



VANTAGE

SPRING 2008

President's Message



VRCBC President Jim Latham and trusty "Greta"

Welcome to our latest version of Vantage with many thanks to Tom Johnston. It is a fortunate club indeed that has a renowned automotive author to write and assemble the newsletter.

My thanks to the members of VRCBC for showing confidence in me to be President for the 2008 year. I am delighted that several long standing members have agreed to join me on the Executive. Leading that is Past President Evan Williams, supported by Vice President Leigh Anderson, Treasurer Rachel Nelson, Secretary Wes Stinson and Competition Director Ivan Lessner.

In addition, after stepping down from Vice President, Ian Wood continues as chair of our largest single project, The Historic Motor Races scheduled for August 16th and 17th. With the broad theme of "Germania" we hope to see several German cars we don't often see as well as those that came to us from England, Italy, the US, Japan, France, Canada (yes Tom!) and of course Sweden! The race will again generate SOVREN points.

Many members swore their undying support if I took on the task; the Executive will be calling on all to continue the successes we have enjoyed in the past few years. Mike Tate is going to do another great poster and Bob Smith will chair the Year End Gala, jobs these chaps

have done so well in the past.

We need to give special thanks to our SCCBC colleagues for providing us with the opportunity to have a Vintage grid on five weekends as well as the HMR in 2008. As well we must say "thank you" for the improvements to the track that they are orchestrating; the changes will indeed make Mission a faster, safer and even more enjoyable track. New records will be set at the Historics. Make sure you come if you can to get your name and car into history!

Last year we enjoyed the largest grids since I have been a member and we are aware of a couple of new cars being prepared. The club would like to see participation increase and in particular would really like to see younger drivers join us. The addition of last year's newcomers added considerably to the fun everyone had.

We will assign a mentor to anyone who wishes to get involved and is unsure of the steps. Preparing a car to run does not have to be excessively expensive, nor does the personal equipment have to be really costly. And of course the SCCBC Driving School is an incredible value.

The club will be examining Car eligibility issues in the next month or two; this has already generated lively discussion.

In This Issue:

| | |
|---------------------------|----|
| President's Message | 1 |
| HMR "Germania" | 2 |
| Do you Know What ZDDP is? | 4 |
| Mission upgrades | 5 |
| BC Racing Legend Passes | 6 |
| Tate & Tate | 8 |
| Targa Triumph | 11 |
| Tom's Photo Page | 14 |
| Martin F1 Engine | 15 |
| About the VRCBC | 16 |



VRCBC Polo Shirt available from www.vrcbc.ca



German Coat of Arms



Jim in earlier life

Historic Motor Races 2008

Germania

*Mike Tate's take on . . . 'What's in a word?'
Even when we create words just to suit our needs they must mean something.*

'Germania' is our way at the Vintage Racing Club of British Columbia of celebrating the immense contribution that German design and expertise has brought to the automobile world and especially to the international sport of motor racing.

For one weekend this August, on the 16th and 17th 2008, we have invited those race drivers and their mechanics with German race cars to The River's Edge Road Course at Mission Raceway Park (We just like to call it 'Mission'!) to race their German machinery against all the rest of the world of race cars we can assemble. We have also asked all those automobile clubs that cater to German cars to come and join in the celebration and create displays so that everyone can see them.

What do we mean by German cars?

Well there are many makes that qualify . . . Alphabetically . . . Audi, BMW, Mercedes-Benz, Opel, Porsche, Volkswagen would be the best known today but we can't ignore Daimler, Horch, Wanderer, Auto Union, Cyklon, NSU, Wartburg and DKW. The DKW Sonderklasse indecently has the distinction of being the very first car that Jim Clark ever raced. He took one lent to him out on the Crimond track in Scotland. On that occasion Jim came second last in a field of sports cars like Lotus (with which he was to be famously linked) the field totally out classed him but was still 3 seconds a lap faster than the race driver he borrowed the car from . . . potential displayed for all to see!

What are we being 'maniacal' about . . . what are you likely to see in August at Mission either on the track or in the paddock?

Audi:

Founded by August Horch at Zwickau, Saxony in 1909. The company was taken over by DKW in 1928. In the depths of the depression

during in 1932 the company was joined by Horch and Wanderer to form the Auto Union combine.

After the Second World War this combine was lost to East Germany, but 1948 saw the company re-established in Ingolstadt producing the two-stroke DKW. In 1958 the firm was bought by Daimler-Benz and in 1965 it was taken over by Volkswagen.

