



Vintage Racing Club of British Columbia

Vantage – March 2004

2004 VRCBC Executive

		Phone	Facsimile	e-mail
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 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 2004 Historic Motor Races will feature



Jim Rattenbury's D type leading a Lotus 11 (another Tom Johnston supplied photo)

2004 Starts Strong

The Annual general meeting was held February 10th with a good number of members showing up to elect the new executive. With Evan Williams stepping up to President and Ian Wood accepting the title of V P , supported by Mike Tate, Ivan Lessner , Dave Williams, and Hugh Archer- the club has an experienced and committed leadership group. Thank you all for donating your time and effort.

There is lot of optimism for the new REVS series, thanks to those involved in getting it started. The support seems to be there for it based on the pre entries.

The Historic Motor Race organization committee is gathering steam, picking up momentum as the time grows shorter.

The Classic Class seems to have attracted a number of supporters and it will be interesting to see what actually shows up at the track in this class this year.

RACING NEWS

VRCBC:

The first REVS series race is April 4th get your entry in now – sign up for the whole series !

Breaking 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

Race results :

The 2004 Daytona 24 hour race is now over- it was a wonderful show and the coverage was great & even the ending was dramatic. From a Vintage racers point of view it was interesting in that the Ganassi Racing Lexus powered Riley& Scott that Scott Pruett qualified on pole (5 seconds faster than last years pole) had it raced in the Vintage race would have the 4th fastest car in the race. Here are the results to the Vintage race.

Historic GTP/Group C Race

At the 2004 Rolex 24 at Daytona Int'l Speedway (3.560 miles)

Po CL No Name Car Type City,State Class La Total Diff. Best

1	1	112	J. Mullen/ B. DeVries	92 Spice	GTP, 6500 Wenham, MA	GTP1 31	1:00:24.920	1:43.846
2	88	J. Oppenheimer/ C. Bennett	91 Nissan	NPTI 90-01, 3000 Chicago, IL	GTP1 31	1:00:47.033	22.113 1:42.291	
3	3	14 Stan Wattles	92 Lola T92/10, 4000 Stuart, FL	GTP1 31	1:01:01.785	36.865	1:41.756	
4	1	20 D. Spencer/ R. Grupp	93 Mazda Kudzu DG3, Rotary Buford, GA	GTP3 30	1:01:54.348	-- 1 lap --	1:50.742	
5	4	58 J. Loftis/ T. Wenz	91 Spice, 3500 Arlington, VA	GTP1 30	1:02:09.363	15.015	1:50.168	
6	1	70 Paul & John Reisman	85 Argo JM16, Rotary Saddle River, NJ	GTP4 29	1:00:48.687	-- 2 laps --	1:53.576	
7	1	44 J. Rogers/ B. Adam	85 Jaguar XJR-7, 6000 Vero Beach, FL	GTP2 29	1:00:51.813	3.126	1:50.299	
8	2	63 R. Thomas/ B. Woodman	85 Argo JM19C, 1300 Highlands, NC	GTP4 29	1:00:56.843	8.156	1:53.257	
9	2	11 W. Fondriest/ T. Nastasi	87 Porsche 962, 2700 Cooper City, FL	GTP2 29	1:01:19.901	31.214	1:48.300	
10	5	21 William Eichengrun	90 Spice C1, 3500 Cortlandt Manor, NY	GTP1 29	1:02:12.721	1:24.034	1:52.109	
11	3	71 Richard Bryan	87 Mustang GTP, 5000 Knoxville, TN	GTP2 27	1:00:11.252	-- 4 laps --	1:57.502	
12	3	68 S. Spencer/ R. Valles	85 Argo JM19, Rotary Atlanta, GA	GTP4 27	1:01:31.958	1:20.706	2:01.445	
13	4	00 Benton Bryan	84 March 84-6, 3000 Knoxville, TN	GTP2 27	1:01:52.077	1:40.825	1:58.348	
14	5	7 Archie Urciuoli	84 Porsche 956, 2800 Nokomis, FL	GTP2 10	1:00:44.647	-- 21 laps -	1:59.313	
15	6	38 Brian DeVries	90 Nissan GTP 90-07, 3000 Grand Rapids, MI	GTP1 0	3.605	-- 31 laps --	---:---:---	
16	7	83 Theo Bean	88 Nissan GTP, 3000 Lafayette, LA	GTP1 0	-3.605	---:---:---	---	
17	8	16 Carlos De Quesada	90 Porsche 962, 3000 Coral Gables, FL	GTP1 0	-3.605	---:---:---	---	
18	6	1 Pedro Romero	86 Porsche 962, 3000 S Glastonbury, CT	GTP2 0	-3.605	---:---:---	---	
19	4	4 Robert Tornello	81 Lola T-600, 6000 Ruskin, FL	GTP4 0	-3.605	---:---:---	---	

