



Vintage Racing Club of British Columbia

March 2003

Vantage- The voice of VRCBC- web site - www.vrcbc.ca



Eppie and the Comstock GT40 at Westwood, photo courtesy of [Art Bayne](#).

Check out your new executive Most of last year team remains!
Also check out the Clubs new website www.vrcbc.ca- great effort guys!

2003 VRCBC Executive

		Telephone	Fax	e-mail
President	Dave Williams	604-524-4108	604-273-5624	David@iat-vvr.com
Past President	Mike Tate	604-538-8553	604-538-8561	miketate@shaw.ca
Vice President	Evan Williams	604-531-4806	604-536-7949	evanwilliams@shaw.ca
Race Director	Mike Tate	604-538-8553	604-538-8561	miketate@shaw.ca
Secretary	Andrew Taylor	604-534-1983		ajtsho@yahoo.co.uk
Treasurer	Ivan Lessner	604-538-2713	604-538-4517	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 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 2003.

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

Editor Bob Hayes Legrand198@hotmail.com
604 948 1120 #205 1670 56th Ave Delta ,BC, Canada V4I 2M7

The VANTAGE is sent to all members of the Vintage Racing Club of British Columbia. Complementary copies are also provided to VRCBC supporters and motor sports clubs.

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

MAILING ADDRESS

Vintage Racing Club of British Columbia
16730 Northview Crescent, Surrey, BC V3S 0A8

Disclaimer: Opinions of the Editor and contributors to this newsletter do not necessarily represent the views of the Vintage Racing Club of British Columbia.

The Ford Years



Dan Odenborg receives 1971 Pepsi Pro Invitational Trophy.

Photo Courtesy Tom Johnston

This was a magic time for the auto racing enthusiast in Canada, new tracks were opening, Westwood was the first major track in Canada, Mosport opened soon after. The presence of these new facilities allowed for bigger and better events to be organized than were previously held on the converted airport circuits in use at the time. The sport was also just beginning to attract some major events and offer new series throughout North America, the Can Am and Trans Am , the Daytona 24 Hour race was new. The sport was receiving a direct push from Henry Ford efforts to win the World Sports Car Championship, with major advertising and promotion of Fords involvement in racing. This is the Canadian story of Mr. Ford's effort to bring Ford into the racing headlines.

The Comstock Racing Team

In 1962 Chuck Rathgeb owner of Comstock Construction was contacted by Ford Canada about the possibilities of working together in a 5 year plan to dominate Canadian auto racing , Mr Rathgeb had previously been involved in the sport with top Canadian race car builder Bill Sadler. Bringing the skills of a top business man to a sport that was in its infancy in Canada , and having the support of Ford Canada certainly gave him an edge in succeeding in the plan to put Ford in the auto racing headlines in Canada. Ford agreed to provide the cars and the dollars, Comstock racing would supply the drivers and teams, the results speak for themselves as they became the Canadian equivalent to Penske racing in the United States.

One of the first priorities was to hire Paul Cooke as team manager, and to set about hiring the best Canadian drivers available at the time. Eppie Weitzies, Ludwig Heimrath, Bob Maclean, Craig Fisher, John Cannon, were just a few of the drivers that were involved in the team at various times.

Not only were they going after the major Canadian road race events , the Ford backed Comstock team was going to dominate the Shell 4000 rally at the same time. This rally was a Vancouver to Montreal or visa versa event run each spring with major local news coverage across Canada as the teams drove though. Comstock hired some of the best rally drivers in their efforts to win, Paul McLennan, Loyd Howell, Doug Merson, John Wilson, Art Dempsey, Bill Silvera, Eric McDuff, plus a few of the road racers like Eppie Weitzes and Craig Fisher tried their hands at it as well.

They had the factory support, they had the drivers, now they got the cars. The Comstock team received major support from a number of Ford's racing partners, Holman and Moody , Ford of England, Alan Mann racing, Carroll Shelby, all helped to supply cars and parts to ensure the success of the Comstock team. Ford of England supplied Anglia's and Cortina's , Alan Mann provided a rally Mustang, Holman and Moody sent rally Falcons, Shelby sent Sports racers and Shelby GT350 Mustangs. Then they provided the parts and racing preparation secrets to go with the cars.