BMW:

The Munich based Bavarian Motor Works started producing cars in 1928 having been an aero engine and motor bike constructor. It took over the Eisenach built Dixi which made a German version of the British Austin Seven. It developed beyond measure and produced the BMW 328 sports car in 1936; this was a car to be reckoned with in its day. Once again the company lost its output to East Germany after the Second World War and it was not until 1952 that the company started to produce the BMW 501 in Munich. BMW has pursued a very successful racing program and you will no doubt be seeing some of them on track in August.

Mercedes-Benz:

Gottlieb Daimler created high speed internal combustion engines as early as 1885 but it was in 1901 that he produced the first Mercedes automobile. During the 1920s somewhat unadventurous models were produced but that all changed with the arrival of the fabulous SSK. Mercedes established a tradition of involvement in motor racing and produced some of the most powerful racing cars the world has ever seen. Following the Second World War the silver Mercedes racing cars re-established their winning ways. Today these cars from Untertürkheim are world famous for their superlative engineering. There might not be many on track at Mission but the paddock will see many examples on display.



Paul Bonner photo

BMW



Paul Bonner photo

Porsche



Paul Bonner photo

BMW



Tom Johnston

Auto Union 1930s LSR car

Opel:

Adam Opel started with a sewing machine business in Rüsselheim in 1862 and progressed through the manufacture of bicycles to cars by the 1920's when they were the biggest car maker in Germany! The company suffered during World War Two but re-emerged in the 1950s with General Motors in control.

Now Opel is a part of the GM world wide marketing strategy and was their European automobile range.

... Last but certainly not least we come to the powerhouse of Porsche ...

Porsche:

Porsche, like Volkswagen are mainly a part of the post World War Two era but the two companies forged distinctly different paths in their marketing strategies; one went to sports and racing and the other to practical family road transport.

The Stuttgart based Porsche design studio was responsible for the design of the VW 'Beetle' and then went on to develop the wonderful Porsche 356 which enjoyed a 16 year production life followed in 1965 by the ubiquitous Porsche 911. This amazing 911 design still has 'cousins' being produced successfully today! Though all the initial cars were rear engine and air-cooled in the 1970's front engine water cooled cars were introduced like the 924 and 944 and the superlative V8 powered 928. Porsche's string of race victories

around the world and at the 24 Hours of Le Mans has placed them in the history books of motor racing forever. There is hardly a place in the world where automobiles drive that hasn't seen Porsches winning on race tracks and in rallies . . . they will be out in force and will surely have their share of victories in August at Mission.

I could go on but all I wanted to do was to let you know just some of the reasons that we at the VRCBC will be celebrating **'Germania'** on August 15th and 16th at Mission Raceway Park.

See you at the races!

Mike Tate
February
2008
©



Racing Volkswagen



Paul Bonner photo

Porsche 365



Paul Bonner photo

Porsche



SCCBC archives

Mercedes 300 SL at Westwood



Tom Johnston

Mercedes display Monterey 1979 1937 W125 1955 300SLR

Do you know what ZDDP is?

Do any of us know what ZDDP is? No, it is not the last line of a Polish eye chart. It stands for Zinc Dialkyl Dithio Phosphate, a lubricating oil additive that used to be in our oils that we fed our engines over the years. I said "used to be" as it has been slowly removed from our oils in recent years due to (unfounded) environmental concerns. Most oils that we have trusted and used successfully over the years now contain little or no ZDDP. Not concerned? Well if you have a flat tappet engine (most engines built before 1990 and before roller rockers) you should be. ZDDP provided a stickiness to keep the cam and followers lubricated. This is particularly important during the break in period when

cam lobes and followers are mating. I first became aware of this when remanufactured mid 1970s Olds 455 engines (as used in my GMC motorhome) were having catastrophic cam failures within the first 300 to 1000 miles. Ouch.

Now we have to sort out what to do. I have some suggestions but make your own decision as I don't want to be responsible for possibly ruining your old beater engine.

Some of us went to a diesel rated oil which worked in previous years but will change in 2008 when levels of ZDDP will probably be lowered more. Check with your oil company. Check the API code on the container. If it says SM, CI-4, CJ-4 it is probably not

suitable. If it says SL, CI, CI-4+ it is probably OKAY.

Again, check with your oil company as I found some discrepancy in which codes contained ZDDP.

Add an oil additive like GMC (Chev) E.O.S., STP Red, or Torco MPZ to your normal oil. There are many other additives which may work also so be sure and check them out as the container labels often fib.

Good luck. For further info - Google - "ZDDP Older Engines". A bit outdated but worth reading.

