



VANTAGE

Spring-2011



Crew members roll Dennis Coad's Lotus Nineteen at Mosport 1963 *(Tom Johnston)*

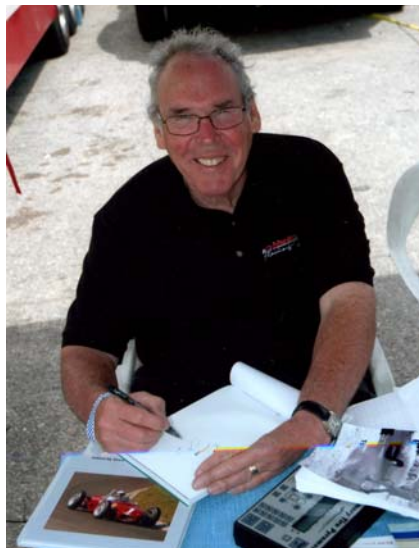


This issue we are pleased to include the inaugural report from our new president Stan Guy.

Last issue I did a piece on getting your racing car across the border to the USA and back. Recently I had a conversation with CACC (local FIA representative) president Mike Kaerne. Mike told me that they are revitalizing the ASN Canada FIA log book and ID plaque program nationally, this should be a big help.

There has been quite a lot of work done recently on the eligibility rules for CACC sanctioned vintage racing and for our own BCHMR event. The new rules will be published soon. You will see a preview in the press release for the BCHMR on page 4.

From the same press release you will see that I am the 2011 BCHMR chairman (well, not just me but Jim Latham and Al Harvey too). I guess I am just a glutton for punishment. I hope I can do as good a job as our retiring chairman Ian Wood. Thanks Ian for all those years you put in.



Ross de St. Croix photo

Your Editor at Work

You can contact us at tomjohnston@shaw.ca or by phone at 604 922 2722
Thanks for reading

Tom Johnston Editor and Mike Tata Editor at Large

Let us know if you have an idea for a story.



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President's Message

This certainly feels different; it seems only yesterday that I hesitantly volunteered to become Membership Secretary! I am very honoured to have been elected as the new President of the VRCBC.

Firstly, I want to again say a very big thank you to Jim Latham for his time and hard work as President over the last three years. We are keeping his seat warm for his return to the team in March. And thanks also to the members of the executive who agreed to serve again, to Dennis Repel for joining us as Vice President, and of course, to the Super Geezer, Tom Johnston, for not only continuing as writer / editor / publisher (with Mike Tate's help) of *Vantage*, but for also volunteering for the big job of BCHMR Chairman.

When Tom asked me for a photo for this column, I wasn't sure what to use. There certainly aren't any of me getting a trophy, or even doing anything very interesting on a race track! I finally picked this one for a reason. It was taken at the 2009 Jack Canfield Memorial Enduro at Atlantic Motorsport Park (AMP) in Nova Scotia. That was my first ever race at what was my home track. Like many, I first got involved in motor racing in my teens as a flag marshal. I managed to get my CASC Novice license in 1969 with my Cooper S at our local airport track at Debert, N.S., but I never got any further



Our Man Stan at Atlantic Motorsport Park 2009

for all the usual reasons (i.e., excuses): school, family, mortgages, etc. I never really expected to have the opportunity again. Then I "emigrated" to B.C. in 1998, discovered the races at Mission, and connected with the VRCBC. The rest is history.

I did the SCCBC School and discovered that I still had some idea of how it was done, although my execution needed a lot of work. I started racing (sort of) along

with our Treasurer, Bruce Jamieson in Keith Robinson's (in)famous Civics. Together, we have become legends in our own minds, our racing plans are evolving, and we are having a ball. I know this wouldn't have happened if I hadn't joined the VRCBC. I think there are many out there who are in the same situation I was. They have been racing enthusiasts for a long time but now realize that if they don't get into a

Continued on next page

cockpit soon, they never will. They are attracted to the VRCBC (just like I was) because we have "really neat" racing cars and we enjoy road racing, without letting intense competition spoil the fun.

One of my objectives is to grow on-track participation. Our Club covers the full spectrum from marque experts to very experienced, drivers, fabricators, set-up gurus, and so on. Racing will never be cheap but as a group, we can help new and returning racers avoid the common mistakes, and get on the track sooner. So, to close the loop, it was very satisfying for me to return to Nova Scotia and race in an event honouring one of our local heroes. I want the

VRCBC to help others have similar moments.