1963 was the first year of the five year plan, Comstock prepared two Shelby King Cobra sports racing cars for the season for Ludwig Heimrath and Eppie Weitzes. These were Cooper Monaco rear engined sports cars that Shelby had modified to accept the new 289 cu in Ford engine. Unfortunately they were not designed to have over 400 horsepower

driving the wheels and the handling and brakes tended to be marginal at best. During the first race of the Canadian Championship series at Westwood , Eppie Weitzes destroyed his car and was out for rest of the year with a broken leg. Teammate Ludwig Heimrath continued on and won the 1963 Canadian Drivers Championship . Early in 1964 the second King Cobra was destroyed in a practice crash at Mosport, (a Cooper Monaco chassis from Ontario was purchased and restored into a King Cobra in the early 1980's by Seattle resident Jim Griese).

Ford sent three 1963 Ford Falcons to Comstock for the 1963 Shell 4000 rally. These cars were prepared by Dearborn Steel Tubing to specifications set out by Holman and Moody. They had Cobra motors installed increasing output from 164hp to 260Hp, 11.5 front disc brakes installed instead of the standard drums, and a rear end out of a Galaxie installed . The suspension originally had 2 shocks per wheel but eventually they went with only 1 Koni shock per corner. They did not win their class this year but they did place 2nd and 3rd , not good enough but they learned a number of lesson's this first year that would allow them to be more competitive in future rallies

Ford of England sent over one of the first Lotus Cortina's which was run primarily by Ron Goldsack in 1963. and 1964, this car was very successful in its class at the time. Ron purchased the car from Comstock and still owns it today.



Ron Goldsacks Comstock Lotus Cortina

1964 saw the Comstock Team focus on their new Shelby 289 Cobra driven by Fred Hayes and then Eppie Weitzes on his return after his crash injuries healed. Eppie won every race in Canada that he entered with the Cobra, and even had good success in some United States Road Racing Championship rounds that he competed in against the Cobra factory cars. The Lotus Cortina continued to terrorize the small bore races in eastern Canada , and a Ford powered Lola Formula Junior was added for John Cannon to race in the early Formula car races .

The 1964 Shell 4000 rally was a great success with the 1963 Falcons taking 1st Merson/Davies and 2nd MacLennan/Dempsey in class.

1965 saw the Comstock sedan's take to the track , with the first Shelby GT 350 road race car being delivered as well as a 1964 Holman and Moody Ford Falcon Sprint that had been prepared for the 24hour of Daytona but not picked up by its owner. These cars were fairly similar under the body as the chassis and engines were basically the same full race Cobra spec 289 engines putting out over 300 hp. The Falcon was a special lightweight car that weighed only 2100 lbs, owing to fiberglass hood, trunk, fenders, doors, and lexan glass. The Car had a T 10 transmission, a Galaxie rear end, Lincoln spindles and TBird brakes. The July 1964 Car and Driver road tested one of the Falcons , doing 0-60 in 5.7 and the _ mile in 14.2 secs. Fast considering the tires they would have had in 1964!! The Comstock Mustangs were featured in a May 1965 Car and Driver Mustangs at Mosport with many positives being mentioned about the Canadian Mustangs.



The Shelby GT350 dominated most of its races being driven by Eppie Weitzes and Craig Fisher , and the Falcon won the Ontario Sedan Championship driven by Team Manager Paul Cooke.

The Shelby Cobra continued to be the class of the sports car field although they now had competition from George Eaton in a new 427 Powered Cobra- but as his Cobra was being maintained and pitted by Comstock it was a friendly rivalry.

For the 1965 Shell Rally Comstock retired the 1963 Falcons and replaced them with an Alan Mann (Ford England) prepared 1964 Rally Mustang . The Alan Mann prepared car had taken part in the 1964 Tour de France, then it was returned to Ford USA who shipped it to Comstock for the 1965 Shell Rally. This car was equipped very similar to the 1964 Rally Falcon described above. This car took first overall driven by Paul McLennan, and Eppie Weitzes placed in the top 10 in a Mustang as well.

