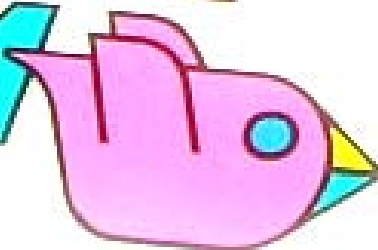




VANTAGE

Spring-2012

**DIRECT
FILM**



GOODYEAR

Gilles Villeneuve March 76B at Westwood 50



Well there is great agonizing going on regarding the future of vintage racing for the average guy, or any kind of racing for that matter. The big high profile events such as the Brian Redman and Monterey seem to be doing OK but the smaller events like our BCHMR are struggling with low entry numbers and in our case, dramatic reduction of entries from the US. The problem is quite simple, money!

Initial planning for the 2012 BCHMR has begun. Yours Truly chair once again, our original major objectives were:

- At least break even financially
- Try to get the best date possible for weather and for entries
- Get all the possible Canadian entries to offset reductions in entries from the US.
- Expand vehicle eligibility as much as possible without ruining our present REVS racing experience.

We have some plans regarding the daily schedules to make the event more enjoyable for the racers and more entertaining for the spectators.



Your Editor at Work

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

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British Columbia



On for August 4 & 5, 2012

Check out the event specific web site

www.bchmr.ca

President's Message

It has been a very busy time since the last edition of Vantage. Our Annual Gala in November was a lot of fun and the 'usual suspects' were re-elected at the AGM in January. We revised our REVS Eligibility rules in March, moving the latest date for production-based cars from 1974 to 1979. Working together with the SCCBC, we have promoted road racing at Mission, plus the VRCBC and the BCHMR at both the Vancouver International Auto Show and the BC Custom and Classic Car Show. We have also had our third Annual Dyno Day and our first 'fun meeting' of the year with a visit to the beautiful *Ferrari Maserati of Vancouver* showrooms. These special events are always a highlight and we are planning more during the rest of the year.

I am writing this right after our first race weekend of 2012. We had a very good turnout, the weather was excellent and there were some good scraps in both races. A couple of our local regulars couldn't make it for various reasons but said they would definitely be ready for the next one. But we had two 'newbie' (to REVS) veteran racers – Ian Thomas and Ian Wood join in and really add to the show. Many of the entrants told me how much they enjoyed the day and that is really what it is all about.

As a result of the eligibility change, we have already had inquiries from several racers with classic sports cars, which would now become eligible. Also, several new drivers have just completed SCCBC Driver Training, with the intention of 'going Vintage'. We hope to see many of these newcomers on our grid before the end of the season.

After a few false starts, and with the invaluable assistance of the SCCBC, we have finally been able to arrange the long-awaited 'Vintage Double' for the May 12th-13th 'Mother's Day Special' weekend. There will be Vintage races on both the Saturday and the Sunday. Our primary objective is to help out those of our active racing members who want to enter more frequently, but find the cost of fuel and/or ferries for them just to get to Mission to be a real problem. We really hope there will be a very good turnout of both our local and our 'come-from-away' VRCBC racers for this weekend. And Al Harvey has guaranteed sunshine!

Led by Chairman Tom, we have been doing a lot of planning for the BCHMR in August. After evaluating many options, we think we have designed an excellent event with a realistic budget. There is still a lot of work to do but it is all coming together well. Of course, the key component is the number and variety of the racing cars. This is what drives the interest of the our track volunteers, spectators and sponsors, and of course



President Stan MGB mounted (thanks to Al Reid)"

the enjoyment of the entrants themselves. We are modifying the BCHMR eligibility rules (which are always much broader than our REVS eligibility) this year to attempt to accommodate more vintage cars.

This leads me to two requests of Club members. Every year the vintage racing calendar is becoming more crowded and the cost of racing keeps increasing. We realize that most VRCBC racers have event alternatives and / or face budgetary challenges, but please give a high priority to entering the BCHMR, your Club's premiere event. Secondly, if you have any influence the marketing budget of a business or organization, please consider our many BCHMR sponsorship and advertising opportunities. The relevant information can be found on the event web site (www.bchmr.ca) but we are open to discussing any possibility, so please contact Tom or myself with your ideas. As Tom says, "Every little bit helps, but a bigger bit helps even more."

I hope you enjoy this issue of Vantage. See you at the track in May.