This is looking to be another great year. Including the BCHMR and the Children's Charities Grand Prix weekend, there will be six REVS events. They are spread out quite well throughout the season, although, unfortunately there are some conflicts with SOVREN. We had a record 41 racers in REVS last year. We expect some new cars and drivers this season, so that number should increase.

We intend to continue our excellent, working relationships with the SCCBC, META, the CACC, and SOVREN, as well as develop some new ones with other clubs.

We will continue with meetings at interesting venues, the Dyno Day(s), the Kart Enduro, as well as promoting the Club - and the BCHMR in particular - at various shows. I am really looking forward to this year.

That's enough from me; time to enjoy the great stories in this edition of Vantage.

See you at the track.
Stanton Guy
President



Gerry Frechette

The Crack Driver Services Crew at the 2010 BCHMR



June 11 and 12, 2011

NEWS FOR IMMEDIATE RELEASE

Vintage Racing Club of British Columbia announces 2011 dates of its British Columbia Historic Motor Races

The Vintage Racing Club of B.C. (VRCBC) announced today that the 2011 running of its annual marquee race weekend **British Columbia Historic Motor Races** (BCHMR) will be held on June 11 and 12 at the Mission Raceway Park – Road Course.

Since 1976, when the races were staged at the famous Westwood track in Coquitlam and now at the multi-purpose race complex at Mission, the VRCBC's Historic Motor Races have grown to become the largest vintage race event in Western Canada and one of the largest in the Pacific Northwest, with more than 100 vintage and historic racing cars and more than 3,000 spectators in attendance.

"The BCHMR weekend is a unique experience," said Event Chairman Tom Johnston "There is nowhere else in British Columbia where road racing fans can get up close and personal with these wonderful machines and their drivers, and where you will see some of the world's finest race-bred marques racing for the chequered flag. The Paddock is open all weekend for public access and the on-track racing is fast and competitive, stirring nostalgic memories from a bygone era of motor racing."

The event has become an annual gathering for vintage racing drivers and their crews, as well as local classic car enthusiasts who display their fascinating cars in a special area, creating a show of their own. Adding to the festival atmosphere are the many sponsors' booths offering everything from automobilia and artwork, to automotive product displays. The food concessions, informative track-side commentary and excellent grandstand viewing, all make this an entertaining weekend for families as well as long-time enthusiasts.

The VRCBC is currently working on a line-up of interesting race cars and activities, which will be announced early in 2011 on the Club's website: www.vrcbc.ca and through the press.

New for this year's event are revised vehicle age cutoff dates due partly to recent revisions to the CACC vintage racing regulations and to the VRCBC exhibition class (event specific) regulations.

In essence; production based sports cars and sedans up to 1974 are now accepted. Purpose-built sports racing and open-wheel (monoposto or formula) cars with documentable racing history are to be accepted up to 1990. Specific details will be included in the event supplementary regulations which will be posted on www.vrcbc.ca

The VRCBC is a non-profit member organization, which organises a series of five racing events annually including the BCHMR weekend. The purpose of the VRCBC is to restore, race and exchange information concerning vintage sports and racing automobiles. The Club members' philosophy is to encourage participation, sportsmanship and display of these vehicles in their natural state, on the race track.

For more information please contact Tom Johnston at tomjohnston@shaw.ca or 604 922 2722.

Mike Tate's 'Tate á Tate'

Is it or isn't it and if it is whatever next?



Ferrari 250GTE — the real thing

OK . . .OK . . .OK! Once again I realize that this article is going to make many of the purists amongst you madder than ruddy *march hares* but there is not much I can do about that. Your problem. Try lots of Tums if dyspepsia becomes the problem! The subject matter at hand is 'Continuation Models', 'Replicas,' 'Nostalgic Recreations,' call them what you will . . . what are they and where do they fit in the grand scheme of things?

Purists amongst you are starting to boil already at the very mention of these rather fine beasts, for some of them are 'fine well engineered beasts' make no mistake about that. They are not original production line vehicles I grant you that. They don't have pedigree or the manufacturer's stamp or seal of approval; they weren't made by the same craftsmen and women but they do exist and they are wonderful, even better engineered than the originals and they tip their hats to the real thing and allow us to own for far less.

The fun of ownership and an experience of driving without equal. They are safer, stronger and faster than their 'doppelganger' parents and believe me they are fun to drive and get the looks too! Is it or isn't it?" is always the question and the thrill of even a possible sighting of what might be the real thing raises the heart and summons the blood!