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 , a 1994 Mustang roller, a couple of Fiat 124 race car as well. Call him make a deal 604-942-6685

Bob Smith still had 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

Ian Wood has a TAG watch . . . needs repair! Call 604-433-4717

Classic Class starts with a Bang

The first new Classic Class vintage race car in the Vancouver area the 1970 Gurney/Savage Trans Am Cuda



Rumor has it that the above Swede Savage Cuda recently changed hands, its now owned by a prominent Vancouver B C vintage racer (it will match his Parnelli Jones 1970 Trans Am Mustang). Certainly looks better than it did in its last trip to Canada



St Jovite Trans AM 1970 after a practice crash- it actually raced the event.
The Historic Trans Am Racers will again be featured at the Pacific Northwest Historics and also the Portland historic weekend.

Keeping in theme of crashes and D Type Jaguars, here is a reprint of the Vancouver Sun's article on the Starr Calvert crash of the ex Rattenbury D Type Jaguar at Westwood. Thanks to Mike Gee for sending it to us.

Car Racer Injured in Spectacular Flip

By Dave Ablett, The Vancouver Sun, Monday, September 20, 1965

Machine Soars 85 Feet in Air When Brakes Fail on Corner

Racing driver Starr Calvert gunned his big D-Jaguar past the pit straight and into Westwood track's spectacular Carousel Corner at more than 100 miles an hour. Calvert jammed his foot on the brake as he had done for the previous 15 laps. But this time the Ford-powered racer did not slow and suddenly Calvert was struggling to ride the car through the curve without brakes. Calvert managed to get the car part way around. But then the steeply-banked corner became like a launching platform and Calvert's car soared 85 feet into the air, its big engine still screaming.

FLIPS THREE TIMES

The car flipped over three times in the air then disappeared in bush 150 feet from the edge of the track. Racing officials found Calvert in the cockpit of the car in a clump of bushes 200 feet from the track. Calvert, of Seattle, is in fair condition at Royal Columbia Hospital, New Westminster, with broken ribs and internal injuries. Officials said they believe the roll bar on his car saved his life.



FLEW FROM EAST

Calvert was on a business trip to Philadelphia and flew here to take part in the race – the 144-mile two-hour Texaco Pro Invitational. His mechanics brought his car here from Seattle. The car was demolished in the crash. Officials had to put out a fire that broke out in the car's carburetor when the car landed. Witnesses said trees were clipped off 20 feet from the ground as the car flew through the air. More than 3,000 of the crowd of 8,000 were near the Carousel Corner when the crash occurred, but none was injured.

Jaguar Story of the Month

This was the cover story for the April 19, 1999 issue of AutoWeek.



Terry Larson restores, collects and races vintage Jaguars from a home and shop he designed himself in the desert outskirts of Mesa, Arizona. From the gravel road that passes by there's little to see except sage brush and wood; the house and shop are set nearly a storey deep in the desert, nestled into their surroundings and taking comfort from the earth's constant temperature. Larson, Classic Jaguar Association C- and D-Type registrar, is as sensitive to postwar Jag racers as to his desert environment.