1966 saw the Comstock team receive two GT40's for the year, these were Fords answer to Ferrari and the World Sports Car Championship for Prototype cars. Having built over 100 GT40's Ford Canada received serial number 1000 and 1037 for their use in the 1966 season.. These cars were prepared for the Sebring 12 hour enduro race with Shelby Americans help and entered for Eppie Weitzes and Craig Fisher in serial# 1037 and Jean Oulette and Vancouver racer Bob Maclean in serial # 1000. Unfortunately Bob MacLean lost his life in a crash on lap 83 and the other car was withdrawn from the race shortly thereafter. Returning to Canada the team forged ahead with the remaining car campaigning it from Coast to Coast at major Canadian races with Eppie as the driver . In 1967 they toured Canada with the race car and a street GT40 for promotional events.

GT40 Sn 1037 race results:

03/66 : Sebring, 17, Wietzes/Fisher, RDT - 05/66 : St Jovite, Wietzes, 7th - 06/66 : Mosport Park, 95, Wietzes, 6th - Watkins Glen, Wietzes, 14th - 07/66 : St Jovite, 94, Wietzes, 5th - 09/66 : St Jovite, Wietzes - Mosport Park, Wietzes, 6th - 07/67 : St Jovite, Wietzes, 2nd - 09/67 : Mosport Park, 94, Wietzes, 11th - 08/69 : Silverstone, 201, Jordan, 2nd

The Comstocks Team rally success continued with another win this time using three later model Lotus Cortina's delivered to them by Ford of England. Paul MacLennan /John Wilson repeated his 1965 win, with world Class rally star Roger Clarke placing 2nd in class and third overall. Eppie Weitzes again placed in the top 10 with a 9th in the third Lotus Cortina. The places would be reversed in 1967 with Roger Clarke taking first overall and Paul MacLennan taking 2nd in class and 4th overall in the Lotus Cortina's.

1967 was the final year of the 5 year plan- by years end Ford would bow out of racing almost totally, the GT40 continued to run at major Canadian events, the Shell Canada Rally was won for the 4th year in a row.

In 1967 the big event was the first ever Canadian Grand Prix held a Mosport. Though his drive with Comstock and their Ford ties- Eppie was entered in the 3rd Team Lotus Lotus 49B by Comstock racing and Ford Canada he placed 12th after retiring with wet Lucas ignition.

The team members all went different ways after their time with Comstock, Eppie Weitzes raced F5000, and later Trans Am, Ludwig Heimrath continued on with Porsche race cars for a number of years, George Eaton got to Formula One with BRM after a few years in the Can Am. Paul Cooke teamed up with Calgary's Roger McCaig Can Am effort.

Comstock Racing truly was the dominant Canadian racing team in the mid 1960's , Chuck Rathgeb was inducted into the Canadian Motorsport Hall of Fame for his efforts.

DUES are now payable for the 2003 season.

Send your cheque to VRCBC c/o Ivan Lesner 1164 Lee Street, White Rock, B C, Canada V4B 4P4 Single membership \$50 family \$60cdn

CACC Competition Licenses may be purchased from Rod Mores, CACC Treasurer 11113 - 84B Ave. Delta B C V4C 6Z2
Then Dave Bell will issue the License, his Phone # is 604 839 3476, email Licensing@caccautosport.organd

SOVREN Event applications available on their web site www.sovren.org

2003 Vintage events - check before you drive!!
VINTAGE SCHEDULE

April 4/5/6 Bremerton SCCA Vintage grid
April 12/13 Portland SCCA Vintage Grid
April 13 Mission CACC Vintage grid
April 18/19 Seattle SOVREN Vintage defrost
April 26/27 Bremerton SCCA Vintage Grid
May 10/11 Seattle SOVREN Vintage weekend
May 23/24/25 Seattle SCCA Vintage grid
May 24/25 Mission VRCBC Historic weekend
June 13/14/15 Portland SCCA Rose Cup Vintage grid
June 27/28 Mosport VARAC 24th Vintage Festival
July 4/5/6 Portland SCCA Vintage grid
July 4/5/6 Seattle SOVREN Pacific Northwest Historics
July 4/5/6 Mt Tremblant Sommet de legends Historic Grand prix cars
July 11/12/13 Portland Historic weekend
Aug 9/10 Bremerton SOVREN SCCA weekend
Aug 16/17 Portland SCCA Vintage grid
Aug 16 Mission CACC Vintage grid
Aug 23/ 24 Calgary CVRC Vintage weekend
Aug 30 Sept 1 Portland SOVREN Vintage weekend
Sept 7 Mission CACC Vintage grid
Sept 20/ 21 Seattle SOVREN Vintage weekend
Sept 27/28 Portland SCCA Vintage grid
Oct 4/5 Mary Hill SOVREN Hillclimb

CACC VINTAGE GRID April 13th so get those cars ready, get your membership paid, Get to the Doctors for your medical, send for your license. The entries have already been sent out. It is a one day event with 4 track sessions, transponders and mufflers required.