I will be attending, nay on pilgrimage to, Goodwood to write for Western Driver and other publications this year and so I will see 'the real Mc Coy', enough times to be blasé perhaps but then I will never race one of those or even drive them. But If I wanted to own let's say a C Type Jaguar, a Fraser Nash Le Mans Replica or an Aston Martin DB3S then by God I could . . . well something that looks, drives and feels like the real thing 'anyway'. I owned a perfect Intermeccanica Porsche Speedster Replica once and the most important thing one learns it not to tell 'porky pies' about the car because it really does

underline that parental guidance truism *"Oh the complex web we weave when we first learn to deceive!"* But hell if you can get over that temptation it's all downhill fun from there and folks even are amazed at the love, care and toil one puts into the pride of ownership. They get a genuine 'kick' out of seeing even 'something like' the original beast.

Today there are many 'Replicas' on the market and it's a growing segment too. You can own a Porsche 550, a Lotus XI, a C Type Jaguar, an A.C. Cobra and a lot of great automobiles in between. They are here to stay purists so put your hackles down, they do have a place in man's quest for pleasure and individualism.

So what are they like? Well they vary greatly in their execution and some even come as kit cars that can give you the satisfaction of the build before the drive. The eternal question is: Is their really and truly any difference between cutting up a decrepit Riley Monaco and making it a Brooklands racer and building let's say a Fraser Nash Le Mans Replica from the ground up? One 'wag' once told me "Mike you can almost build a genuinely acceptable 'ticketed' vintage race car around a genuine and original ash tray!" I know some that almost have but my lips are sealed! . . . and they lied about them too! Tut, Tut and shame on you. Trying to answer the 'What are they like?' question is impossible for some even house the original engine and suspension and others, like the WAM DB3S has BMW running gear but the WOK Fraser Nash Le Mans Replica is hand built just like the originals were at the Isleworth factory.



One of Us is the "Real Thing" but Which?

Therefore the cost and the performance can vary greatly but I think it might be safe to say that none are just downright bad. Of course another stupendous relief is not having to worry about driving a priceless original.

Come with me and leave behind your prejudice for a minute. It's a pleasant summer evening and the country roads are almost empty the poplars that majestically line the route turn their upper leaves in the warm breeze. There is the fragrance of cut grass in the air and all is well with the world. One pint (and one only!) of best bitter, for courage and the feeling of bon vivant and you leave 'The Dog and Duck' pass the gently swinging inn sign and turn left past the furriers heading past the blacksmith's foundry for the car park. Its not far.

Alone and magnificent there she sits polished like a Guardsman's boots at the *Trooping of the Colour* a Ferrari 250 GTE Testa Rossa! You catch your breath, such beauty, such beast! You sense the crunch of gravel underfoot through your thin leather driving shoes as you approach and start to pull on your fine leather driving gloves and snug your flat hat down a bit tighter on your head and then open the driver's door. Swinging in to the cupped seat you are held firmly, feet planted on the pedals, a quick check around, Yes that's all fine! then its ignition on and you turn the firing key, *magic! Pure bloody magic!*



Your Intrepid Author in the ex-Sir Stirling Moss C Type Jaguar

The sound of the four trumpeted, chromed exhausts fills the evening air, a few frightened birds head lickety split for cover and the unique smell of Castrol R wafts on to the gentle breeze and the Webber carburetors from Bologna hiss, piss and suck mixture in to the heart of the warbling V12. You sharply press the accelerator pedal and the engine responds with a throaty shout not unlike a Joe Cocker classic on steroids ~ rough, loud, rude and perfect. Now you've won the evening, you are ready to capture the road, apply your long learned skills and life is sweet, so sweet you can taste it with ease. Firmly holding the Nardi wood-rim wheel you carefully observe the moving Jaeger instruments telling your the information you want and need to know. . . is she ready? Is she warm and comfortable? Seems so. One last look at the dials and with the sound of a *slick-click* you move the gear stick into first . . . *this is it!* 270 bhp furious and ready horses to imprint their Scuderia hooves on to the receiving tar macadam . . . a quick throttle blip to 6,000 rpm for no reason . . . perhaps just because you can and damn it you wanted to! Then with a solid feel out comes the clutch, first picks up the torque and for one wonderful moment *you are Mr. Toad* and the wind is not in the willows but curling high in circles behind you giving shape to the air as the dust casts shapes in the rear view mirror. The wheels spin, you grin as down the gravel you go ~ more throttle, why not, because you can! ~ and you turn left with the slightest tyre squeal on to the road to anywhere!