Contributed by Bob Smith



No knock against Castrol, we just happened to have a photo of one of their old cans.

Mission upgrades



The S.C.C.B.C. has been given permission to remove the kink and run down the main straight to Turn 1. Paving will begin shortly to significantly expand the paved area around Turn 1 and open up a new entry into Turn 1 off the main drag strip. **No more kink!!!** Pit-out will be moved in front of the starter's tower on to the main straight.

Changes to the turns 7-8-9 complex have also been approved.

For more information see www.sccbc.net



Site preparation and grading underway February 14 *SCCBC photos*

BC Racing Legend Passes

By Tom Johnston

Jim Rattenbury a legend in British Columbia motor sport died on December 30, 2007 just short of his 90th birthday.

Jim was a formally trained mechanical engineer and one of those rare engineers who was a competent fabricator and mechanic and a pretty good driver too.

One of the earliest members of the SCCBC and the second president Rattenbury started his racing career in 1952 at Abbotsford Airport in his Jaguar XK 120. Ultimately, his real interest turned out to be as a car designer and builder. Rattenbury had three racing cars that he designed and built himself plus a D-type Jaguar that he revised to much higher standard than the factory ever envisioned.

Jimmy as his wife Connie calls him was an engineer and racer right to the end. I can remember visiting him in his Oakridge area apartment just a few years ago. He was working on a model boat to which he was attaching a two HP motor.

Clamped to the dining room table was a vice, not just any vice but the one he made in machine shop class at UBC in 1941.

One of Jim's cars was a very advanced space frame chassis rear

engined sports racer Road & Track magazine thought enough of the car to feature it in one of their 1958 issues.

Jim gave up car racing a long time ago after a serious crash that demolished his last car a Genie inspired sports race (it was rebuilt and is on offer for sale now in California for \$200,000.00) so not too many of today's racers will remember him. I do, he was my hero.



Rattenbury Mk 1



Rattenbury MK 2



Rattenbury Mk 2 Porsche



Rattenbury Mk 4 today



Jim Rattenbury holds his checkered flag at Spokane Washington in 1958



RATTENBURY — DAVID JAMES P. ENG
March 5, 1918 - December 30, 2007

Jimmy is survived by his wife Connie, of 63 years and by his son Dallas. He was born and raised in Kelowna, BC and moved to Vancouver to attend UBC, graduating in 1941 from the Mech. Eng. program. He spent the war years as a Gov't A.I.D. inspector at Canadian Pacific Airlines, then moved to Canadian Summer Iron Works for ten years. During this time he joined the Sports Car Club of BC and became very involved with the operation of the new track at Westwood that opened in 1959. Jimmy was an enthusiastic club member and built a couple of cars, then moved up to Jaguars, including a 'D' type. A few years later his racing career ended when his 'Genie' was hit, rolled and was demolished. After this Jimmy became an avid boater which continued for the rest of his retirement years. No service by request.



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Rattenbury équipé at Westwood early days



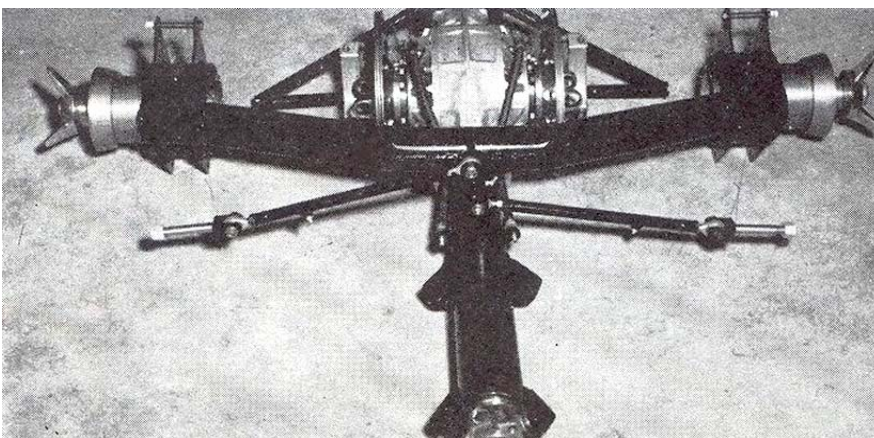
The Engineer 1958



Being interviewed for Tom's book White Spot Oakridge 2002



The Driver 1964



De Dion rear suspension Jim designed and built for the D-type Jaguar



The Enthusiast 2005

Mike Tate's 'Tate á Tate'

**Uncommonly Dutch, Strikingly Beautiful . . .
with all the punch of a shot of Jenever!**
Mike Tate tests the Spyker C8



The Spyker is more than a world super car with a royal heritage; the Spyker Company also has aircraft design and construction in its lineage. So does Saab in Sweden and so did Bristol in the U.K. but what sets it apart is the pure essence of craftsmanship and design that comes out of Zeewolde in Holland. Call it indulgent if you will but one cannot deny that this company has set out to create its own renaissance.

