



President's Message



Our Leader in Action

Welcome all to what looks to be our most exciting race year in a long time. My thanks to the general membership for re-electing the complete slate of directors; this reinforcement is appreciated in such an important year. Of course the centerpiece of the year will be the Historic Motor races we always host, but this year, combined with the efforts of SCCBC and the Celebration of Westwood50- July 17, 18, 19 will be special. Westwood50 celebrates the first major track racing in BC- not to take anything away from Abbotsford Airport and other early venues.

Combined with HMR/ Westwood 50 are the other 5 Sundays that make up the REVS series on CACC weekends at Mission; April 19, May 31, July 5, Sept 20, and Oct 4. Last year grids averaged 14 cars and this year at least three additional cars are expected so we anticipate our best race turnouts yet.

Membership continues to grow. Membership Secretary

Stan Guy tells notes that we are at over 60 paid members (and a few who should pay!) which is excellent for this time in the year. Each of our past few meetings has had strong attendance. We have the secret we think; interesting venues, food and drink. Works for most of us! This February we were hosted by Weissach which was really special and about 35 members and guests attended. Lots of lovely Loti and Porsches to dream on.

I was pleased that several members were able to assist SCCBC in the annual track cleanup. While I always was a bit of a tree hugger, I must say that affliction may be waning; it is truly remarkable how many leaves and branches migrate to Mission Raceway over the winter waiting for many rakes, shovels and trucks.

The major activity over the past while was the review of the Competition Regulations and Eligibility Guide for 2009. Safety is always a priority and some of the changes made are to reflect that focus and to ensure that we have a sound process for dealing with infractions, should they occur.

The complete documents are now posted on our website with thanks to Michael Zbarsky. www.vrcbc.ca. We are in the process of reviewing the

REVS series point allocation and will have that ready for the first race weekend as well.

This will be a year when we will request that you "Ask not what the VRCBC can do for you, but what you can do for VRCBC". By so doing we will build on the sound foundation we now have, celebrate a great milestone in our sport, and further reinforce the camaraderie we share around the great sport of Vintage Racing. We are fortunate indeed.

Jim Latham, President



Geez, it was there the last time I looked.

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VRCBC Annual Gala and Awards Ceremony



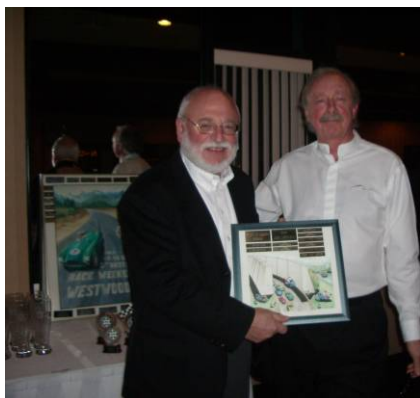
Marc Ashbrook - Driver of the year



Smiths - John Riddington Award



Roger Fletcher - REVS award



Jim Latham - Spirit of Mission

The 2008 VRCBC annual Gala and Awards event was held at the Town & Country Inn on Saturday November 22. A good crowd of members and guests enjoyed the meal and entertainment. Organization was once again provided by Bob and Liz Smith who were presented the John Riddington Award for their efforts - Thank You!



Stan Guy - Roberts Fellowship

The Major Awards for 2008 were:

The John Riddington Award: Bob and Liz Smith

The Pegasus Award: Frank Winterlik

The Spirit of Portland: Tom Johnston

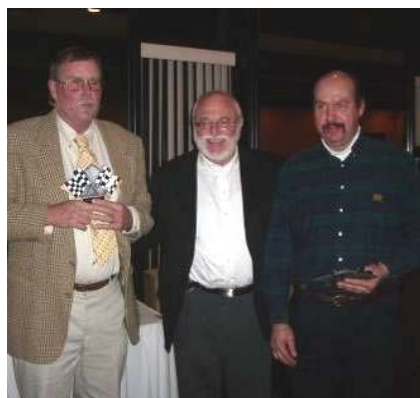
The Spirit of Mission: Jim Latham

The Spirit of Seattle: Gil Stewart

Driver of the Year: Marc Ashbrook

Dave Roberts Fellowship Award: Stan Guy

REVS Championship: Roger Fletcher

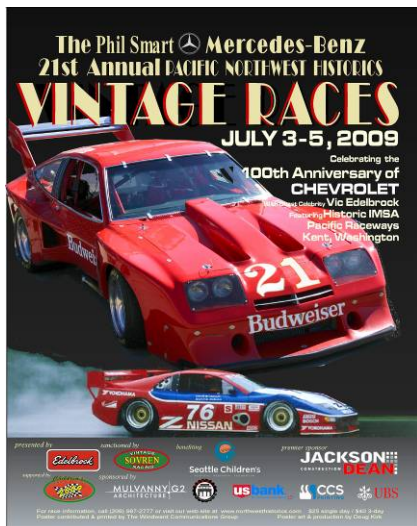


NW Historic Motor Sport Tour

This year the motor sport planets are in perfect alignment once again with the three major area motor sport historic events occurring on consecutive week ends providing a tour

opportunity for competitors and fans unlike any since the

closing of Westwood nearly 20 years ago.



Sovren NW Historics
July 2-5, 2009
Pacific Raceways, Kent, WA

Portland Historic Races
July 10-12, 2009
Portland International Speedway
Portland, OR

VRCBC Historic Motor Races
July 17-19, 2009
Mission Raceway Park
Mission, BC



Don't you just hate it when the front of your car falls off?

Cassidy Airport Racing Tom Johnston

One race was held by the Sports Car Club of BC on the runway of Cassidy (now Nanaimo Municipal) Airport on May 1, 1955.

Cassidy was a military airport in WW II, but not BCATP or even RCAF as far as I can determine. It was apparently used to train glider pilots. Herb Wenzel, my father-in-law, lived in Nanaimo in 1938, and he recalls seeing gliders being launched by towing trucks at that time.

There was a large army facility in Nanaimo during and after the war (including a Cold War-era Diefenbunker), so the airport may have been an army facility. Abandoned by the military, the airport was resurrected by the Nanaimo Flying Club in 1946. It is now a busy regional commercial and industrial airport and quite near the unsuccessful road racing facility proposal at Cassidy Speedway.

The 1955 race run by SCCBC was organised by the Nanaimo Flying Club as a fundraiser. Local newspapers reported that during the event two young boys apparently sneaked into the site and were watching the race while lying in the tall grass near the track. One of the cars lost control and struck one or both of the children. Reports vary, but apparently one of the children was badly injured, while the other was uninjured.



Above: Race winner Ray Hansen

Below: Newspaper Report

Nanaimo News & Herald 1955

Ray Hansen Star At Cassidy Car Races

By BILL STAVDAL

Some purred, some growled and some roared as the vast and varied assembly of racing machines at Cassidy airport Sunday churned around the tarmac at speeds reaching 126 mph.

An estimated 5,000 people braved the torn-up Island Highway to line the two-mile track as 53 sports cars from Washington, the lower mainland and Vancouver Island vied for honors.

Under near-perfect weather conditions and on an ideal running surface, drivers got the most from their machines, and in return gave all their skill to navigate the sharp turns laid out.

Star performer of the day was Ray Hansen's, Chehalis, Wash., hand-built "Ford Special," whose 265 horses sped to 126 mph and jetted him to possession of the Cassidy Cup, besides winning three other of the eight races.

Besides the regular races of various classes of cars, spectators saw a ladies' handicap race, and were treated to the sight of a relay race involving teams made up of a light touring car, a heavy touring car, a slower sports car and a fast one. In this event, a Volkswagen, a Porsche, an Alfa Romeo and Ray Hansen's Ford Special proved the winning combination.

Only serious mishap of the day occurred in the race for the Cassidy Cup, when a Triumph 2, driven by Hank Tubbman of Seattle struck two youngsters at the third turn after he lost control. The races, co-sponsored by the Sports Car Club of B.C. and the Nanaimo Flying Club, attracted numerous aviators, with 23 light

planes lining up at one time in the centre strip of turf.

Events were co-ordinated by loudspeaker and a telephone system reaching the far ends of the field, the switchboard being located in the observer's stand.

Mechanical misfortune overcame some cars, and was surmounted by others. Jim Pattenbury of Vancouver lapped two cars and won the 1500 cc race, despite a twisted rear left fender that was rubbing against the wheel of his Crosley Special.