Brought up on a potato farm in North Dakota, Larson modestly says he "started out as a line mechanic. I bought an old Jag and restored it. My mistake was that it was a Mark VII saloon. Not a wise choice; I could buy it for \$200, ... I think I made about \$1.50/hour on that restoration. But people saw it and I got more work and built a reputation." Soft-spoken, still with a trace of the Red River of the North in his voice as well as his preferred flannel shirt and Levis attire, Larson is as proud of his customers as of his restorations. "It seems like it's got to the point where I don't really have customers, I have friends I do work for, more than anything."

The shop is crowded with Jaguars, some belonging to Larson, others to his friends: the 1957 Le Mans 3rd place D-Type; Terry's C-Type; an XKSS; an XK 120 still on its original tires. The walls are covered with old photos: Jags at Le Mans, at Elkhart Lake, at Riverside, at Mt. Washington; Jags with Phil Hill, Masten Gregory and Sherwood Johnson. "I like other cars," Larson says, looking around the Jag-filled shop, "It isn't that I think these are the only things that are great, but I do really love these cars, obviously." But, "even specializing on them you never learn it all."

Larson's friends don't just admire their Jaguars, they drive them and his restorations reflect it. "The car needs to function as well as it works ... and I don't just take it out and drive it and see if something happens, I try to *make* something happen. ... Once I get the miles put on them, we'll go for a trip. That's part of the restoration ... to familiarize the customer with the car so once he gets it back home it's like putting on a pair of comfortable old shoes."

Keeping the Classic Jaguar Association C- and D-Type Registry isn't as comfortable as driving a Larson-restored Jag. Larson's sensitivity and appreciation of how cars are used is constantly tested. Some cars appear from the mists, often assembled from an assortment of original and reproduction parts. Others quietly slip from sight into reclusive collections. "The most important component is that to which the factory has affixed the identification number. Which is the chassis," Larson says. It sounds simpler than it is: chassis get bent racing, and the factory sold un-numbered replacements. The line separating the mostly-real from the nearly-real is shaded in subtle hues, like the desert landscape of Arizona.

In 1950 privately entered Jaguar XK 120s placed 12th, and 15th at Le Mans. Not-yet-Sir William Lyons, the master of marketing, saw the advertising potential from a strong Jaguar placement in the historic 24 hour enduro and the factory developed the XK 120C (for "Competition") for the 1951 *Vingt-Quatre Heures du Mans*.

The XK 120C, which became known as the C-Type, used standard XK 120 components in a tube frame chassis. The C-Type's bodywork echoed the XK 120's shape but was more aerodynamic and featured quickly removable lightweight one-piece aluminum nose and tail sections that gave instant access to important mechanical components. Engine development was centered on the cylinder head. A higher lift camshaft, freer intake and exhaust ports, bigger valves and 2" SU carburetors eventually gave about 210hp on 85 octane fuel (200hp on 80 octane with 8:1 compression ratio), up from 160hp in the standard XK 120. The same basic cylinder head configuration later became the "C" option on the XK 120 and, with even larger valves, on the XK 140.

Driven by Peter Whitehead (one of 1950's XK 120 privateers) and Peter Walker, the XK 120C won Le Mans in its debut appearance in 1951, finishing 77 miles ahead of its nearest competitor and setting a new record for speed and distance covered. In 1952 the C-Type gained Dunlop's pioneering disc brakes but just before Le Mans Jaguar adopted vaguely Maserati-like aerodynamic bodywork. Top speed was improved, but cooling was hindered and all three team cars failed early in a remarkably Maserati-like demonstration of the effects of inadequate testing on a promising race car design. In August 1952 Jaguar began to deliver C-Types to privateers who quickly scored victories in both Europe and the US. In 1953 the factory team of lightweight C-Types notched the historic 1-2-4 finish at Le Mans (separated by the Walters/Fitch Cunningham C5R) that put the C-Type Jaguar, and disc brakes, into motor racing history.