Stanton Guy, President



WESTWOOD Reunion 2012

British Columbia Historic Motor Races

Mission Raceway Park

August 4 and 5, 2012

Barbeque Friday night August 3, 6:00 PM



**August 4 & 5, 2012
Mission Raceway**

BCHMR Car Display Invitation

GVMPS Inducts Two Rallyists and Kevin and Leslie Skinner

October 9 was the date of the 2011 Greater Vancouver Motorsport Pioneers Society Induction ceremony. Among the 15 inductees were three pioneer sports car Taisto Heinonen and Tom Burgess both well known and pioneer rallyists as well as the husband and wife team of Leslie and Kevin Skinner, long time stalwarts of the Sports Car Club of British Columbia and the International Conference of Sports Car Clubs.



Taisto Heinonen



Taisto at the office



Tom Burgess



1963 Thunderbird Rally



The Skinners



Robin Fairservice on 500 cc FIII

In August 1953 I was taken to Brands Hatch in Kent with a friend by his father. This was my first exposure to a motor race meeting and, apart from a handicapped Vintage race; the entire event consisted of races for Formula Three racing cars. They were fast, and the racing was close. They also made a distinctive noise. I was hooked on motor racing and after getting to a couple of events the next year, I joined the Half Litre Car Club.

Pre-war circuit racing had pretty well been confined to the Brooklands banked track, the new Donington road circuit and a sort road track at Crystal Palace in south London. For the ordinary person who wished to participate in motor sport most of their activity was at sprints and hill climbs. The only new racing car that one could buy in the UK was the ERA, and not very many of these sold. So, they built "specials" often based upon GN or Austin Seven chassis with a variety of engines, usually from motor cycles. They were given such names as Chatterbox, Djinn, Tiger Cat, and would one ever forget John Bolster's Bloody Mary, and the Freikaiserwagen! John Bolster's book, "Specials" details many of these amazing machines.

After the war, many started to try actually racing, and with the large number of WW 2 airfields motor racing



The streamlined F1 car

got going. What to race was another question, but with many men having acquired technical skills and knowledge after the war various ideas were kicked around. A group of enthusiasts in Bristol decided to set out some rules for an inexpensive series that would give many enthusiasts the chance to race. Thus the 500 cc racing car series was born, and the Half Litre Car Club was started. The rules were for single seat racing cars with engines limited to 500 cc capacity. As there were no car engines that small the obvious choice was to use motor cycle engines of which there were many to choose from, including a flat twin Douglas and a very promising AJS vertical twin that was getting bugs wrung

out of it in motor cycle racing.

The premise of 500cc racing was that race cars could be economically built around motorcycle engines. The "JAP" (J. A. Prestwich) single cylinder engines were the most popular. This was an air cooled push rod unit that was used in Speedway racing, but as a motor cycle unit it came with a gearbox, although without a reverse gear. In 1947 the JAP concern was reluctant to supply their engines to this new form of racing, in case their speedway customers would not be supplied. Remember that this was immediately after the war and there were shortages of good skilled labour and materials. Fortunately they were persuaded to supply

engines to Eric Brandon and the Coopers, and that this was going to be a serious racing class. Running on alcohol fuel that engine produced 37 bhp and weighed 78 lb. An improved engine was developed for road racing and this developed 45 bhp at 6,000 rpm and now weighed 82 lb.

The pioneers of this class included Colin Strang, Clive Lones and of course Charles and John Cooper. The first Cooper car appeared in 1946 at the Prescott Hill Climb. Charles Cooper had a garage business in Surbiton, but before the war he had been a mechanic for the racing driver Kaye Don. The first Cooper 500 cc car was based on a Fiat Topolino chassis with a front suspension unit fitted at the rear as well as at the front. Both the front and rear suspension units came from wrecked Fiat Topolino's. The engine and gearbox were installed behind the driver and a neat aluminum body clothed it. The car's performance impressed many people and those that couldn't build a race car themselves asked Cooper's to make one for them. As they had a garage, and the necessary skills, the Cooper Car Company started making and selling 500 cc racing cars. However, only about a dozen Cooper race cars had been built before a customer special-ordered a slightly longer chassis to accommodate a 1000cc JAP V-twin engine, but that is another story. From 1949, Coopers were offered in short and long versions, for



500cc and 1000cc competition respectively.