Dave Gibbs, a Seattle entrant, was forced to drop from the lead of the production Triumph-Austin Healey race when one of the twin carburetors in his Austin Healey malfunctioned.

Results of the all-class Cassidy Cup race were not unexpected, on the basis of the showing Ray Hansen's Ford Special had made earlier in the day.

The newly completed racer won its first race at 1:20 when George Cummings of Tacoma drove to an easy victory in the novice race. Cummings and Hansen, together with Art Mueller of Chehalis, pooled their efforts to build the machine.

It has a '46 Mercury engine souped up to 265 h.p., a 1923 Ford body, Lincoln brakes, Chevrolet frame rails and a custom-built radiator. Ray could give no estimate of the worth of the car, but remarked that a rule-of-thumb estimate would price the car at \$1,990, or a dollar a pound.

"I really enjoy racing in Canada," said the blond six-footer, who won the Sportsman's Award in the Seattle Seafair races in 1954.

"You have a fine bunch of drivers here in B.C.," he went on, "and I'm looking forward to coming back."

He may get his wish this fall. Jim Lee, president of the Sports Car Club of B.C., also expressed his overall satisfaction with the event, and said that tentative plans call for another meet at Cassidy in September.

Lee attached no blame to anyone for the accident which marred the day, first of its kind ever to be held in the district.

RACING RESULTS

Novice, 10.5 miles: 1. George Cummings, Ford Special; 2. Stan Skuse, Austin-Healey; 3. Bob Greene, Jaguar.

Production MG, 10.5 miles: 1. Jim Lee, model TF; 2. Frank Hall, model TD; 3. Garry Richards, model TD.

1500 cc and under, 21 miles: 1. Jim Pattenbury, Crosley Special; 2. Pete Bunn, Porsche; 3. Ed A'Court, Consul Special.

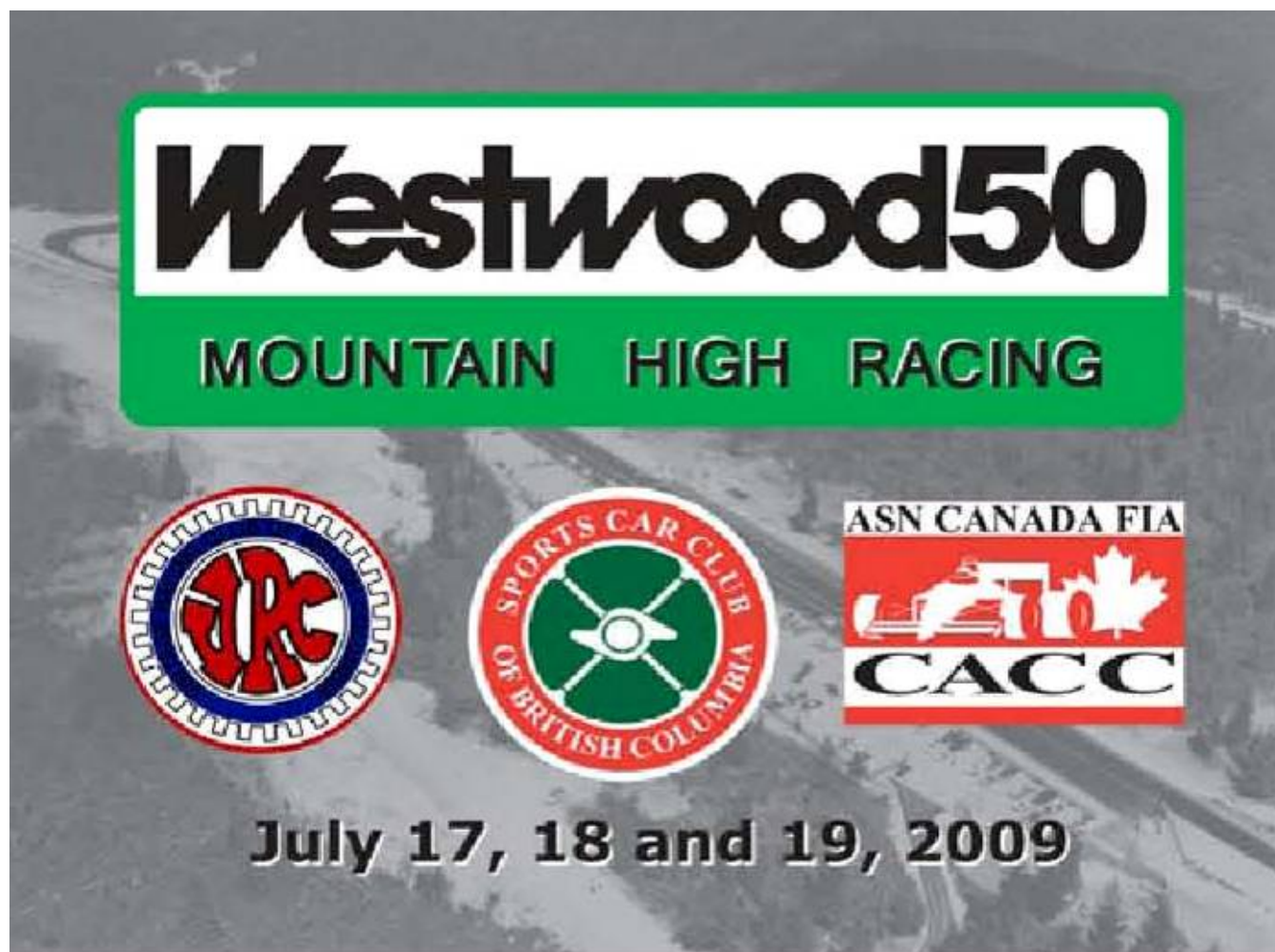
Relay, 16.6 miles: Winning team, Pete Cleland, Pete Bunn, Al Kleinberg, Ray Hansen.