After 53 C-Types had been built it was superseded in 1954 by the D-Type. Experience with the C-Type had shown that the deceleration of disc brakes pulled oil away from the pickup so the D-Type adopted dry sump lubrication which also permitted a lower engine mounting and hood line. Even after the D's advent C-Types continued to be reliable, successful and economical racers into the late Fifties.

During their front-of-the-grid careers race cars swap chassis, ID plates and components faster than a runway model changes outfits. After their prime they pass on to ever more parsimonious racers, who continue to swap, scrounge and tinker. Others are banished to fields or forgotten in dilapidated barns that slowly collapse around them. Years later their memory and accomplishments reach the status of "history" (or in some cases "myth") and collectors, restorers and historic racers begin the search for relics, which may or may not be complete cars.

Jaguar built 53 C-Types, including the three 1953 Le Mans lightweights. Of these, 45 production cars and the three lightweights survive in one form or another; five C-Types were destroyed during their racing careers; XKC 020 was stolen years ago and has never been relocated. Owner's egos are sensitive and, with C-Type values

measured in hundreds of thousands of dollars, wording the C- and D-Type Registry's listing also can mean serious money. When Terry Larson heard of an unknown C-Type in a Northern California shed he approached with caution, and skepticism born of long experience.

XKC 023 was delivered in 1953 by Jaguar's California distributor, Hornburg Motors, to Joe Henderson in Seattle and was raced in many West Coast events. At Torrey Pines in 1955 actor Jack Douglas (at the time an "item" with Mitzi Gaynor) rolled it over some hay bales and in 1956 it was rolled again while driven by Ces Critchlow, also at Torrey Pines.

The light gauge aluminum body was damaged beyond economical repair by these and other racing mishaps but the underlying car was sound. A new Jag body was unrealistically expensive but Bill Devin was building handsome fiberglass bodies, modeled from a Scaglietti-bodied Ermini sports racer, for \$295 and Horvath Motors in Costa Mesa, California installed one on the Jag in 1957. Devin bodies were a sports car special staple during the late '50s (Bill Devin, who at 84 has his own web page, www.devincars.com, estimates over 3000 were made, in 27 different sizes) powered by everything from Panhards to Chevy smallblocks.

In 1961 Horvath swapped XKC 023, by now no more than a rebodied and uncompetitive Jag-powered special, for a paint job on their building. A year later Frank Schierenbeck, owner of Car Service Imported on Harbor Boulevard in Costa Mesa, swapped some cash and a rebuild of the flathead V8 in the painter's Ford pickup for the used up Jag racer, then fitted with an experimental Hillborn constant-flow fuel injection system. He recalls, "It was vicious; it idled at 3500rpm." Schierenbeck specialized in Jaguar, particularly rebuilding SS 100s, and "dabbled in racing, but it was too expensive. Mostly it was a lot of testing and mechanical work." He even heard of a special E-Type in the area and visited to see the car which he drove around the Orange County Airport industrial park. It was Howard Gidovlenko's Lightweight. Later, Briggs Cunningham's pilot applied too much power, too soon, to Cunningham's Gidovlenko-modified P51, crashing less than a half mile from Schierenbeck's house.

Only the Devin body, instrument panel sheet metal, grille, two small body tags and an XK 140C head fitted for its larger valves in 1956 separated XKC 023 from its configuration when it left Coventry. Schierenbeck replaced the evil Hillborn injection with the original SU carburetors, fitted turn signals and a windshield wiper and registered it for road use, a practical proposition in 1962 before smog certificates, 5 mph bumpers and side impact tests (although XKC 023 had already conclusively demonstrated its crash worthiness), then drove XKC 023 on the street for almost ten years.