SCCA Portland Grid March 8/9 For those of you who are really ready to go, or those who haven't done anything to the car since taking it off the trailer from the last race, if you even did that.

SOVREN Seattle Defrost Friday(\$75. US) Saturday (\$125US) April 18th/ 19th

Support these "defrost" events if you can, as grids tend to be small early in the season.

BUY AND SELL

Matching Legrand MK 21 FF's Scholar and Ivey Motors- complete with single axles trailers Negotiable sold only as a set!! \$10,000 US

Rodger Hayes rhayes@helix.net

1969 Camaro , 302 , T 10, roll cage, fuel cell, Fire system, \$10,000US

Rodger Hayes rhayes@helix.net

Datsun 510 quick competitive car, cage 4 wheel disc, lap record holder at Pacific raceway

With trailer \$6800, could be converted to vintage.

Robert Barg -604 942 6685

1969 RCA Formula Vee basket case- frame has been restored, need mechanicals, \$950.

Robert Barg 604 942 6685

Possible garage /shop space available Pitt Meadows area

Robert Barg 604-942-6685

1967 Corvette vintage racer ex trans am car has flares, and is not legal for local Vintage races \$39,000 cdn. 604 590 2448

1937 Riley Adelphi 1 1/2 litre... offers to Rob Follows.

3 layer nomex suits for young beginner/starter racer, ex McGregor see Bob Smith.

Lots of used 15 inch tires, see Evan Williams (604-531-4806)

20ft. Class C motorhome, set up for towing. 1993 Corsair, 75K miles, great shape.

Call Evan @ 604-531-4806 with your offer around \$18K (Canadian dollars)

VINTAGE RACING CLUB of B.C. General Meeting Minutes

February 11th, 2003

The meeting was called to order by the President at 8:10 pm

Quorum present.(20 members, no guests)

Race Director and HMR 2003 Chairman absent.

motion: to adopt the minutes from the last meeting (January 14th, 2003) as circulated in Vantage and as presented to the meeting

proposed: Ken McClelland

seconded: Bob Hayes motion carried

President's Report

There has been some e-mail response to the eligibility issue proposals submitted for discussion at the last meeting. Although this is not a rush issue, more input and opinion is needed so we can process the information and submit to the membership for discussion to continue and a possible consensus be achieved. A mail-in ballot is being considered. Rules may not change, but we should at least express our opinions. E-mail your eligibility question input to Evan Williams.

Robin Marshall asked for clarification, however, ideas already proposed are numerous..."30 years old, December 31/74 cutoff date, new exhibition class, other clubs rules, especially SOVREN and so on...

No Treasurer's Report, no changes from last meeting.

HMR 2003

Mike Tate substituting for Ian Wood absent (VRC baby carriage pusher training).

Leigh Anderson to do catering and budget. Evan Williams is the registrar, assisted by Ivan Lessner who will be dealing with insurance and financial. Dave Williams is paddock marshal, Andrew Taylor to assist and car corral. Mike Tate to do poster and broadcast.

This year is the 100th year anniversary of FORD. David Cohen has graciously lent his GT 40 for the poster. Tim Brown has been contacted re: Ford dealer's participation involving advertising/value coupons/2 Ford cars as safety and pace cars/ and possible sale of promotional material and accessories/goodies/also CFMI radio possible. A Ford Indy Car is a possible paddock display and another GT 40 from Seattle could materialize. A budget has been struck, large posters to go in dealerships early !

Entry fee is to be \$275.00 if not a member, (membership included). \$225.00 if already a member. Admission proposed to be \$10.00 each day, \$8.00 for students, under 12 years is free.

New Business

Ralph Zbarsky and Leigh Anderson both reported on the VMC meeting; Ralph attended and submitted written report to the executive. Anyone who wants a copy of the meeting report please contact Evan Williams.