If you don't like the pure architecture of line and movement or the sheer opulence of hand stitched

leather next to burnished stainless steel you might not like the Spyker but try as you may, my guess is that you won't be able to resist it.

Fiercely independent and full of pride, the Dutch have offered us much to remember them by over the years. Tulips, windmills, clogs, the gentle canal backwaters of Amsterdam and the vicious throat-punch of ice cold Jenever fresh out of the freezer!

From this diverse heritage springs a new renaissance from the Spijker family. It is a renaissance because coachbuilders Jacobus and

Hendrik-Jan Spijker built their first Benz-engined motor car in 1898, the same year they also built the coronation coach for the Dutch Royal family; little wonder that they stood for quality craftsmanship. From the very outset they established several attributes that the current range of Spykers still embody: outstanding design and craftsmanship topped off with stirring, vigorous performance.

Eventually Spijker became Spyker to make life easier for us 'non-flatlanders'.

The Spyker Company merged with the Dutch Aircraft Factory N.V.

in 1914 and from that time on the Spyker logo has consisted of an aircraft propeller and a wire wheel. Their Latin axiom, "nulla tenaci invia est via" simply means "for the tenacious no road is impassable". This is as much a statement of the Dutch spirit with which the company and its pure passion are inextricably wound.

In 1925 the Spyker Company ceased trading, but its name has never been forgotten; it was an icon, a brand name that stood for technologically advanced, exotic and dependable cars. That heritage holds true today.

Victor Muller, the Chief Executive Officer, will remind you that "One of the milestones for the company was in 1907 when a privately entered standard model Spyker 14/18HP Tourer took second place in the famous and gruelling Peking to Paris race."

Maarten de Bruijn, the Chief Creative Officer of Spyker, says that "the Spyker models with their characteristic circular radiators were especially successful in the Dutch East Indies and in Britain. Spyker became known as 'the Rolls Royce of the continent'; today we produce not so much a Rolls Royce but an extremely high performance, well designed and engineered super-car."

In October 2000, at the Birmingham Motor Show in the United Kingdom, a stunned crowd



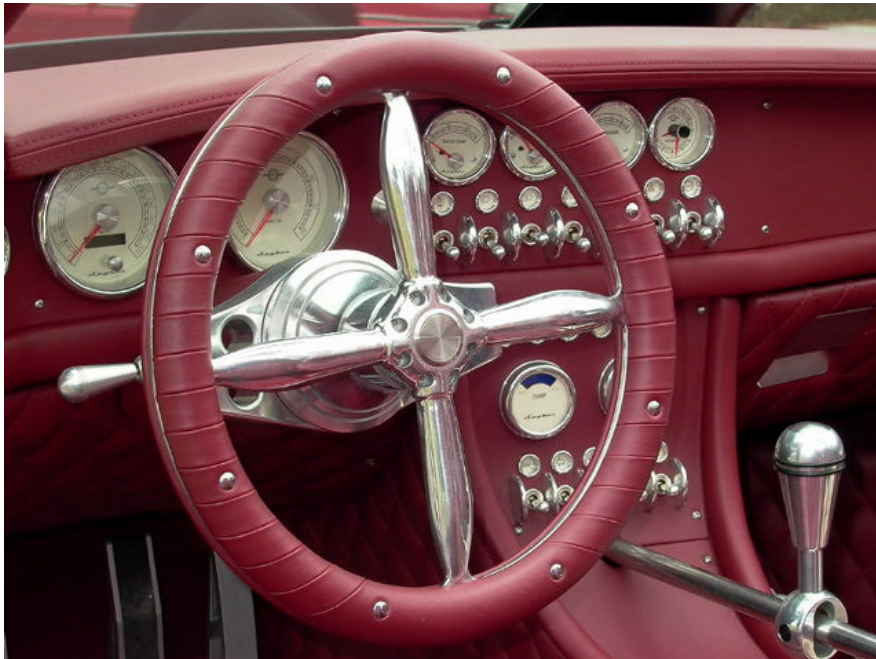
saw the unveiling of the Spyker C8 Spyder. Hand built, it was in the best tradition of the old Spykers; created by dedicated craftsmen using the very best materials available. . .let us remember this is the same company that once built the coronation coach for the Dutch Queen Wilhelmina which is still in use today. The Spyker C8 Spyder was awarded the 2000 Institute of Vehicle Engineers design award. The