Production Triumph and Austin-Healey, 10.5 miles: 1. Bob Sayle, Triumph 2; 2. Jim McDonald, Austin-Healey; 3. Gordon Butler, Triumph 2.

International Automobile Federation race, 2,000 cc and up, 21 miles: 1. Ray Hansen, Ford Special, time 17:33.4; 2. Hank Tubbman, Triumph 2, time 18:00.3; 3. F. Blumberg, Alfa-Romeo, time 18:03.6.

Ladies' Handicap, 10.5 miles: 1. Connie Constabaras, Austin Healey; 2. Fay Lee, MG TF; 3. Marg Owen, Triumph 2.

Cassidy Cup, all classes, 42 miles: 1. Ray Hansen, Ford Special, time 36:37.8; 2. Mike Balfe, Triumph 2, time 36:59.9; 3. Bob Sayle, Triumph, time 38:59.5.



The Sports Car Club of British Columbia and the Vintage Racing Club of British Columbia jointly announce an event to celebrate the opening day of the legendary Westwood Racing Circuit fifty years ago in 1959.

The celebration event will consist of a special three day running of the Vintage Club's annual Historic Motor Races as well as a variety of social events and displays of cars of Westwood history and other memorabilia.

The event will run on the weekend of July 17, 18 and 19, 2009 at the River's Edge Road Racing Circuit at Mission Raceway in Vancouver suburb of Mission British Columbia. A gala dinner is planned for the Saturday evening.

www.westwood50.org

Mike Tate's 'Tate á Tate

Where did all the good brands go . . . long time passing?

It never fails to amaze me how some crass decisions, especially in the U.K. during the thirties, fifties and sixties saw the downslide of many a good concept and brand. I also see, in my senior years let's say, the folly of letting ruthlessly counting beans get in the way of good old common sense and creativity. One of the prime clowns in this regard is non less than William Morris (Yes, that Morris after which the motor car was named) who later became Lord Nuffield ~ Oh how the 'Brits' love be-titling their industry chieftains! It was 'Billy' Morris, and Len Lord his tempestuous side kick (Later to be Sir Leonard Lord ~ there you go again!) that chose the Healey 100 over the MG EX175 project and put MG irrevocably back in to a time tail spin from which it never really recovered. No doubt many Healey enthusiasts (*I like them too!*) would rub their hands with glee but just think if both sports cars had been allowed to come forward at the same time we would have had the essence of great design, development, competition and brand building. Both would have succeeded much better and so might the whole industry.