Mike Tate confirmed the VRCBC Gala will be at Cruisers on November 22nd, 2003. The band "Buddy Holly" has been booked.

Bob Smith informed us that he will be at Tradex Show Saturday & Sunday, March 1/2, 2003 with his car. We could put another car there probably. Robert Barg will also be there with SCCBC and will do some promoting for us as well.

David Birchall suggested that if we found the old membership lists, we could contact former members and encourage them to rejoin the club. Leigh Anderson offered his lists to help with the information he has available. We could use help on this. Dave volunteered

to spearhead this useful initiative.

Mike Tate renewed the call for involvement, even for small issues.

WE NEED MORE VOLUNTEERS!

Robert Barg, Robin Marshall and Bob Hayes provided input on track time issues with SCCBC. Ther is no room at conference races but some available at regular SCCBC events for a Vintage grid. The executive will keep us informed or contact them.

Buy & Sell

RCA Formula Vee 1969 80% complete, body parts missing (2 racing in Pacific NW, can be sourced) Frame restored. Some engine parts missing but transaxle/gear box included....\$950.00....Robert Barg

18 foot enclosed trailer(Camaro carrier)...\$5000.00 or trade down for open smaller tandem. Contact Robin Marshall

MGA engine and stuff and bits...Contact Leigh Anderson

Motion: to adjourn, at 8:50 pm

Proposed: Bob Smith

Seconded: Mike Tate.....**motion carried**

2002 Annual General Meeting Minutes February 11th, 2003

Held at Cruisers Pit Stop Diner, Langley B.C.

President David Williams called the meeting to order at 9:00 p.m. and declared a quorum present. Race Director absent.

It was noted that the minutes of the 2001 AGM had been circulated by e-mail and typed copies were handed out previous to the following:

motion: to accept the minutes as presented

proposed: Evan Williams

seconded: Mike Tate motion carried.

President David Williams outlined the format of the meeting and gave an overview of his year as President. He asked for more support by club members in our endeavors for 2003. Participation seems to have fallen off a bit and help and involvement from racing members with experience would certainly be an asset. All this said, he thanked the numerous members and volunteers who stepped into the breach last year, without which our success would not have been possible. He thanked the editor of Vantage, Bob Hayes especially, for his contribution in keeping the club united and well informed in spite of some far-flung geographical locations. It was noted also that a serious effort should be made to keep e-mail addresses up to date, and members were invited to notify the appropriate membership coordinator should they not be receiving club information and/or Vantage by e-mail. A list was circulated by the vice-president for updating.

Members of the Board were then asked to present their reports.

Treasurer's Report

HMR 2002 made a minor profit.

Total assets: \$35,506.87. Shares \$11.06. Net revenue for the year: \$2,984.85 (incl. \$650-700 in T-shirts on hand)

A more detailed financial statement is forthcoming as required for filing with the provincial government.

Leigh Anderson queried membership numbers; approximately 100 members at \$50.00 each.

motion: to receive the treasurer's summary report

proposed: Evan Williams

seconded: Mike Tate.....**carried.**

Race Director's Report

In the absence of Frank Chynoransky, Past President Mike Tate submitted a report with the help of Hugh Archer. The year was successful with 2 grids (SCCBC) and the HMR in 2002. For 2003, it is anticipated that we could have 3 grids with SCCBC. Relations with SOVREN are excellent, but we need to work to make the 2003 cooperation even smoother. Mike Tate informed the membership that the web site VRCBC.ca exists and is up and running. Improvements are being made all the time. (Special thanks to Gunter & Mike).

President Dave Williams then called upon former President Leigh Anderson in his capacity as chairman of the nominating committee to conduct the election of the 2003 officers of the club.

Nominating Committee Report

Leigh Anderson announced that the following members would allow their names to stand for the positions identified:

President: Dave Williams

Vice President: Evan Williams

Secretary: Andrew Taylor

Race Director: Mike Tate

Past President: Mike Tate

After calling three times for nominations and there being none, Chairman Anderson declared the above members elected by acclamation.



motion: to adjourn meeting at 9:30 pm

proposed: Robert Barg

seconded: Bob Smith...carried.

John Picard, **Secretary**

Vantage Archives

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