company followed this with the creation of the Spyker C8 Laviolette, coupe with a design reminiscent of a modern jet fighter this startling vehicle was shown at the Amsterdam Motor Show in February 2001. Subsequently the Spyker double 12R, the company's Le Mans endurance racer, was presented in Frankfurt in September 2001. The Spyker C8 Spyder T, a twin turbo variant of the C8 Spyder was also launched in September 2003.

In the twenty four hours of Le Mans 2003 Spyker established it's *new* racing heritage by finishing tenth in class with the C8.

Spyker is so proud of the production line at its beautiful Zeewolde factory that in a unique move they installed a "Spy Cam"! This is a dedicated web cam system whereby the proud owner of every Spyker can observe, anticipate and enjoy the manufacture of their car. A, digital history of every car produced is available to owners and dealers of every Spyker produced.

Let's take a closer look at the C8. . . From the moment you lift the vertically angled scissor opening doors of a Spyker you are transported into a world of purposeful elegance. The leather bound, unique, four spoke "aircraft propeller" steering wheel, together with beautifully engineered slide controls and a stainless steel



"external" gear shift, state that this car is a very different creature indeed. The diamond stitched, softly padded Hulshof leather upholstery talks to its coach building heritage.

The Spyker C8 is of light weight construction with an uncompromising engineering package developed entirely from scratch. The ultra-stiff space frame is manufactured from aluminum sheet and extrusions. The handcrafted body panels are supplied by Coventry Prototype Panels from the U.K. where craftsmanship is still considered an art.

Spyker has chosen to use only the best materials in building the Spyker C8. The material of choice for the construction of the car is aluminum, a complex material that requires handling by highly skilled professionals to get the best out of it, but it gives unparalleled results.

The chassis of the C8 is built from extruded box sections and folded sheet. The body panels are handcrafted from aluminum sheet of outstanding durability and is almost as dent resistant as steel. All of the exterior details, such as the wing mirrors, the beautiful air intakes and the wheels, are also handcrafted from aluminum.

Fire up the mid-positioned all aluminum Audi V8 engine, with its 90-degree block angle and natural aspiration through its eight injection

throttle bodies and the power unit will rumble purposefully behind your back. The engine has four overhead cam shafts with five valves per cylinder, breathing out through a stainless steel 4 into 1 high performance exhausts on either side of the engine. The transmission is a manual six-speed gear box without electronic intervention, powering a rear wheel drive with a limited slip differential and ABS. The aluminum space frame carries a fully adjustable Formula 1 style independent suspension with Koni in-board shock absorbers. The uprights are CNC machined from solid billets of aluminum. The car is brought to a halt by a twin-circuit brake system pushing six-piston aluminum brake calipers at the front and a four piston aluminum caliper system at the rear. Of course all discs are ventilated to keep even the hottest head cool where it counts; with a top speed of just under two hundred miles per hour this is essential.

Perhaps the real question is why build this shapely beast at all? Why in a world of political correctness and restraint build an automobile that can so blatantly break the law with such delicious abandon? The answer lies in the essence of the impossible becoming possible. Why do so many aircraft and automobiles, bridges and buildings become objects of desire and

passion? After all one could quite easily design once *practically* and be done with it. Savings in cost and efficiencies would abound.

In a space of sameness there is a deep physiological need within us to break out, to flee the humdrum of everyday; to dream and then experience this reality. It all a sensual part of design and the marriage of form and function that dreams and reality are made of. It is the very soul of creativity. That is why we build the so called dream machines from which family the Spyker from Holland certainly belongs.

If it's 'one for the money and two for the road' how much does the Spyker cost? Be assured, as the saying goes, "If you have to ask the price, you probably can't afford one". If you're interested, a growing list of dealers worldwide will cater to your needs, from the UK to the Middle East, from the USA to China. It can also be visited on line at their website www.spykercars.com.

The Spyker is a unique piece of Dutch character and engineering possessing all the qualities that I recognize in the Dutch during my many visits to Holland. It is feisty, fun and no less exhilarating than that ice cold shot of Jenever! Solid as the Dutch character and as sexy as an evening in Amsterdam; it carries the tradition of Markham Island with all the Dutch ingenuity that put the sea in its place.