The first four Cooper 500cc cars utilized Fiat 500 Topolino (1936-1955) suspension components. On the Topolino, a transverse leafspring was used for the front suspension only. John Cooper reasoned that the same spring could be used for both front and rear. As on the Fiat, leaf springs served to locate the upper ends of Cooper's hub carriers. This approach was used through 1957, even as Cooper dominated the new "Formula Two" racing class by winning eight out of ten of the major races. Finally in 1958, when Cooper began contesting Formula One races, they developed a dual wishbone coil over front suspension and at the rear they supplemented the transverse leaf spring with upper wishbones for more precise handling.

The first race for 500 cc cars took place at Gransden

Lodge airfield in Hertfordshire on July 13, 1947. Four cars started and Eric Brandon won at an average speed of 60.21 mph in the prototype Cooper JAP, with Colin Strang second in his Vincent-HRD engine special. There were two other starters.

500 cc racing really took off, and the 1948 British Grand Prix meeting featured a 50 mile race for them 26 cars started and the winner was a Cooper-JAP driven by a Canadian (?) Spike Rhiando at an average speed of 60.68 mph, followed by three more Cooper-JAP cars. Only four more cars finished.

The 500 cc racing car story then became dominated by the Cooper Car Company. The supply of wrecked Fiat Topolinos didn't last for long, so in 1950, with customers nearly beating down the garage doors, Cooper had to make their own chassis, using a box section diagonally braced frame with their own

fabricated suspension units that followed the Fiat pattern.

In November 1949 the FIA announced creation of a new class of international racing which would adopt essentially intact the British 500cc club's rules. It would be called "Formula 3". Effective immediately, the market for Cooper Car Company's products expanded throughout Europe and the USA. Cooper company records show six of their MkV cars were shipped to U.S.A. in 1951. (Cooper's 1952 and 1953 records are largely missing.) SCCA records show Cooper F3 cars competing occasionally in 1952 and 1953. In 1954 there were enough F3 cars for the SCCA to award a national championship trophy to a Mr. Harry Whitney of Pennsylvania. Alexis duPont and Rowland Keith tied in points for second. All three drove Coopers.

At that time all 500 cc race cars had rear engines, but Paul Emery produced eight front engine, front wheel drive cars, of which four are known to still exist. These were pretty cars, but could rival the racing Minis for under steer! It was fascinating to watch them taking the Druids Hill hairpin corner at Brands Hatch with smoke pouring from their front tires.

For 1951, body panels were streamlined and made completely detachable, though upper panels were mounted on hinges for convenient access. In 1951, Cooper also created a

"special" of their own with streamlined body for record attempts. In 1952, Cooper abandoned box section, ladder frames in favour of upper and lower longitudinal chassis tubes of 1.5" diameter with perforated sheet metal vertical braces between tubes. The Mk7 model of 1953 featured relatively minor updates, including improved shock absorbers and a lower-mounted steering rack.

For nearly all of the Cooper Car Company's existence the design drawings from 1948 on were prepared by Owen Maddock. He was the son of an architect but had studied engineering and obtained membership of the Institute of Mechanical Engineers. His first title at Coopers was as a fitter, storekeeper, van driver and general dogsbody, unless they needed some drawings!

In about 1951 Cyril Kieft produced a car featuring a swing axle rear suspension, and Stirling Moss was a frequent winner with his Kieft. The springing medium was a set of aircraft standard rubber bands set across the chassis. Other manufacturers included Arnott a maker of superchargers, (I seemed to remember that a Daphne Arnott ran this company), IOTA, JBS,JP, Mackson, Martin, Marwyn, and the Staride from which Reg Bicknell developed his successful Revis, the first of which featured a full width front.

Eventually the faster drivers were using the successful Pre War single cam Norton International engines. The pre-war twin cam Manx engine, however, had been redesigned in 1953 with a much shorter stroke of 86.0 × 85.6 mm (3.39 × 3.37 in) to improve the rev range. The revised engine was much more suitable for cars but they were even harder to acquire. At first Norton refused to supply them, so complete motorcycles were bought in order to remove the engine for 500 cc car racing. These engines were commonly known as the "Double Knocker" engine. The Manx rolling bike chassis were frequently sold on and paired with Triumph 500 cc twin engines to create Triton cafe racers. The Norton twin cam engine design became the basis of the 2 litre Vanwall engine. Tony Vandervell just happened to be the Chairman of the Norton Company!