Len Lord shoved the MG Car Company into the bowels of Morris Motors in Cowley because it was supposedly losing money but I feel that



Mike Tate in an MG TD - then

his conniving with William Morris runs far deeper than that and also had something to do with the contempt that both felt for the real creator of MG the great Cecil Kimber. So often great creative individuals are crushed by those who have pure, driven rationalisation in their DNA and yet are devoid of all feeling. Yes sales of MGs slumped from 1932 to 1935 but the company's gross profits reached record levels in 1934 ~ the last year that Cecil Kimber was in control ~ and they made a net profit of twenty pounds sterling per car that year as opposed to 8.8 pounds per car in 1937, two years after the Morris merger! Go Figure.

As is often the case in the 'bigger is better' mergers that went on in the British motor industry in the thirties, fifties and sixties, much good work and good businessmen

too ~ like Cecil Kimber ~ were purged of their fine ideas and birthrights in the name of what for God's sake? Hindsight is 20/20 vision they say but now it is clear what bloody fools some of the doyens of the British motor industry were and they are now just dry bones in the sand and we are left with much less than we should have had. I knew quite a few of those industry gin swilling verbose types as they came round to the house for cocktails on Sundays, never thought much of them then and think far less of them





Mike Tate in an MG TC - and now (well recently)

now.

Len Lord was well known for his trenchant anti-motor racing views and that was what MG was all about after all ~ well that and trials ~ even the great Tazio Nuvolari from Castel d'Ario in Italy raced and won the 1932 Ulster TT in a MG Magnette from Hugh Hamilton the wild eyed Irishman in a similar car in second place.

Below the brouhaha level of management there were some fine people working at MG like John 'Mr. MG' Thornley who became General Manager after the retirement of Jack Tatlow. He wrote a seminal book about the engine-tuning of T Type MGs called *'Maintaining the Breed'* a thing that business just couldn't do at all. Sid Enever, another MG devotee and manager worked to keep 'Cowley's influence out of the

place!' Deep in the belly of the Morris organisation was the very worst place for MG to be and he knew it.

Just dwelling on the T Type MGs for a second . . . what a great but simple little sports car they were and what power over mind they had to capture the heart of America post world war two in the late forties and early fifties. I owned and raced and MG TD in Australia in the late sixties and what fun it was. In November 2007 I went back and drove an MG TC on the Wakefield Park race track in Goulburn New South Wales and remembered what simple fun these old MGs were. Screeching at the corners and howling up the straight away at least . . . well . . . almost 75 miles an hour! It was a day that I won't forget as there were over 35 MG TC

specials in attendance and my camera went into over heated overdrive!

MG wasn't the only failure of the British motor and motorbike industry that might have been . . . many inscriptions lie on the tombs of brands that all could read in epitaph ***"Here lies a great concept ruined by a lack of love and care"***. Think of them . . . MG, Triumph, Alvis, Wolesley, Riley, Norton, TVR, Healey, BSA, Matchless, Ariel, Velocette, Vauxhall and so on . . . Oh Lord of the good and beautiful may they 'rest in peace.' Amen!

Mike Tate
18/02/2009



Market Place

A service for VRCBC members selling cars of historic interest

1961 ELVA MK6 SPORTS RACER

Chassis number 10, one of only 28 Mk6s made. The car has been raced on the West Coast of the USA and Canada since new. During the 60s the body was replaced by a Bruihl body.. The current owner bought the car in 1982 and rebuilt it to become a vintage race car. It regularly ran successfully in vintage races at Westwood, Seattle, Portland, Olympia, Tacoma, Calgary and Mission from 1984 until 2007 The car is powered by a 1600cc Alfa engine.

Price: \$45,000. U.S., part trade considered.

Further details contact Leigh Anderson, 604 536 5292 or leighand@shaw.ca



Stu Goodridge *old Westwood racer*



Starr Calvert *old Westwood racer*

I'm selling my 1965 E-Type coupe race car. Rotisserie restoration, extensive mods, 375 hp., Webers, extensive lightening. Car does 1:28's at Portland. Trailer included. \$55,000 U.S. Call for photos & more specs. Terry Sturgeon 250 370 2299 terrysturgeon@telus.net



Most historic race fans of today regard the 1960s and 1970s as the golden age of motor sport. During that period most of the road racing cars were manufactured in Great Britain, names like Lola, Lotus and Chevron and March.