For those whose discerning tastes run to the so-called 'super cars' this is one well worth considering; after all not everyone is familiar with the marque which in its own way is a draw card of delicious anonymity unlike owning a Mercedes-McLaren for example. It poses a question rather than providing the answer.



Targa Triumph

Targa Newfoundland Rally 9-14 September 2007

Pic: Gregg Salmon



Words by Dyrk Bolger.



Photo by Rachel Nelson

Terry and Dyrk check their notes. Andy looks on.

For those not familiar with the Targa Newfoundland rally, think of it as a 2,200km puzzle, capturing a chunk of Newfoundland's incredible Eastern oceanic landscape, run over six days.

There are up to eight special stages per day, on unpredictable "paved" roads closed to the public, with speed limits increased to 200kmh. The roads are up and down steep hills, gravel is often present, and jumps occur when you least expect them. There are some unbelievably tight corners, with special stages interweaving through towns. Occasionally rally cars brush against, or collide into, quaint brightly-painted houses, positioned precariously close to the rally action. There are also high-speed meandering stages, along cliff edges that overlook the ocean.

Our Targa adventure started in February 2006, when I imported a 1963 Austin Cooper S from Michigan, USA. The body was excellent, and I put the car in storage until a decision was made to restore it. In November I mentioned the possibility of doing the Targa Newfoundland Rally to a fellow Mini racing buddy, Terry Milnes. Before we knew it, we had entered the event!

The 1963 Cooper S, now known as "Molly", was selected, and preparation began in earnest in January 2007. There was not a lot of time to build a rally car from scratch. We



Photo by Gregg Salmon

Being left-hand-drive, Dyrk is the peddler and Terry calls the notes.

managed, thanks to the dedication and help from a few special people - Karl Burke, who drove 200-plus miles on several occasions to help; Jason Stevenson (my neighbour), who spent many hours machining parts and bench-flowing manifolds; Dario Palleva, who helped with the design and installation of the rollcage; and Wade Koll, who also gave his time to help with the car.

The Mini was entered in the Classic Modified section. Although mostly standard, there were a few improvements - 1360cc Cooper S engine with Russell Engineering cylinder head, camshaft, and pistons; 123-ignition electronic distributor; straight-cut four-synchro gearbox with LSD; four-pot brake callipers, and vented rotors with steel braided lines; Classic Motor Works (my business) 10"x6" three-piece alloy race wheels; Yokohama A032R tyres; fully-adjustable suspension with custom front and rear sway bars; six-point chrome-moly rollcage; reinforced front and rear sub-frames; ATL fuel cell; heated front windscreen; BRANTZ rally computer; and SPARCO race seats. See, mostly standard.

To give some perspective of the logistics of our entry, Terry and I are located in Manitoba, central Canada, our support crew are Andy and Rachel Nelson from Richmond on the west coast (about 3,600 km from us), and Rick and Elaine Higgs also from the west coast, while the Targa event is 3,700 km east of us - off the coast of Canada, via a fourteen-hour ferry ride to the island Province of Newfoundland.

Add to this my technical engine assistance comes from my good friend and mentor Graham Russell in Sydney, Australia, and you can see some of the problems we faced, with only eight months to build and test the car.

Terry was adamant that we both take the rally school training offered. I am very thankful for that, as the training was instrumental to our success. Without the training, I believe we would have been flying blind for at least the first two days. We registered for two training schools. One session in June at the Mosport racetrack near Toronto, Ontario (2,000 km away), and one as a refresher, just before the Targa event, in Newfoundland.



Photo by Rachel Nelson

Coordinating the next Service stop location.



Photo by Greg Martin

Future Newfoundland model poses with rally cars.



Photo by Rachel Nelson

Terry (L) and Dyrk with Molly after the event.



Photo by Gregg Salmon

Just moments before Molly grazed the crashed BMW. Note dejected BMW crew member.

Our first goal was to prepare the car enough to use at the rally school in June. We installed a spare engine, which was stock, except for a polished head and mild rally cam. We then had a vehicle safety done and registered the car for public roads (a requirement for Targa Newfoundland). The training at Mosport proved to be an excellent testing opportunity for the car.

We then had to fit the prime rally engine, roll cage, heated windscreen, and on-board camera. The reliability and performance of the engine was one of the keys to our success, thanks to Graham Russell.

Four days before leaving for Targa we tested the rally car at our local racetrack in Gimli, Manitoba. There wasn't much time to address issues that might pop up. As it turned out, we had issues with carburation and handling. The handling was resolved during Targa. Carburation adjustments were made by installing better needles to improve mixture, but we were not able to resolve the problem of "flat running" on hard cornering.