On the continent a variety of engines were tried and everyone expected a four cylinder Gilera engine would be the favoured engine, but this never happened. I can only remember one being entered at Brands Hatch, but I have no memory of it actually racing.

The JAP engine, however, remained the favoured engine for sprints and hill climbs. I have always considered that the visible difference was that the JAP engine had a simple straight exhaust pipe, whereas the Norton usually had a megaphone exhaust pipe.



Brent Martin

There were 500s in Canada too - Rob Follows Cooper Westwood

In 1953 the top racers realised that a little Nitro methane added to the fuel would greatly increase the engines power output. As I said at the beginning, the first car racing that I watched was during the Nitro methane era, and the characteristic smell of boot polish accompanied the cars as they sped past. If you really wanted to win, then you had to have a Francis Beart, Steve Lancefield tuned engine, and the few who could afford them were at the front of the pack.

500 cc racing reached its peak in 1955, and although it

continued for a few more years, sports car racing supplanted it in the club scene. This formula had served the sport well and many leading drivers cut their teeth on these little cars. Stirling Moss, Peter Collins and Stewart Lewis Evans went on to Formula One fame, and Les Leston, Ivor Bueb, Trevor Taylor and Jim Russell had very successful careers after their 500 cc racing days were over. Jim Russell is known nowadays for his racing schools. In the UK, the 500 cc racing class is increasingly featured in historic racing,

but they tend to run afoul of noise regulations!

Robin Fairservice

Sources: "Specials"
by John Bolster

"Cooper Cars" by Doug Nye

"The 500 cc Racing Car"
by Colin Rawlinson

"500 cc Racing"
by Gregor Grant.
Photos from my collection.

Mike Tate's 'Tate á Tate'

Goodwood Motor Circuit Sixty Years Old and Still Going Strong!

There has been racing at the Goodwood Motor Circuit in England on and off for over sixty years now and it is still a viable, popular and challenging motor racing circuit. The grounds also enjoy enough room for a first rate speed hill-climb venue. Horse racing too is still a major attraction on the Goodwood estate, near Chichester in England.

On the motoring side of things the annual The Goodwood Festival of Speed and its younger debutant sister The Goodwood Revival are the jewels in the crown for those of us who love things fast, loud, traditional

and simply reflecting the way we were. Nothing wrong with nostalgia, it is a womb, a cradle, a comfort as the world moves onto 'greener' pastures, cellular telephones and instant connectivity!

The 9th Duke of Richmond & Gordon, simply 'Freddie' to his friends was a total car nut equally at home with a spanner in his hand, perhaps even more so, as he was talking to his Royal Highness King George VI, who was a close confidant and friend. In fact, he was dining with the king to be and his bride Elizabeth on that fateful December 10th 1936 when King Edward VIII

~ George's elder brother ~ announced his abdication and intention of marrying the divorced American Mrs. Wallis Simpson. At the ensuing coronation of King George VI and Queen Elizabeth ('The Queen Mother' as she became after the accession of Queen Elizabeth II) it was race driver, Bentley salesman, owner of Hordern-Richmond Aircraft Ltd., March Models and partner in Kevill-Davis & March automobile dealers plus the subsequent creator of the Goodwood Motor Circuit in 1948 that carried the sceptre for his good friend the king. For those of



Scottish Comedian Billy Connolly is delightful and colorful as usual!



Mike gawks at Olivier Gendebien's Shark Nose Ferrari

you interested in history rent the DVD 'The King's Speech' for a feel of the times and a wonderful evening's movie entertainment. Sadly, 'disillusioned by bureaucracy and officialdom' ~ does that ring a bell! ~ He closed the circuit in 1966 leaving his ten year old grandson Charles March literally heartbroken as he too had caught the motor racing bug from his father and those early days at Goodwood.

Moving forward two generations it was that self-same grandson Charles March who became the creator and driving force behind the two magnificent historical classic motoring events The Goodwood Festival of Speed ~ now ten years old and The Goodwood Revival which he launched in 1966. Motor racing had been lost to Goodwood for more than thirty years which makes our Westwood to

Mission hiatus in British Columbia seem like a drop in the bucket. The March family have also been closely associated with the aircraft industry and the RAF having made propellers and designed aircraft and part of the Goodwood estate was requisitioned during World War Two and a part of this estate requisition became RAF Westhampnett. This RAF aerodrome was home to a number of Spitfire and Hurricane squadrons including one led by the famous Douglas Robert Steuart Bader the pilot with two artificial legs! This association with flying is well portrayed at the Goodwood Revival by the inclusion of a first rate airshow and ground display. During the Goodwood Revival last year a full squadron of Spitfires took to the air which was amazing to behold and not only that but one of the few Avro

Lancaster bombers still flying today made a fly-past.