Schierenbeck eventually closed his shop, bought a motor home and spent several years travelling between Idaho and Alaska. He stored his C-Type at his parents' home, where it enjoyed a not uneventful existence. During his sabbatical Schierenbeck's nephew took a shine to the C-Type, driving it on the street as well as in, to judge from the SCCA sticker it acquired, track events. Concerned for the kid's welfare, Schierenbeck forbade the C-Type's further use. Nephew thereupon got in a snit, disassembled the car and it stayed in pieces from then on, even after Schierenbeck returned from his odyssey and carted the baskets to his new home.

While Schierenbeck's C-Type slumbered in Northern California its obscurity created a vacuum in the historical record, which others filled.

- XKC 023's original cylinder head (which, along with the block, carried Jaguar's engine number) went on a racing boat engine, then had a C-Type built around it which adopted XKC 023's chassis number.
- One of the meticulous C-Type replicas for which England is noted also vacuumed-up XKC 023's chassis number:
- A factory origin spare C-Type frame and suspension along with some pieces and parts left over from 023's Devin body installation, including the grille and body tags, were reassembled into a complete car, also carrying chassis number XKC 023.

Terry Larson first heard a whisper of Schierenbeck's C-Type in the early '80s, adding a qualified entry for 023 in the Registry after a phone conversation and receiving, "a couple photos: one showed a chassis and one showed an engine block number," shifting sands on which to take a stand.

After that, "Basically I just started talking to him," Larson recalls. Schierenbeck "was a retired mechanic who had worked on Jaguars, so we got to know each other pretty well and eventually he sent me more detailed photos, and it became clear there was more than just a chassis."

Larson talked with Schierenbeck on and off for eight or nine years until, "he mentioned that ... he'd be interested in selling the car. That went on for about 2 or 3 years." Finally, "He called."

Even two years later, Larson's excitement and anticipation of his first visit to Schierenbeck's is infectious as he recounts the tale. "When I got up there I started seeing these pieces and I saw that there was everything you needed to drive down the road. We're not talking a few little bits, we're talking a lot of stuff here....there was a lot more than I expected," scattered in pieces and subassemblies around the shed where they'd laid because, Frank Schierenbeck said, "disassembled it's hard to steal, and hard to wreck."

The Devin body mounts were welded to the shock towers, including the right front where Jaguar usually stamped the chassis number. Although Schierenbeck thought his car was built around a factory spare frame "XKC 023" was stamped in the front frame crossmember and Larson recognized the Jag factory style stamps. The chassis was scruffy with paint and surface rust and Larson's first inspection of the shock towers failed to show evidence of the usual chassis number stamp on the shock tower. Nevertheless Larson saw enough original C-Type in Schierenbeck's shed that he bought it on the spot for his friend Christian Jenny in Switzerland, even though it wasn't yet clear how much real car remained in the Schierenbeck stash.

Why sell to Terry Larson when any dealer, restorer or collector would happily have snapped up Schierenbeck's car? "He was involved with Jaguars, a Jaguar historian, someone who was willing to do the research, and more inclined to do [the restoration] correctly," Frank Schierenbeck recalls. "I wanted it to go to someone who'd be really interested in it."

The money spent and the car in Larson's shop in Mesa, the search for the original chassis number got serious.

"I went out there with a wire brush and hit it a few times and I started to see a number coming... I could see the K was partly welded over and I could see the O and half of the 2 ... there was just a spotweld here for the bracket that was used to hold the Devin fiberglass body on.... I cut the weld.... My concern was whether they got the 3 or not, depending on how hot the weld was. Thankfully they didn't; the weld wasn't really hot and didn't penetrate too well."

"It was like uncovering a lost tomb."

With all other C-Types accounted for, Schierenbeck's car, now Terry Larson's find for Christian Jenny, was the last C-Type.

Larson quickly moved all the pieces into their proper relationship, "hung it together" as he put it, to show the complete car. "If you have a pile here and a pile there, you can't really see what's there, but when the pieces are hung together its completeness is obvious."