Leaving home on 30 August, we took a week to reach Newfoundland, travelling via the northern United States to take advantage of better highways and cheaper fuel. However, it is an extra 500 km, bringing the total one-way to 4,200 km.

Friday 7 September was spent at the rally school, located in what used to be the only US Naval Base in Canada (no longer active). Here we reinforced what we learned in the previous training session at Mosport, and then got a feel for what the Newfoundland roads might be like.



Photo by Terry Milnes

Our fantastic support crew after the event. L to R: Rick Higgs, Andy Nelson, Elaine Higgs and Rachel Nelson. Thanks folks!



Ever wondered where Newfoundland is?



After the training we stopped to pick up some "Hero" cards, made up at the last minute by a local print shop in Placentia. Hero cards display a picture of your car, with technical details and sponsor information on the back. Thousands of kids look forward each year to getting cards and autographs from rally participants, and we felt terrible to see the disappointment on those kids' faces when we run out of Hero cards!

The following day we met up with our support crew, and our other team members and their crews. We were part of a three-car team called "Brick N' Brute Racing": Dick Paterson (Ontario Canada) Tony Mattson (who flew in from New Zealand) in a 1959 Austin Mini named "Betty", Michael Salter (Ontario Canada) and Michael Oritt (USA) in a 1953 Healey 100-4 called "Twelve", and Terry and I in the 1963 Austin Mini named "Molly".

On Sunday 9 September we got a good taste of what the Targa Rally is all about. It was Prologue Day, and the first mandatory item on the agenda was a breathalyzer test. We passed the test and Terry clutched the "GO" sticker, a different one is applied to the inside of the windscreen each day – without it we cannot participate.

Molly was lined up at the official start, the flag dropped - and we were lost within the first 30 seconds of the transit stage! We forgot to zero the rally computer! It is a good thing this day was not counted in the score for the rally. We fumbled a bit through the rest of the prologue, and were not really happy with our performance. On a positive note, Molly was running well.

The rally proper began the following day. Each car is given a base time, which they need to beat in order to qualify for a Silver Plate finish. This speed can be exceeded and teams that improve their base time by 35% or more get to clean the stage with no penalty points.

Our goals were to take it one stage at a time, last each day, try to minimize mistakes, don't take any risks by over-driving, and get to the finish.

The first leg took us through roads where we'd had the final rally training, and we expected to do well. We were flabbergasted! We could not clean the first two "familiar" stages. The latter four stages we did better than expected and finished the day in 21st position overall, out of 57 in the full Targa competition.



Photo by Terry Milnes

Each night our service crew took over, to have Molly ready for the next day's adventure.



Photo by Gregg Salmon

Molly at full-tilt.

Leg 2 included a long, high-speed run out to Leading Ticks, and I thought there was no way our tiny Mini could meet the base times set. We ran as fast and hard as we safely could, and beat the time by 37 seconds. The run back was a bit shorter and the pressure was on. We managed to beat the time by 25 seconds, passing a Subaru that had a 30-second lead on us. We finished the day unbelievably well in 5th place overall.

Leg 3 was the only day that it really rained, and there were eight stages covering the Kittiwake Coast. Water is a great equalizer for the Mini, and we managed to maintain fifth place, with twenty seconds separating the top six places.

Leg 4 was probably our best day, and the most exciting. Our high placing in the standings resulted in Molly starting near the back of the pack (faster cars start later). This caused some concern as we now had to drive through "used" stages with rock and gravel kicked up on the road by previous competitors. On several occasions the red and yellow warning tape and directional signs were knocked down or blown over.

There were eight stages covering the Burin Peninsula. We recovered from a wrong turn on one of the complex town stages, and lightly grazed a BMW that had just collided into a house. At the end of the day we were 2nd overall, with only ten seconds between 2nd and 5th. A fantastic result!



Photo by Garth Gullekson, Darlington Mediaworks

Molly in typical Newfoundland scenery.

What a week! There wasn't supposed to be any pressure. We did not expect to be so high in the standings and it would have been a shame to let it all crumble now. Only one significant mistake or major breakdown would have put us out of contention.

Oh well, steady as she goes; one stage at a time; driver was calm; navigator was calm; Molly was well maintained and continued to be strong; crew was dependable and always there when we needed them.

Leg 5 had seven stages, covering the Northern Avalon Peninsula. We finished an astounding 3rd place overall! We couldn't really ask for more than that. Way beyond our expectations!