The event isn't only an on-track affair but a 50s and 60s dress up crowd really get into the action and create a wonderfully nostalgic effect on the whole estate. Almost everything, the people, the cars, the shops, the aircraft and the buildings all become period pieces that one wanders through at will and sometimes one has to literally pinch oneself to make sure that one hasn't walked through a time warp!

In the paddock the ordinary folks like me end up meeting and even conversing with the motor racing heroes of yesteryear, the kind of folks that one only expected to meet in books on coffee tables or in magazines in doctors' waiting rooms! The greats go because, as I was told many times, they simply enjoy it and for them the era the revival represents was



Charles March chats with one of the restorers of the prototype Spitfire K5054

the toughest and at times the most tragic but also the finest time of their lives. Some admitted that they felt it was a pay-back to the fans that had supported them and enabled them to enjoy the finer things in life! . . . I liked that.

On the Goodwood race track, competing wheel to wheel with little quarter asked for or given, are some of the finest and most famous race cars of the golden era of motor sport. There simply aren't words adequate to describe what you witness . . . perhaps you should all put it on your 'Bucket List', (You know the things you *must* do before you die!). They say "See Venice and Die" I say,

See Goodwood Before You Die!

You won't come back with much change in your pockets but what the hell . . .

You can't take it with you anyway!

photos: Mike Tate & Associates.



That's another fine mess you've got me into



The Spitfire's genesis R J Mitchell's Schneider Trophy winning S6B



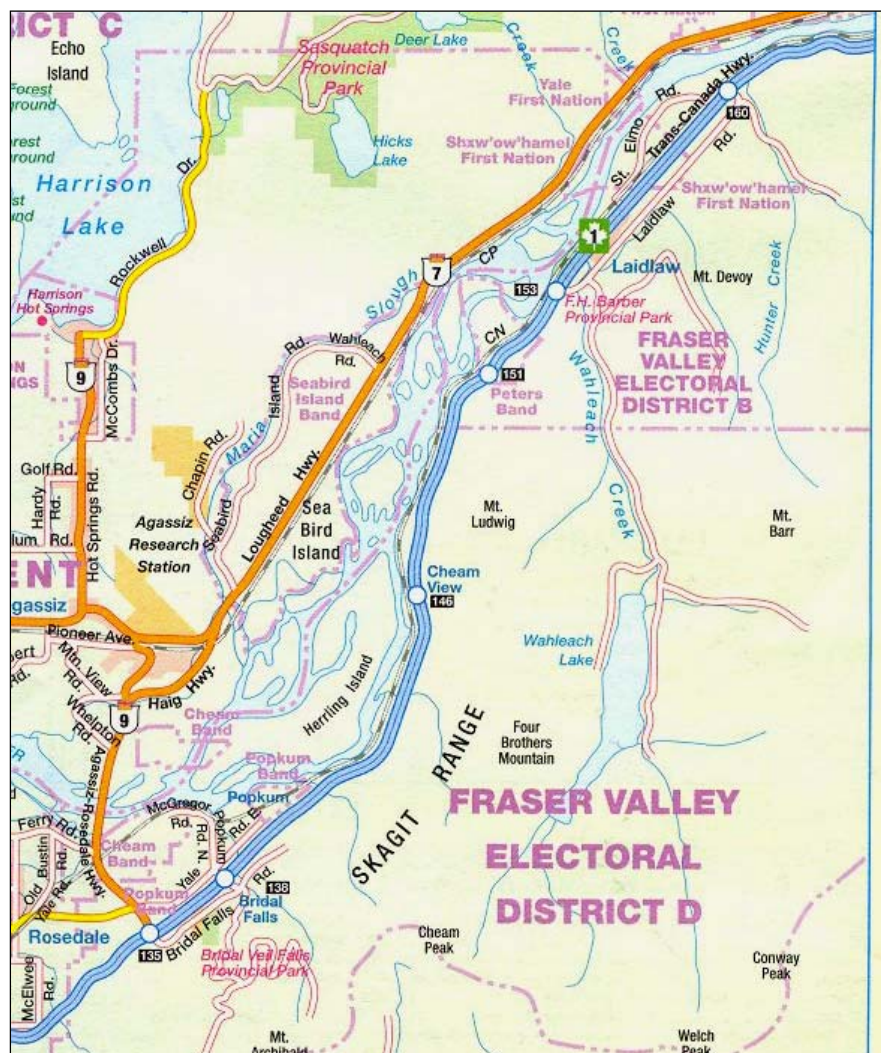
Vantage cartoonist Craig Ainscough just has to make a comment