When Jim Dale, owner of the C-Type created from the spare frame, learned of the discovery of Schierenbeck's car he sold his car, now suddenly not a true C-Type but a "spares car", to Larson to prevent confusion, contention and deception and so its XKC 023 parts can be reunited with the original chassis.

Larson sent the chassis, along with an original C-Type bonnet and tail section that he already owned, to R.S. Panels in Coventry, England to have a complete C-Type body made. Larson sent it in as-found condition to show the car's originality, with the Devin body mount brackets still attached, " ... so there's no way anybody possibly could say that it was stamped in there. It's clearly the original chassis." Larson chose R.S. because, "they have all the bucks and all the diagrams and specs from the factory ... and it needed so much done." But, more important, England is Jaguar's Mother Country. "The chassis I sent over there looking all scruffy and ... well it's been sitting for years ... so they can see it ... People are always suspicious when you come up with something like this. Once the car's been seen by anyone with some knowledge its authenticity is clear."

Now that XKC 023's chassis and bodywork are complete, the mechanical work of the restoration will begin, with completion planned in time for Pebble Beach '00. After its debut Jenny intends to use it in historic rallies and other road events. That first drive down the gravel road through the Mesa desert will be the last debut of a lost C-Type, and a tribute to Terry Larson's ability to combine opportunity, preparation and persistence to create a "lucky" barn find.

Editors Note: if you want to know more on this story check out the Jaguar Club of North America site they have an even more detailed story in their 2002 newsletter (www.jcna.com/libray/news/2002) by Pascal Gademer

2003 Annual General Meeting of the Vintage Racing Club of British Columbia

February 10th, 2004 held at Cruiser's Pit Stop, 21671 Fraser Highway, Langley, BC

President David Williams called the meeting to order at 7.50 pm and declared a quorum present.

It was noted that the minutes of the 2002 AGM had been properly circulated by email, typed copies were also available and it was posted at www.vrcbc.ca. A motion to adopt the 2002 AGM minutes was proposed by Perrin Hayes and seconded by Leigh Anderson. The motion was carried.

The President, David Williams, declared that it had been a good year for the VRCBC and that much effort had been put into the club by the Executive. He specifically thanked Evan Williams for his support, Mike Tate for acting as Race Director amongst other things & Bob Hayes for picking up the editorial of the Vantage again in order to bring the club closer together. He also thanked Gunter Pichler for his contribution to the creation of the REVS Series and his continued work as web-master for the VRCBC.

The Vice President, Evan Williams, noted that this was a transition year and looked forward to the increasing interest in the Classic Class and the REVS Series which he felt would revitalize the club.

The Treasurer Ivan Lessner presented his report in a new format for the sake of clarity. The membership of the club was declared similar to that of 2002. The Historic Motor Race had enabled the club to pick up membership by its integral involvement with the HMR application.

The assets of the VRCBC were declared as \$37,292.48.

The net revenue for the year was quoted as (\$795.56).

The balance at the end of the year was declared at \$35,447.10.

A detailed balance sheet was made available to each member present at the AGM.

A motion to accept the Treasurer's report was proposed by Leigh Anderson and seconded by Perrin Hayes.

The Race Director Mike Tate noted that it had been a good year at the HMR and that despite indifferent turnouts to the vintage grids with the SCCBC the club had at least made an effort to increase their race dates. The Race Director applauded the REVS Series as something that would generate more interest and a greater membership for the club. In a non AGM related addendum, the Race Director advised those present of the current state of health and circumstance of SOVREN race driver and long time executive member Dick Buckingham who was involved in a serious race incident at Timaru, New Zealand and is still in intensive care. Our prayers and thoughts are with him and his wife Judy.

The nominating committee report was presented by Leigh Anderson as follows:

For President – Evan Williams

For Vice President – Ian Wood

For Secretary – Mike Tate

For Treasurer – Ivan Lessner

For Director at Large/Race Director – Hugh Archer

Past President – Dave Williams

The Executive having been asked to stand down, new nominations were brought forward to the meeting by Leigh Anderson. Nominations from the floor for each position were called. The only nomination from the floor was for Robert Barg to be President. Having been asked he politely but firmly declined. All nominations were called three times; there being no objections the new VRCBC Executive was acclaimed.