Give it some stick and enjoy yourself, don't hold back, no time for losers, time only for driving and the sheer skill of it all every



There are plenty of Cobra Clones Like This

second it doesn't get any better than this . . . *.ever!*

Now let me tell you that was a 500TRC Replica based around a GTE drive train and suspension with four-pot ATE callipers a stiffer and safer triangulated rear with a superb non-pontoon Scaglietti body in delicious Ferrari Rossa. Yes, it might have cost \$300,000 to build but compared with the four million dollars you would have to pay for a 'real' one it's a snap (and by the way unless you are *automobile royalty* you just won't find one and even if you do they won't sell it to you ~ "the right crowd and no crowding!" unless you're one of them. Know what I mean? . . . But you can have the feeling, they can't take that away from you! The emotional value is there in spades! Now, after that drive you just took don't tell me that there isn't a place for . . . well . . . the other side of the coin if you catch my drift.



A Westfield XI — some say better than the real thing



But is it Mike's real helmet?

Craig Ainscough



Robin Fairservice on the Maserati 250F Formula One Car



The Real Thing - a Maserati 250F Formula One Car

For 1954 the FIA decreed that the Formula One racing cars would be limited to 2.5 litres, unsupercharged, or 750 cc supercharged. No one appeared with a blown 750, and the formula was effectively for 2.5 litre cars. The Brits were not ready, as usual, and could only manage 2 litre F2 cars at first. Ferrari and Maserati were ready and appeared for the first race in Argentina with teams of 2.5 litre cars. The Ferraris were their successful Formula 2 cars with a 2.5 litre version of the F2 engine. Maserati designed and built a 2.5 litre version of their 1953 A6GCM engine,

but mounted in a new multi tube chassis with a de Dion rear suspension in place of the live rear axle. The four speed gearbox was mounted together with the rear differential. The front suspension was with double wishbones, and coil springs, and the rear used a transverse leaf spring. The body was a simple louvered aluminum cover for the chassis and mechanical components, but it had style that is still admired today. The cockpit was large with a driver's seat that would make a nice armchair. No glass fibre, shells!

The heart of the car was

a classic straight six cylinder engine, in aluminum, with twin overhead camshafts operating two valves per cylinder. The claimed output was 240 BHP at 7,200 rpm, but according to Walter Hassan's biography, when Stirling Moss' engine was put on the Jaguar dyno, it only produced 213 bhp. Many English observers at the time reckoned that the Italian horses were rather effeminate!

Maserati's finances were not in good shape, so they decided not to run a works team, but offer cars for sale. When the Automovil Club Argentina placed an order for cars for Fangio and Marimón, the factory scrambled to modify four of the 1953 F2 cars as stopgaps. In spite of two cars being destroyed in an accident, the factory got two new 250Fs to Argentina in time for the first race. This did not go too well as they experienced engine lubrication problems, but Fangio was able to win the Argentine Grand Prix. So the new car won the first Grand



Under Restoration in New Zealand

Prix to the new formula.

I have always admired these cars, from the first one that I saw at Crystal Place in June 1954 that was entered for Roy Salvadori by Gilby Engineering. Unfortunately the de Dion tube broke in practice and it returned to the Paddock on the hook of a tow truck, not to race that day. It returned in September but I cannot remember what the result was. Stirling Moss' family purchased a 250F for him, and although he was very fast and always running towards the front, he was not able to win any races. Stirling and his car gradually became part of the works team and when he joined the Mercedes team for 1955, his car was raced by a number of other drivers. I saw Stirling win a race, however, with it at Crystal Palace in May 1956. This car eventually finished up in New Zealand.

About 27, 250F cars were eventually constructed, which is probably more than any other Formula One car. A 250F won the first race of the 2.5 litre Formula, and one finished 13th in the 1960 United States Grand Prix at Riverside, which was the last race for the 2.5 litre formula. an amazing record which is unlikely to be repeated. Considering the number of cars, and the variety of the many drivers' experience, I believe that the only driver to lose his life in one was Onofre Marimon in practice for the 1954 German Grand Prix.

The 250F took part in seven Formula One seasons,

it won eight world championship races and two World Championships. This car also won twenty three non-championship races, one more than Ferrari. Of course the sheer number of 250F cars helped, but when one reads the stories of those races, one becomes a bit concerned about the number of retirements due to mechanical problems. There were lubrication problems, de Dion tubes broke, connecting rods broke, fuel pumps failed, gears broke in the transmissions, etc.