Chevron Cars of Bolton, Lancashire was headed by a self taught brilliant engineer, driver, race car designer and fabricator Derek Bennett. Bennett started his career making and flying model airplanes and tragically ended it in a hang glider crash at an unfortunate young age. During Bennett's short career, his cars raced and won in many classes of road racing world wide from his start in Clubmans up to great success in F5000.

Here are a few:

Tom's Racing Car History Page Chevron



Chevron B19

While developing and racing the GT cars, Bennett began designing his single seat cars beginning with the B7 F3 car in 1967. Cars for many formulas followed, F3, F2, Atlantic and F5000 all the way up to Keke Rosberg's Westwood winning pro-Atlantic cars: 1977 B39 and 1978 B45.



Chevron B8 BMW



B2 Clubmans c. 1965

Following the Clubmans era, Bennett moved to the small GT category with a series of rear engined tube framed cars leading to the legendary B8 coupe of 1968 that won races all around the world including the 1971 Westwood 7 hours.



Chevron B16 Ford FVC

The B8 coupe was followed by another coupe the B16 that was also very successful. The coupe was succeeded by the open B19 roadster which became the definitive under-two-litre sports racer of the era. Later evolutions of the B19 were similar but improved roadsters, the B21 and B23.



Rosberg Westwood 1977



B25 Formula 5000

Possibly the most evil special ever



The Beast

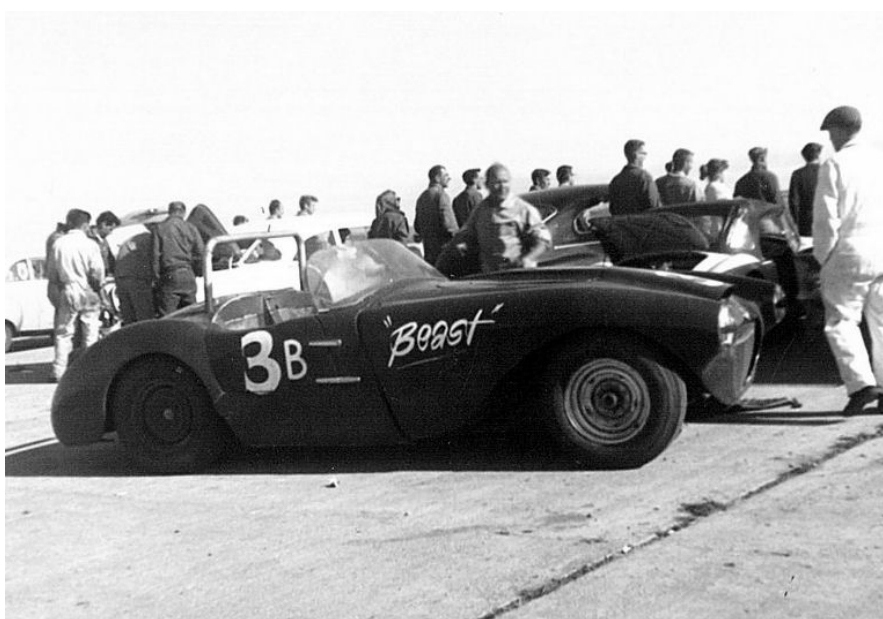
The Beast, as it was affectionately known, was built over a period of five years by Chuck L'Hoir of Edmonton in the late 1950s. The aluminum body was by Bill Bub (legend has it that the body was produced by copying some drawings from Connaught of England). The frame was of large-diameter steel tubing. The initial running gear was an Oldsmobile OHV V8, Buick three-speed transmission, and a 1937 Ford suspension (solid axle front and rear). The brakes were from a 1938 Lincoln.

Gene McMahon, then an Edmonton automobile dealer, purchased the car soon after

its completion and debuted it at the 1959 Davidson, Saskatchewan races where it proved brutally fast, although the braking was marginal. McMahon won the feature race that day but was disqualified because, in violation of one of the regulations, he failed to carry a spare tire. McMahon, who later became the colourful owner of Calgary's Shepard Raceway, called the car the Empire Special to promote his automobile company of the same name, but it soon acquired its informal but popular name, "The Beast," because—it was. The car was tremendously fast for its day, if not too delicate.