We were initially recorded as finishing 4th overall. The top four cars were impounded to verify compliance with regulations and, due to discrepancies, the 2nd-place car was relegated significantly in the standings, elevating us to 3rd overall. We were also awarded with First in Class, First in Category, and Third in Division, as well as the Balthead Award for best novice crew (highest-placed in the event's history), and received our Silver Targa plate.

Teamwork was the major contributor to our success. Each evening, Molly was turned over to our support crew who went over the entire car for loose nuts and bolts, making necessary adjustments when required.



Photo by Rachel Nelson

Michael Salter and Michael Oritt in "Twelve".



Photo by Jodi Bolger

Terry (L) and Dyrk with their trophies.

Molly stood up very well, with the only three mechanical problems – being a broken stabilizer bracket (one of four stabilizers on the car), a bad rear wheel bearing, and a clutch disengagement issue.

Molly would not have been ready without tremendous sponsor support. Atpac Transportation provided funding to help build Molly; Pete Kroeker at DMK Custom provided the time and expertise to skilfully apply that beautiful Pepper White / Surf Blue paint; Jim Krause of Turbo Automotive and Ken at Ken's Kustom Automotive Machine provided key support for Molly's engine build needs; Graham Russell for providing parts and advice for the engine; The kind folk at Tirecraft in Winnipeg, Terry McBurney and Bob Crawford, were always available to support our tyre management needs.

This was a fantastic experience for motor sport, with beautiful scenery, friendly people, a taste of culture, camaraderie, new friends, and the true "team spirit".

What about the other members of "Brick N' Brute Racing"?

Betty ('59 Mini) suffered from a water shortage and seized her engine two days into the event. After some hard slogging Betty's crew managed to install Molly's spare engine to finish the rally.

Twelve ('53 Healey) had a number of setbacks. Off the road knocking over a couple of trees, head gasket issues, and a broken axle, but still managing to cross the finish line at the end.

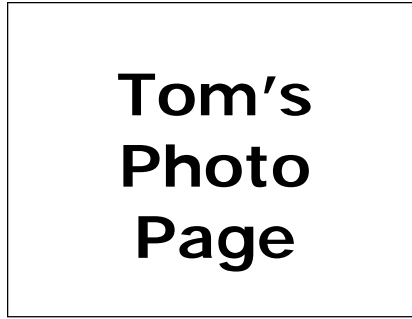


Photo by Rachel Nelson

Dick Paterson & Tony Mattson in "Betty".



Lotus nine



Lotus 69



Lotus 15



Lotus 73



Lotus 70



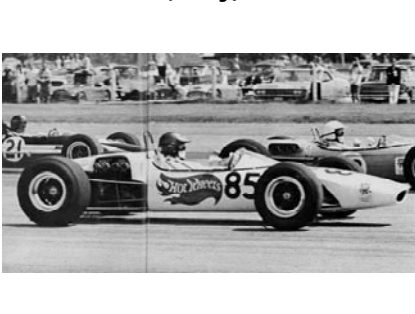
Lotus seven (early)



Lotus 17



Lotus 19



Lotus 41C



Lotus 30



Lotus 59/69



Lotus 23B



Lotus 18



Lotus 59



Martin F1 Engine on Display at the Canadian Motorsport Hall of Fame Museum

Martin F1 Engine

Did you know that there have been two different F1 engines designed in Canada?

Ted Martin a British engineer and Ford tuning specialist came to Canada in 19XX to work for General Motors in their St. Catharines plant.

In his previous career Martin had developed a three valve overhead cam cylinder head for the Ford series of four cylinder motors of the day.

This was the time that the FIA had revised the F1 regulations to allow three litre racing motors for the 19XX season. In a fashion very similar to that followed by Cosworth in their development of the legendary DFV V8, Martin designed a V8 block assembly to accept two of his 1500 cc cylinder heads netting a 3 litre motor. Several motors were manufactured when Martin returned to England a few years later. Little development was carried out and the motor never found its way into a real F1 car.

The other Canadian F1 next issue



No driver ever came into the pits and said: Geez, I've got way too much grip"



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125 ENTRIES

**INTERNATIONAL
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Sunday 12³⁰ P.M.

WESTWOOD

SPORTS CAR RACING
2 miles east of Port Moody in the District of Coquitlam
Admission by expected minimum donation: Adults \$1.50,
Students 75c; Children under 12 free.

1960 Westwood newspaper advertisement

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About the VRCBC

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



Tom Johnston Racing 2007



Crack pit crew on alert



Canada Day at SOVREN