The car was developed as the years passed. The engine was developed to develop 270 BHP at 8000 rpm, and then 310 BHP at 7000 rpm when using fuel injection. In 1957 a V12 engine was produced, but although it developed over 300 BHP, it was too peaky, and the drivers did not feel it to be an improvement. The car was called the "dodici", and it first appeared at Monaco, and one of the drivers, Fangio tried to get around that tight circuit at racing speeds. Fangio only achieved a reasonable lap

time by broad sliding it around the tight corners with the clutch out, to keep the rpm up, but this driving style wouldn't work for a full race so it was put to one side for more development work. It appeared and raced at Rheims and Monza, which being high speed circuits it should have done well. Behra ran well up at Monza, but it overheated and was retired. Denis Jenkinson commented that the one thing that the "dodici" had done all season was to enliven practice for the sound of the 12 cylinder engine running at 10,000 rpm had been a noise worth going a long way to hear!

A five speed transmission was developed in 1956 and during 1957 most cars were changed to the five speed unit. Early on the body work changed, losing many of the louvers and nearly all of the cars were re-bodied when they went back to the factory for repair or upgrading. In 1956, two cars were built with the engine at an angle so that the driver's seat could be lowered, and are known as "offset" cars. In



Chassis #2515 at Donington Museum

Robin Fairservice



**Roy Salvadori in the Gilby Engineering 250F Chassis #2507
At Crystal Palace September 1954**

1957, three lighter cars were built, and finally in 1958, two slimmer cars were built which are known as the "Piccolo" cars.

One constant with the 250F saga, is the question of which car is which. Maserati took the art of switching chassis numbers to a new level. Many researchers and authors have spent much time trying to figure out which car is which. Chassis numbers were arbitrarily allocated to cars, and then changed, if they returned to the factory for repair. If you read Tom's article last month about crossing the Canada/ USA border, one would wonder how an earth they managed with all the border crossings involved when travelling around Europe in those days. I can recall being told by one of Roy Salvadori's mechanics that after Roy had hit a tree at Oulton Park in 1954 when the throttles stuck open, the car had to go

back to the factory for repair. At Dover Customs were checking all of their paperwork and asked to see the chassis number on the car. When they looked there was no chassis number! The mechanics could only suggest that the officer check the Oulton Park tree!

I received a book written by David McKinney about the 250F cars for Christmas, and he was assisted by Barrie Hobkirk (of Vancouver ed.) in researching this problem. From their work I have constructed, and included, a spread sheet summarizing how the chassis numbers were used and changed. No wonder that it took a long while for people to research!

The 250F is a very popular car in Historic racing, and there are not many cars in museums. I have seen one in Donington in England, and there are two in the Schlumpf collection in France. There also is one in New Zealand and it seems that there is only one in an Italian museum at Turin. The best way to see them is in a race, and then one can hear that marvelous exhaust note.

The two cars in the French National Automobile Museum (the Schlumpf Museum) (the Schlumpf