Jones Lake Hill Climb

BC Hydro has a hydro power station beside Highway 1 about 3 km west of the town of Hope in the Fraser Valley. The water for the station comes from Wahleach Lake (formerly called Jones Lake) in a basin in the mountains above and to the south. There is a road from the lake down to the highway following Wahleach Creek (also formerly and sometimes still called Jones). This road was presumably developed for the construction of the dam that forms Wahleach Lake must have been built in the early 1950s when the dam was completed.

The Sports Car Club of BC held an organised 0.50 mile hill climb on this road several times. Known dates are; November 14, 1954, and October 24 1955

Fastest Time recorded was 1.04.8 by G. MacDonald in a TR2 with cleated tires in 1955



Locator map



Hill Climb road today



Highway exit sign today



The Sports Car Club of British Columbia

PRES.: D. J. RATTENBURY

SEC'Y: R.G. SAYLE
1295 GLADWIN DRIVE
NORTH VANCOUVER, B.C.
PHONE: WILLOW 1630

8. Safety Precautions. The one bad dangerous spot in the course is the red flag.

Turn marshalls will have yellow flags which, if shown, will mean STOP. This event is not for the public only club members and friends will turn out. However, each club member to act as a crowd control marshall and keep the uninvited from trouble. No cars but official

JONES CREEK HILL CLIMB

Sunday, Nov. 14, 1954

This is our last event of the 1954 season and as competition for Club Championship is very keen, it should be an interesting event to watch and compete in.

1. Location. Jones Creek, B.C., 85 miles east of Vancouver on the Trans Canada Hiway (40 miles east of Abbotsford) the course is laid out on a private road of excellent hard packed gravel surface, and will be graded before the event. Course length approximately 3/4 of a mile.

2. Admission 50¢ for one and all to help offset the cost of the P. L. & P. D. and drivers' insurance which will be in effect at this event.

3. Entry Fee and Drivers' Insurance. No charge to club members going through registration and technical inspection on Sat. Nov. 13th/54. As noted below - \$2.00 per car and/or driver for non members.

4. Registration and Technical Inspection. Saturday, Nov. 13, 1954, 1-4.30 p.m. at Leverington Motors, 1046 Richards St., Vancouver, B.C. Late Entries will be accepted at Jones Creek on Sunday but all will be assessed \$2.00 which will also cover driver insurance in the case of non members. enter. 8.00 p.m., Safety Belts & Crash Helmets required in all classes but the touring car class. Fuel will be unrestricted for this event. Numbering will be the responsibility of competitors.

5. Championship Points. These will be awarded normally 5 to 1 for 1st five standings in each class, plus a bonus mark of 1 for club member F. T. D. 4 cars are required to form a class to accumulate points normally. If 3 cars entered points will be 4, 3, 2. If 2 entered 3, 2, and if 1 car only it will be required to compete in class above. In the case of a car not having a class to move up into, it will compete for F. T. D. award only. Dash plaques will be awarded at the banquet for 1st 3 places in each class running.

6. Classes. (1) Class F1 (S. C. C. B. C. Production M. C. class) (will compete for production M. C. award)
(2) Touring Cars. Open to S. C. C. B. C. members and invited club members only. They will be allowed 1 run only.
(3) F. I. A. Sports Car Classes

	G up to 1100 c. c. U/S
	F " " 1500 c. c. U/S
Supercharged cars move	E " " 2000 c. c. U/S
up 1 class.	D " " 3000 c. c. U/S
	C " " 4500 c. c. U/S
	Unlimited

7. Times.

Practice Period	10 a.m. - 11.00 a.m.
1st Runs	11.00 a.m. - 12.00 noon
Lunch Break	12.00 - 12.30 p.m.
Successive Runs	12.30 p.m. - 4.00 p.m.