The new VRCBC Executive thus having been formed the following took place:

The new President Evan Williams presented an address. He thanked everyone for the last twelve months hard work. He then awarded Leigh Anderson with the first lifetime membership award ever bestowed by the Club. Leigh responded with thanks saying he had been in the club twenty-two years and had enjoyed his involvement immensely. He stated that he was very flattered by the award that the VRCBC had bestowed upon him.

A motion to adjourn was called by Perrin Hayes and seconded by Dave Williams, the meeting was duly adjourned at 8.10 pm.

Minutes of the February General Meeting of the VRCBC

The meeting was held at Cruiser's Pit Stop Diner, 21671 Fraser Highway, Langley, BC, February 10th, 2004.

The VRCBC President, Evan Williams requested that the minutes that had been posted to the Web Site of the last General meeting be adopted. This was moved by Mike Tate and seconded by Ivan Lessner.

The Race Director, Hugh Archer, asked people to be aware that the first race of the REVS Series would be held on April 4th, 2004 and advised the membership to be ready from both a mechanical and personal standpoint including helmets which must now be to a Snell SA2000 requirement. He advised the membership that if the VRCBC is to enjoin with SOVREN and produce a race in Seattle that a decision has to be made soon as both the man power and declaration of this event must be clearly stated. He lastly advised everyone that the last race of the REVS Series would be free if members collected points in the other three races and thus the first race in the series would be very important.

The Treasurer Ivan Lessner stated that as of 10.2.04 there were twenty-five paid up members and no checks outstanding.

Vice President, Ian Wood reported that as **Chairman of the HMR** he was announcing that the event is to take place on the 1st and 2nd of May, 2004. He was satisfied that everything was being done to make this event a success. He noted the following:

Patrick Stewart had the program in hand and would be working to raise sponsorship for this.

Ken McClelland would be handling promotion and required a budget of \$1,000 in order to create the necessary items for publicity. This was approved by the membership and the HMR committee.

Alan Donaldson had agreed to be registrar of the HMR 2004.

Leigh Anderson will take care of the banquet as per HMR 2003.

Wes Stinson and Bob Barg would work on physical publicity like the Tradex event due to be held on the 28th and 29th of February, 2004. Evan Williams agreed to provide his Ferrari for Tradex and agreed to trailer it to the event.

Mike Tate reported to the club that he had raised \$2,000 from Richmond Jaguar which would take care of the printing of the posters and initial publicity material.

Laurie Fraser suggested that VIP tickets be provided for advertisers and sponsors.

Discussion was given to the possibility of a beer garden, but this was turned down because of insurance problems and the feeling of a negative response from the SCCBC.

The entry fee will be raised from \$225 to \$250 for members.

And from \$275 to \$300 for non members.

A membership inducement will therefore be provided.

Old business – there was none raised.

New business – Bob Barg introduced his guest, META Club liaison Brian Meakings. Ian Wood stated he had been in touch with the META executive specifically, Lyn Yeo and Irene Chambers and that a sum of \$2,500 previously offered and rejected from VRCBC emanating from the CACC Vintage License Fund would now be accepted by META for the purposes of promotion of that association.

Perrin Hayes counseled the membership present that Halon fire suppressant systems may not be appropriate any more and the VRCBC agreed to take this under review.

Buy & Sell

For sale: Datsun 610 Race Car 1973 \$1800.00 contact Robert Barg Call 604-942-6685

Ian Wood has a TAG watch . . . needs repair! Call 604-433-4717

A motion to adjourn the meeting was called at 8.55 pm by Perrin Hayes and seconded by Dave Williams.

Mike Tate VRCBC Club Secretary 2004

10/02/04 10.54 PM