Two Maserati 250Fs at the Schlumpf Collection

Stu Roe photo

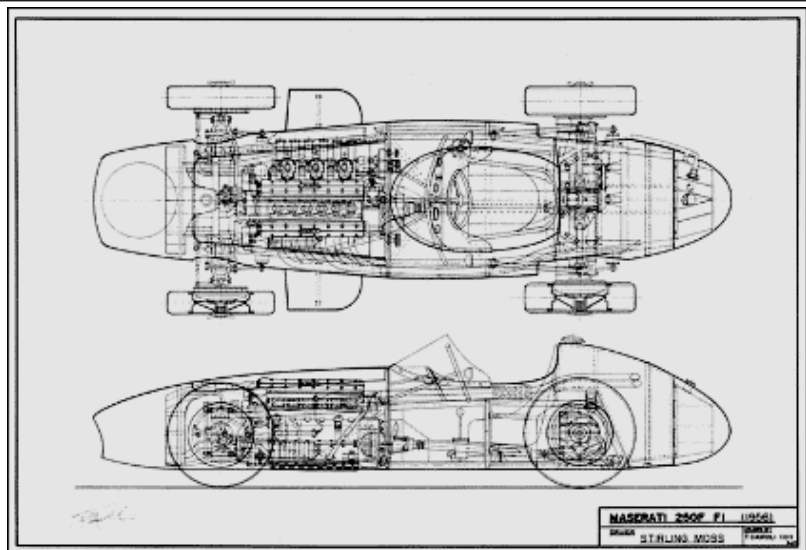
MASERATI 250F RACING CAR SUMMARY

CHASSIS NUMBER	YEAR BUILT	OTHER NUMBERS	PRESENT COMMENTS NUMBER
2500			NUMBER USED ON 2505
2501	1954	2526, 2523, 2504, 2523	2523
2502	1954	2511	IN SOUTH AMERICA - SCRAPPED?
2503			NOT BUILT
2504	1954	2509	2509
2505	1954	2500	2500
2506	1954	2502, 2511	2511
2507	1954	2523, 2522	2522
2507	1954		2507
2508	1954	2513	2508
2509	1954	2504, 2523,	2504
2510			NOT BUILT
2511		2502, 2506	NOT BUILT, NUMBER USED ON 2502, 2506
2512	1954	2518	CAR DESTROYED IN FACTORY FIRE
2513	1954		2513
2514	1954		2514
2515	1955		2515
2516	1955		2516
2517			NOT BUILT
2518			NOT BUILT, NUMBER USED FOR 2512
2519	1955	2511	NOT KNOWN
2520	1956	2512	2520
2521	1956		2521
2522	1956	2516, 2523, 2526	2526
2523			V12 CAR, REBUILT WITH SIX CYLINDER ENGINE, NUMBER ALSO USED ON 2507
2524	1956		1956
2525	1956	2539	2530
2526	1956		2526
2527	1957		2527
2528	1957		2528
2529	1957		2529
2530	1957	2532	2530
2531	1957		2531
2532			NUMBER USED ON 2531
2533	1958		2533
2534	1958		2534

Collection) at Mulhouse do have chassis numbers, but # 2511, closest to camera was #2506, and the car furthest away is now #2530 but was #2526 which is an "Offset" car."

(Photo by my cousin; Stu Roe in 2010)

Some material is from the book "Maserati 250F" by David McKinney.





Ted Langton-Adams

Ludwig Heimrath soon-to be National Champion Rounds the Hairpin at Westwood in Cooper Ford

