car was originally used as their show room car but it too eventually hit the racetrack.

The eighth car was also sold as a streetcar where it stayed till it was resurrected by Skip Gunnell for Vintage racing. The 9th car became the Clarence Dixon Cadillac racecar and was the first to have a 396 installed, hardly what the car needed - more power. The tenth and last of the completed cars became the Don Greib Cheetah drag car, seen on the West Coast in the mid-sixties. Eight out of the ten Cheetahs have been found and many are restored to their original condition.

In 1964 the Cheetahs were trying to compete against the Ford factory Shelby Cobras and Chevrolet Grand Sport Corvettes in the US road racing championships. With no factory help it was an uphill battle, the cars were fast but fragile, tending to break at just about every race.

USRRC 1964

April 24 Riverside: Titus - Cheetah- DNF; Jansen Cheetah DNF

May 3 1964 Laguna Seca: Titus Cheetah DNF
 May 10 1964 Seattle: Alan Grant Alan Green Cheetah- 14th;
 Jerry Titus- Cheetah 19th
 July 19 1964 Watkins Glen: Ralph Sayer Cheetah- DNF
 Sept 13 1964 Road America: Ralph Sayer DNF



Alan Green Cheetah leading the factory car at Seattle

They fared little better in the Canadian Road Racing Championship, the Alan Green Cheetah driven by Alan Grant decided to try out the Western Canadian Championship race at Westwood. He brought his \$15,000 Cheetah producing over 460hp to Westwood for the May 24 championship race. He was one of 5 cars that broke the lap record but again the underdeveloped Cheetah let him down, with a waterpump bracket failure dumping the coolant on his tires and causing him to spin out of the race on the tenth lap. He then loaded up and drove it to Mosport in Ontario for the Canadian Championship race on June 7th here the car caught on fire on lap 71, they pushed the car across the line, placing 16th.

Ralph Sayer wasn't having any better luck in the big races, not finishing either the Watkins Glen or the Road America USRRC races. By 1965 the Cheetahs were uncompetitive and development had stopped as had building any new cars (a super Cheetah was started but not completed). Gary Grove drove the Alan Green car to 9th place at the Seattle USRRC, Budd Clusserath finished 9th at Road America, In 1966 only 1 Cheetah attempted to race the USRRC series- Mike Fung at Mid Ohio.

Although the Cheetahs were now outclassed by the new rear engined sports racers they continued club racing till the early 1970's before disappearing into garages and barns. In the early 1980's the Cheetahs began to reappear from storage and being raced in Vintage races and soon had become a very desirable Vintage race car to own (valued at close to \$100,000 for an original Cheetah with history).



Cheetahs today fair little better than in their heyday


Bill Thomas moved on from the Cheetah project and became better known for his 427 Camaro's that he built and sold starting in 1967. Don Edmunds became a Hall of Fame chassis builder, building successful Sprint cars, sports racing cars, Super Vees and even dabbled in Indy cars for a while.

Original Cheetah Components & Specifications

Body	The first 2 or 3 were aluminum, then they were created made using fiberglass, with a green gelcoat, and then painted. There were 8 pieces that were joined together.
Chassis	Race Works chassis was painted silver and had 9 additional gussetts and were built using 4130-chromoly tubing. They used solid mounts for the engine, transmission and differential. The Seats were stationary while the pedals could be adjusted to fit the driver. The wheelbase was a mere 90". Ground clearance was 5.5". It was 47" high, 68" wide, with a front track of 57"-59" and a rear track of 57".
Steering	1962 Chevy Station Wagon heavy-duty spindles, Triumph Herald box & rack (Also found on Spitfires)
Engine	Chevrolet 327, AMC Studebaker crank and balancer, stroked and bored to 377ci.
Fuel Injection	Rochester Stock: single air meter. Works: modified dual meter unit.
Transmission	Muncie M21 or M22 RockCrushers, 4speed. Gear ratios as follows: 1st 2.2:1, 2nd 1.68:1, 3rd 1.31:1, 4th 1:1
Clutch	Standard 327 flywheel with an 8 1/2" clutch, 2200lb. pressure plate hydraulic throw-out bearing, 26 spline, 6" shaft and u-joint.
Rear-end	Chevy heavy-duty aluminum differential as used

	on 1962 Corvette Grandsports.
Wheels & Tires	15"x7" magnesium round spoke American Racing Torque-thrust wheels, with Goodyear T-4 race tires 6.50-6.70
Brakes	Dual cylinder 11" Chevy NASCAR drums with metallic linings.
Suspension	Monroe coil-over, adjustable shocks.

[Vantage Archives](#)

About the Club	Contacts	Rules & Eligibility	Schedule	Links	Photo Gallery	Vantage	HMR 	REVS 	For Sale
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