Cars will be run in classes and each class will return to pit area before next class is run off. The order in which the cars will be run will be posted in the pit area during practice.

The Snell Foundation

What is SPI?

Recently there has been quite a bit of conversation about our ASN Canada FIA requirement FIA certification of head and neck restraint and some other safety equipment in racing events under their jurisdiction. Much of the discussion has revolved around whether devices other than the "Hans" (a registered trademark) would be acceptable. Proponents of alternative devices argued that SCCA and other governing bodies are accepted any bearing SPI certification. In the end the SPI devices were accepted.

After all that I wondered what it this SPI outfit?, is it somehow related to the Snell Foundation that sets standard for helmets? Well no it is not. SPI was originally a part of the Speciality Equipment Market Association (SEMA), later spinning off to become an independent foundation. SPI sets standard for all kinds of racing equipment with a decidedly American and drag racing bent.

www.sfifoundation.com

The Snell Memorial Foundation (SMF) is a not-for-profit organization created to provide a high quality standard of safety for helmets. Founded in 1957, SMF is named after William "Pete" Snell, a popular sports car racer who died in 1956 of head injuries he received

when the racing helmet he wore failed to protect his head. A group of friends, scientists, physicians, and others joined together to create a group that would promote research and education as well as test and develop standards to improve the effectiveness of helmets. www.smf.org

It would seem that while Snell has been accepted as a world standard for helmet standards and testing (not just for motor racing but many other sports as well) SPI remains pretty much an American standard. As our Canadian ASN is affiliated with the FIA, it is not surprising that they ally with the FIA regulations.

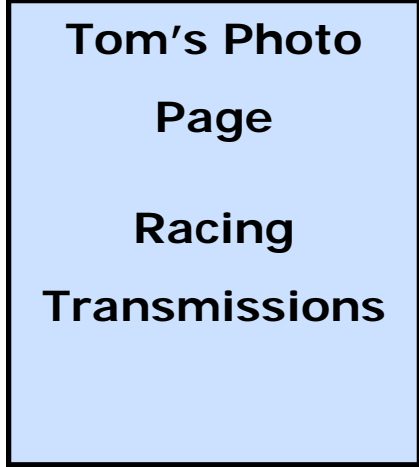
Footnote:

I came across this nugget on a forum about Lotus 23s recently *"Just to add to the debate I spent some time in discussion with HANS a few years back when designing a new Hans compliant seat for the 2-Eleven. At the time I also briefly discussed with them the potential use of a HANS device when driving my 23. It's not as straight forward as it might at first seem. The HANS was specifically designed to lessen the risk of a basal skull fracture in a high g deceleration. It clearly achieves this very well. The problem is not with the HANS but with our cars; they don't have the extremely rigid chassis structures seen on modern race cars and won't in most circumstances generate the sort of frontal deceleration that is associated with injuries such as basal skull fractures. The chassis will normally collapse relatively early in a severe frontal accident and your legs and thorax will tend to suffer the worst injuries, which the HANS cannot help to prevent. Assuming the HANS is correctly specified and is used in conjunction with suitable harnesses with correct installation and the HANS is sufficiently clear from any rigid structure such as the roll over bar so it doesn't push on the back of your neck then it cannot make your situation any worse, but it may not offer the same increased level of protection that it would in a more modern race car. I believe this is one reason that many historic race authorities have decided against mandating their use in older cars. No reason not to use one if you want, but something to bear in mind if you will have to chop great lumps out of your car to install one correctly".*

The writer is a design engineer with Lotus



Brabham F3 with DAF



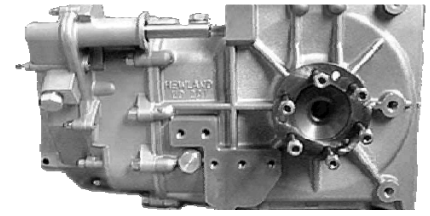
McKee Transaxle



Hewland FT200



Tremec TR 6060



Hewland DF200



Laystall in Lola Mk1



Lotus "Queerbox"



Ferrari F1



Hewland MK8



BRM 1.5 litre F1



Staffs Atlantic



ZF 5D



Hewland DG300



Hewland VGC

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

Important victory at Westwood



Well there were a few guesses, but no one was even close. It is the locally built Patterson Formula Ford at Westwood in 1975.

VRCBC Club Officials and contact details for the rest of 2011

Position	Name	Telephone	e-mail
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