Another Unknown Canadian Driver

John Duff

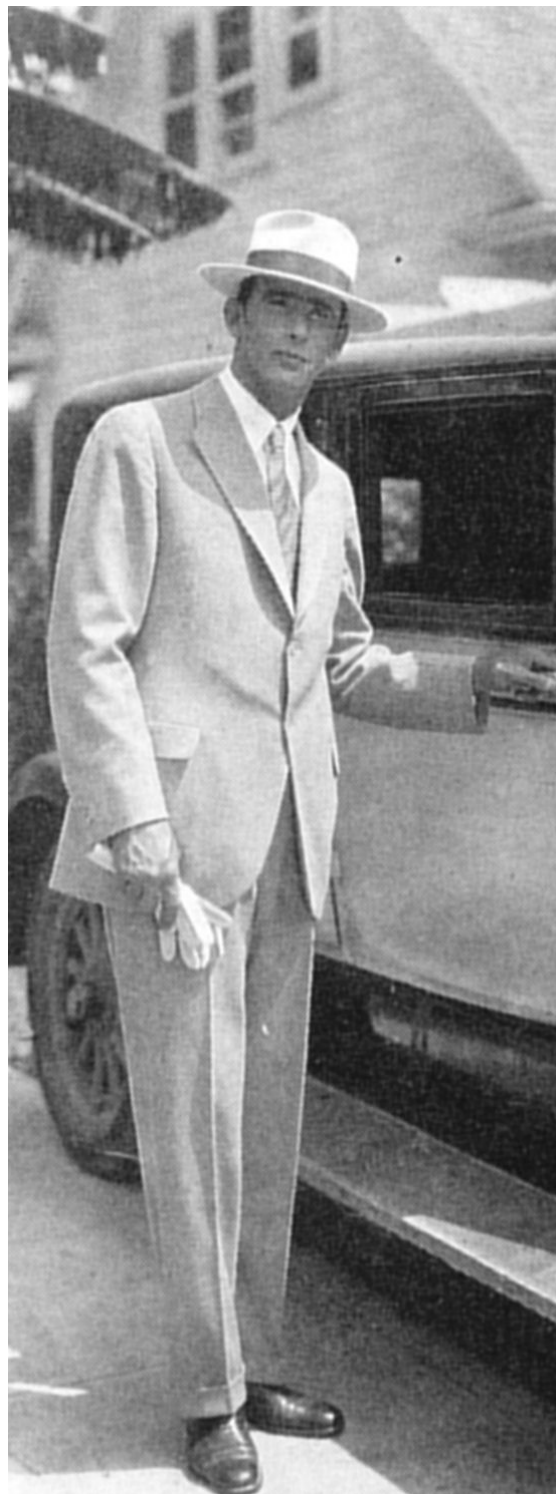
Le Mans Winner 1924

John Duff was born to Canadian parents in China in 1895. At a young age, he was sent to their hometown of Hamilton, Ont., where he stayed till he was 16 before returning to China. After the First World War, in which he was wounded, he learned to drive. A year later, in 1920, he started to race. Over the next six years, he raced and won on England's famous Brooklands Motor Course. He also was overall winner of the 24 Hours of Le Mans and scored a top ten finish in the Indianapolis 500. Although other Canadians have since scored class victories at Le Mans, John Duff remains the only Canadian to win the race. And to finish in the top ten in his first attempt during the early, ultra-dangerous days at Indy, was similarly remarkable. John also set more than 50 speed and endurance records. In his day, endurance and speed records over distances of 1,000 or 2,000 miles, for 12 hours or 24 hours, were considered astounding achievements and received big play in the press. His greatest successes came while driving Bentleys. He was a Bentley dealer and delighted in racing the cars to victory. His race wins and speed records were responsible, in large part, for establishing the name and reputation of Bentley cars as reliable sports/touring machines. An accident forced his retirement from racing and he settled in California, teaching swordsmanship to many of the movie stars of that time. An enthusiastic equestrian, he was killed in a riding accident in England in 1958.



1924 Le Mans Winning Team

*From left: Frank Clement co-driver, WO Bentley
And John Duff*



John Duff in his Hollywood Days

Thoroughbred & Classic Cars magazine

Thoroughbred & Classic Cars magazine

Racing at Bellingham Airport

SPORTS CAR CLUB OF BRITISH COLUMBIA
Bellingham Airport Races.
12 August 1951.

Practice - 11:00 A.M. to Noon.
Races - Start at 2:30 P.M. Sharp.

2:30 - Class I - 10 laps.
 3:00 - Class II plus first five cars Class I - 10 laps.
 3:30 - Class III plus first five cars Class II - 10 laps.
 4:00 - Class IV plus first five cars class III - 10 laps.
 4:30 - All-comers Race - 20 laps.

Circuit - Roughly triangular tarmac course (runways and taxi strips), 1.2 miles per lap, slightly undulating.

MODIFICATIONS AND RESTRICTIONS.

General

1. Hub-caps must be removed.
2. "Open" exhaust systems permitted.
3. Cars must be equipped with bonnets covering the full length and width of the engine compartment, fastening to pass scrutiny of technical committee.
4. Windscreens may be removed, providing that cars are equipped with aero-screens and/or drivers wear shatter-proof goggles or face-shields.
5. Spare wheels, tools, bumpers, filters may be removed.

Class I - Up to 1½ litre engine capacity. No modifications to catalogued engine specifications, compression ratios, gearing or tire sizes plus or minus 3%. Fuel up to 90 octane gasoline only permitted.

Class II - Up to 1½ litre engine capacity. Any modifications to catalogued engine specifications, compression ratios, gearing or tire sizes permitted, provided that atmospheric induction is employed. Cars must be equipped with 2 headlamps and rear lamp in working condition, and four wings, or suitable mud-guarding, covering the full width of the tires employed and also extending down to at least hub level at the rear of each wheel. No fuel restrictions.

Class III - As Class II, except that forced induction may be employed.

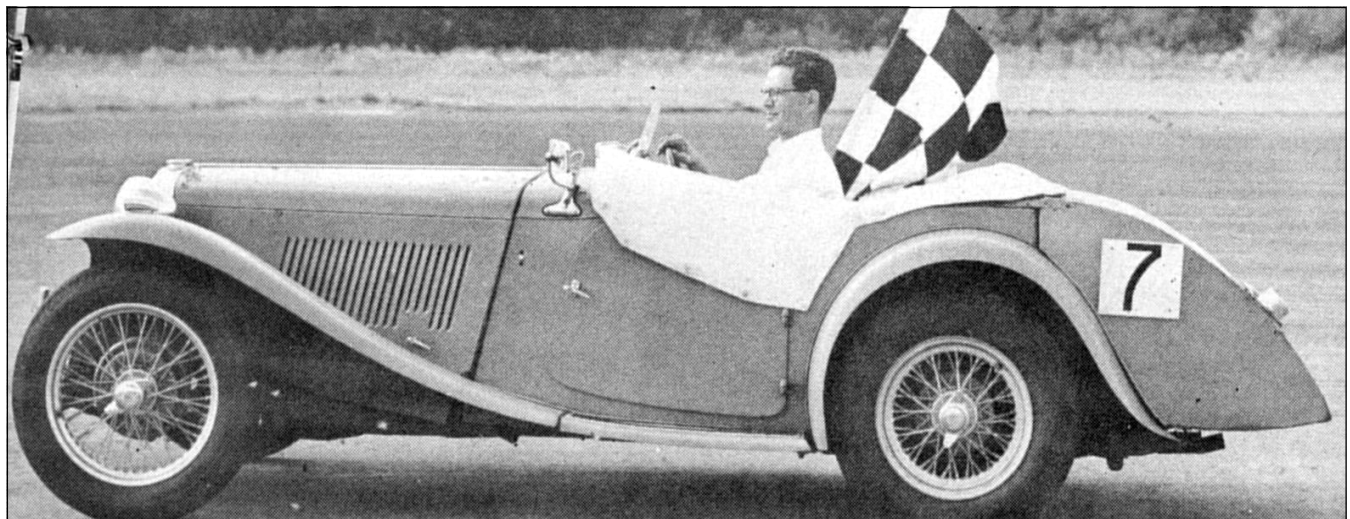
Class IV - Unlimited engine capacity, otherwise as Class II.