Troubled by the poor brakes and the questionable condition of some of the other mechanical elements, McMahon rebuilt the car for the 1960 season by installing a Chevrolet engine attached to a Corvette four-speed box. The original Ford steering box was replaced by a rack and pinion unit. Rack and pinion is rarely applied to solid axles due to bump-steer problems. McMahon solved this problem by welding the rack housing directly to the Ford axle—pragmatic! The brakes were replaced with finned aluminum Buick drums on the front and Corvette drums on the rear.

After a few years of



Empire Special became The Beast

racing, McMahon now too busy with Shepard Raceway, sold the car to Wendell Hoover of Barrhead, Alberta who also drove the car to many victories. Hoover built a Beast Mk II, in 1965. The new car had a rather attractive aluminum body and combined modern brakes and Jaguar IRS with the Chevrolet engine and gearbox from the original car. The Beast Mk II (son of a Beast) was not nearly as successful as its predecessor. It competed in a few Prairie Region race events from 1965 until 1968. At the inaugural race at Edmonton's Speedway Park, July 28, 1968, Hoover was beaten in the sports racing event by a rear-engined Merlyn Chevrolet and in the feature race by Mike Atkin's tiny Merlyn Mk11 Formula Ford. Time had just passed the old-time, front-engined specials by.

I had the pleasure of speaking to McMahon in the

summer of 2003. He was able to give me much of the information contained in this report. He also told me that he bought the rolling chassis back from Hoover, kept it for 30 years and then re-sold it, just a few years ago. The car still exists. It is located in the Vancouver area and awaits restoration for its new owner, John Fremlin of Wyoming, who bought the car from McMahon.

McMahon said, "In all my races, I was never passed and I always won, unless I

broke the car." does he mean "braked" or does he mean "broke," as in damaged??

This article comes from the editor's 2004 book *Sports Car Road Racing in Western Canada*.

Since then the car has been sold on EBAY and has left the Vancouver area. Where it went we don't



Hoover in a 1964 Calgary Sports Car Club Hill Climb

About the Vintage Racing Club of BC

The purpose of the Club is to restore, race and exchange information concerning vintage sports and racing automobiles. The Club was established in 1976 by a group of Vancouver based friends as a means of sharing with others their enthusiasm for racing and appreciation of the incredible vintage racing machines of bygone days. The Vintage Racing Club supports the

philosophy of racing competition that encourages participation, sportsmanship and display of the vehicle in its natural state on the track. There are no prizes or trophies, merely the great enjoyment of a well prepared vintage racing machine at speed.



Photo Caption Contest

Submit entry to editor Tom Johnston at tomjohnston@shaw.ca Winner will be announced in next issue

Club Officials

Position	Name	Telephone	Fax	e-mail
President:	Jim Latham	604-853-5065	604-853-5085	lathamconsult@telus.net
Past President:	Evan Williams	604-539-9680	604-539-7234	evanwilliams@shaw.ca
Vice President:	Leigh Anderson	604-536-5292	604-536-5292	leighand@shaw.ca
Race Director:	Ivan Lessner	604-538-2713	604-538-4517	a3b66614@telus.net
Secretary:	Wes Stinson	604-524-8761	604-438-7045	stinson5886@shaw.ca
Treasurer:	Solomon Nordine	778-227-0159		solomonnordine@shaw.ca
Membership:	Stan Guy	604-980-7750		stantonguy@gmail.com
Regalia:	Bruce Jamieson	604-925-2432		ajamie@shaw.ca
HMR Chair:	Ian Wood	604-433-4717	604-437-9392	ianwoodesq@aol.com
Webmaster:	Mike Zbarsky			mzbarsky@yahoo.com
Vantage Editor:	Tom Johnston	604 922 2722		tomjohnston@shaw.ca

News

Race dates announced:

Mission REVS:

April 19

May 31

July 5

July 17-19 HMR Westwood50

Sept. 20

Oct. 4

Also:

Pacific NW Historics July 3-5

Portland Historics July 10-12

Monterey Historics Aug. 14-16



Last Issue's photo caption contest received no entries. That is OK as we don't know what it is either. As a result, the prize; a deluxe all expense paid trip for two to the 2009 Goodwood Festival of Speed will go unclaimed.

**Greater Vancouver
Motorsport Pioneers
Society goes on-line.**

Techno-Geezers!

www.gvmops.org



Westwood Gate: 1990