Drivers and mechanics must wear white shirts.



Above left: SCCBC Race Notice, 1951

Above right: Program Cover, 1956



Above: North Vancouver racer Mike Balfe wins in his MG TC Below: Jaguar XK120



SCCBC archives

SCCBC archives

Ed Arnold collection

Merv Theriault

Bellingham, Washington is in the USA but is closely linked to the city of Vancouver by its nearby location. During the 1950s, the SCCBC ran races at a number of available airports principally Abbotsford and Bellingham each quite close to Vancouver (40 and 45 miles from downtown Vancouver respectively).

Many of the events run at Bellingham Airport were fund raisers for the local American Legion post. The events were usually well supported by Seattle based drivers as they were just that much closer.



Above: Bellingham Airport Today

Below: One of the many track configurations used

BELLINGHAM

ROAD RACES

JULY 15, 1956

We wish to thank for:
 P.A. SYSTEM - NORBURN ELECTRIC
 FIRST AID - ST. JOHN AMBULANCE BRIGADE

*and, of course, the Spectators
 for their support and co-operation.*

SAFETY FIRST!

THE LIFE YOU SAVE MAY BE YOUR OWN! — Please obey the course marshalls and these instructions. Without spectator co-operation motor racing can be dangerous.

- Park cars at rope markers.
- Keep behind fence or rope. Keep out of danger areas.
- Don't cross the course at any time during the programme. (90 m.p.h. is 130 feet in a second).
- Don't turn your back on racing cars during an event.
- Keep dogs on leash and small children by the hand.
- Pit area is closed to spectators during the programme.

SCCBC archives

Below: A Line-up of MGs at the Start of a Race



Ed Arnold collection

Brent Martin Photos

Brent Martin is a Vancouver photographer who was active in motorsport in the 1970s and '80s. He recently sent along a large collection of photos from the Westwood era including quite a number of my cars. Here are a few of My first Formula Atlantic efforts: the Johnston JM3.



New Driver Ross Bentley wins First Race 1981



JM3 on very first race 1979-Bryan Evans up



Bentley in the Wet



Evans Again in 1980



Bentley Confers



Alfa Romeo

Tom's Photo
Page
Famous Marque
Logos



BMW



Cooper



Repsol Brabham



Bugatti



BRM



Allard



Frazer Nash



ERA



Austin-Healey



Lamborghini



Ginetta



GRD



BMC

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.

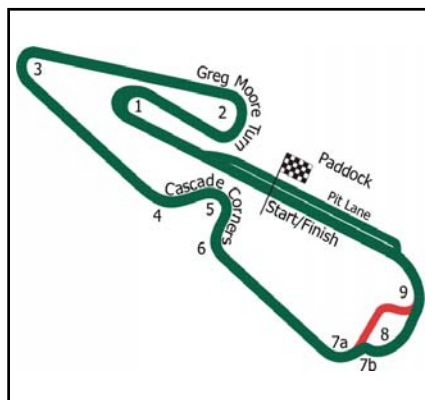


Photo Contest Who is the guy in the hat and where was the photo taken?



We finally had a winner! Mike Currie correctly identified the Tom Johnston Racing Formula Atlantic team at Long Beach California sometime in the 1990s. What he didn't get correct was the woman in the background behind the scooter is Vicki O'Conner the series owner.

VRCBC Club Officials and contact details for 2011

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